3 SITE AND DEVELOPMENT DESCRIPTION

Site Context

3.1 The Site (refer to Figure 1.1) is located within the administrative boundary of RBKuT. It is situated within the Norbiton Ward. Kingston Upon Thames town centre is located approximately 850m to the west of the Site and the River Thames is located approximately 1.2km to the west of the Site.

3.2 The Site is located to the immediate south of the A2043 Cambridge Road and Hawks Road. Hampden Road marks the far eastern extent of the Site and the back of the rear gardens to the properties on Portman Road represent the western extent of the Site. The southern boundary of the Site is bound by Bonner Hill Road.

3.3 The land use in the immediate vicinity of the Site is predominantly residential and of a domestic suburban character and scale. Residential properties are located to the north of the Site, beyond the A2043 and Hawks Road and to the west of the Site, including along Portman Road, Somerset Road, Rowlls Road and Piper Road. The residential streets of Vincent Road and Cambridge Grove Road are located to the immediate southeast of the Site. A recently constructed student living complex is located to the north of the Site, on the southern side of the A2043.

3.4 To the immediate east of the Site, beyond Hampden Road, is an area of commercial and light industrial use. To the south of the Site, beyond Bonner Hill Road is Kingston Cemetery and Crematorium, with the Cemetery designated as a Site of Importance for Nature Conservation (SINC) and protected Metropolitan Open Land (MOL).

3.5 Hogsmill River is located approximately 300m to the south of the Site. Large scale industrial uses are located to the immediate south of Hogsmill River, including Hogsmill Sewage Treatment Works and a household Reuse and Recycling Centre.

3.6 Kingstonian Football Club Ground (Home of AFC Wimbledon) is located approximately 200m to the southeast of the Site.

3.7 Norbiton train station is located approximately 400m to the north of the Site, Kingston train station is located approximately 800m to the north west of the Site and Berrylands train station is located approximately 900m to the south of the Site. All of the train stations provide services into Wimbledon, Clapham Junction and London Waterloo.

3.8 There are no listed buildings on the Site. The nearest listed buildings are all Grade II and include: the Mortuary Chapels and Tomb of Dorothy Frances Victoria Burton 100m to the south; the Church of St Peter and Vine House 200m to the northwest; and The Old Mill House 200m to the south west. One scheduled monument, Clattern Bridge, is located 1km to the west. The Development would not have an adverse effect on the setting of these surrounding heritage assets.

3.9 Rose Walk, Raeburn Open Space and Elmbridge Open Space Local Nature Reserves are located approximately 1km to the southeast of the Site. Bushy Park and Home Park Site of Special Scientific Interest (SSSI) is located approximately 1.4km to the west of the Site.

3.10 According to the Gov.UK website, the Site is located in Flood Zone 1 (at a low risk of flooding).

3.11 The Site is located within the Kingston-upon-Thames Air Quality Management Area (AQMA), designated for annual mean exceedances of Nitrogen Dioxide (NO_2) and annual and 24-hour mean exceedances of Particulate Matter (PM_{10}).

3.12 The Site is not located within a Conservation Area or Local Area of Special Character. The nearest Conservation Area to the Site is Fairfield/Knights Park, located approximately 300m to the west of the Site.

Site Description

3.13 The Site area extends to 8.86 hectares (ha). Cambridge Road Estate was built in the 1970s and consists of the following buildings and facilities:

- 832 residential properties, distributed across four 15 storey high-rise blocks, low-rise blocks ranging from 2 storey houses to 5 storey maisonettes and flat blocks with elevated walkways and bridges to access upper levels (782 of the existing properties are currently occupied by social tenants, private tenants or homeowners[1], and the remaining 50 units are unoccupied);
- Hawks Road Clinic within the northwest of the Site;
- The Bull and Bush Hotel within the west of the Site;
- The Surrey Sports Centre (disused) within the west of the Site; and
- Piper Community Hall within the south of the Site.

[1] figures correct as of June 2020

3.14 The Site includes small formal and informal spaces/play spaces and ground level car parking areas.

Description of Development

3.15 The application is for part outline and part detailed planning permission (hybrid planning application). The formal description of the whole Development, followed by the detailed element is set out below.

> *"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), 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), 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")."*

3.16 The Development will comprise a mix of uses including residential, commercial and community uses across 15 building plots. Building plots B, C and E comprise the detailed element of the application (which has an area of 2.21ha) and building plots A, D, F, G, H, J, K, L, M, N, P and Q comprise the outline element of the application (which has an area of 6.65ha).

3.17 The outline element of the Development is defined by a set of parameters that place limits on the quantum, extent and type of development that could come forward under future reserved matters applications. The parameters include the following:

- Site Location Plan and Planning Boundary;
- Extent of Outline and Full/Detailed application areas;
- Development Plot Plan;
- Horizontal limits of Development Zones;

- Vertical limits of Development Zones; and
- Development Zone Plan.

3.18 Each technical chapter within the ES assesses the detailed drawings for the detailed element and the parameter plans (Appendix 3.1), and specifically, the parameter envelope that would lead to the "worst case" effects for that discipline to assess the outline element of the application. This will ensure that any detailed proposals coming forward within future reserved matters applications would not lead to greater (more adverse) effects on the environment than have been assessed at the outline stage.

3.19 The Illustrative Masterplan, which demonstrates one way in which the outline element of the Development could come forward, is provided as Figure 3.1.

Residential

3.20 The Development includes the delivery of up to 2,170 new homes across the Site. 452 residential units will be provided as part of the detailed element of the Development and up to 1,718 residential units will be provided as part of the outline element of the Development.

3.21 Dwellings will be provided in a range of tenures, including affordable, shared ownership and private market housing, as shown in Table 3.1 below. This is further detailed in Table 3.2, which provides the housing mix for the detailed element of the Development whilst Table 3.3 includes an indicative total housing mix for the outline element of the Development.

Table 3.1: Proposed Housing Mix – Whole Development (detailed and outline)

Unit Size	Affordable Social Rent	Affordable Shared Ownership	Private	Total
1 Bed	298	20	558	876
2 Bed	330	37	541	908
3 Bed	89	43	204	336
4 Bed	47	0	0	47
5 Bed	2	0	0	2
6 Bed	1	0	0	1
Total	**767**	**100**	**1303**	**2170**

Table 3.2: Proposed Housing Mix – detailed Phase 1

Unit Size	Affordable Social Rent	Affordable Shared Ownership	Private	Total
1 Bed	54	11	102	167
2 Bed	43	5	137	185
3 Bed	40	14	33	87
4 Bed	10	0	0	10
5 Bed	2	0	0	2
6 Bed	1	0	0	1

Unit Size	Affordable Social Rent	Affordable Shared Ownership	Private	Total
Total	**150**	**30**	**272**	**452**

Table 3.3: Indicative Housing Mix – outline Phases 2 to 5

Unit Size	Affordable Social Rent	Affordable Shared Ownership	Private	Total
1 Bed	244	9	456	709
2 Bed	287	32	404	723
3 Bed	49	29	171	249
4 Bed	37	0	0	37
Total	**617**	**70**	**1031**	**1718**

3.22 In total, up to 867 affordable homes (Social Rent and Shared Ownership) will be delivered as part of the Development. Of these 867 affordable homes, 180 will be delivered as part of the detailed element of the Development and 687 will be provided as part of the outline element of the Development.

Mixed-Use

3.23 The Development includes a range of new and replacement mixed-use facilities, including commercial and community use. Up to a total of 2,935sqm gross external area (GEA) of mixed-use floor space will be provided as part of the Development, which will include up to 290sqm GEA of flexible office floorspace (Use Class E), up to 1,395sqm GEA of flexible retail/commercial floorspace (Use Class E/Sui Generis) and 1,250sqm GEA of community (D1) floor space.

3.24 The detailed element of the Development will include 395sqm GEA of flexible retail/commercial floorspace as well as the flexible office floorspace (290sqm GEA) and the community floorspace (1,250sqm GEA). The non residential use as part in the detailed element will be located in building plot C, within the north of the Development.

3.25 The outline element of the Development will include up to 1,000sqm GEA of flexible retail/commercial floorspace, which will be located in building plots G and K, within the north and north east of the Development (refer to Appendix 3.1).

Building Heights and Massing

3.26 The proposed heights of the Development are detailed below in Table 3.4 and shown in Appendices 3.1 and 3.2.

Table 3.4: Maximum Heights of Proposed Buildings

Plot/Buildings	Height (mAOD) (to parapet)	Number of Storeys
A	48.65	10
B	30.975	6
C	51.675	13
D	56.70	12
E	52.325	12
F	54.10	10
G	63.30	13
H	63.30	13
J	54.10	9
K	64.30	13
L	45.50	8
M	57.40	12
N	54.30	10
P	48.65	10
Q	27.00	3

3.27 The building heights across the Development will vary from 3 storeys up to a maximum of 13 storeys in height. The maximum height of the buildings within the detailed element of the Development will be 52.325m Above Ordnance Datum (AOD)) in height for building plot E (within the west of the Development) and the maximum height of buildings within the outline element of the Development will be up to 64.30m AOD in height for building plot K (within the east of the Development).

Green Infrastructure

3.28 Large areas of green infrastructure are proposed as part of the Development. The proposed green infrastructure for the Development will include public open space, communal amenity space, private amenity space, active recreation space and children's play space.

3.29 Up to a total of 27,476sqm of softscape would be provided within the Development, including 5,074sqm provided as part of the detailed element and up to 22,402sqm which would be provided as part of the outline element of the Development. The softscape would comprise amenity lawns, native buffer planting, ground cover and ornamental planting, tall perennials, grassland and/or ornamental planting, community growing space, courtyard ground cover and ornamental planting. Over 250 new trees will also be planted in streets, gardens and open spaces, almost doubling the current number of trees on the existing Site.

3.30 In addition to the above, the Development will include up to 15,326 sqm of green and biodiverse roofs, on buildings within each building plot.

3.31 In terms of play space provision, a minimum of 9,744sqm of play space will be provided across

the Development.

Access

3.32 The majority of the existing vehicle access will be retained across the Site. A new primary access route will run north to south through the Site, connecting Cambridge Road to the north of the Site with Vincent Road to the south east of the Site. Other vehicle access points surrounding the Site, will include via Hampden Road to east of the Site, Bonner Hill Road to the south of the Site and Somerset Road to the west of the Site. Vehicle access will be available to each building plot within the Development.

3.33 The main access for commercial servicing will be via Cambridge Road to the north of the Site and Somerset Road to the west of the Site.

3.34 Pedestrian and cycle access will be based on a north/south and east/west grid system grid system which will provide direct linkages throughout the estate and connections to the surrounding network. Access would be from various points around the Site, including via Cambridge Road and Hawks Road to the north, Hampden Road to the east, Vincent Road, Bonner Hill Road, and Piper Road to the south and Rowlls Road and Somerset Road to the west.

Vehicle and Cycle Parking

3.35 Car parking will be provided throughout the Development, including on-street and within basement and podium parking within each individual building plot. The Development will provide a total of 868 car parking spaces, including 126 spaces as part of the detailed element of the Development and up to 742 as part of the outline element of the Development.

3.36 3% of all car spaces provided in the Development will be for Blue Badge holders. 20% of all spaces will be active Electric Vehicle Charging Points (EVCP), and 80% of all spaces will have passive EVCP.

3.37 Up to 4,026 cycle spaces will be provided as part of the Development. Up to 3,958 cycle spaces will be provided for the residential use, including up to 3,902 long stay spaces and up to 56 short stay spaces. Up to 68 cycle spaces will be provided for the non residential uses, including up to 12 long stay spaces and 56 short stay spaces.

3.38 A total of 887 cycle spaces will be provided for the detailed element of the Development. 835

cycle spaces will be provided for the residential use, including 821 long-term secure residential spaces and 14 short-term residential visitor spaces. 52 cycle spaces will be provided for the non residential use, including 8 long-term secure spaces and 44 short-term visitor spaces.

Drainage

3.39 It is a requirement of the NPPF[i] that Sustainable Drainage Systems (SuDS) are used in all major developments, if feasible. The proposed SuDS for the Development seek to deliver long-term mitigation by attenuating and treating surface water runoff from the Development. As outlined in the drainage strategy for the Development (refer to Appendix 2.4), the proposed drainage design will be implemented to control the rate of runoff from the Site by means of attenuation and other SuDS methods. A combination of SuDS measures as set out below would be adopted to manage surface water runoff to provide sustainable design. These would be subject to review prior to the development of each phase:

- Living Roofs;
- Basins & Ponds;
- Filter Strips & Swales;
- Infiltration Devices;
- Permeable Surfaces & Filter Drains; and
- Tanked Systems.

Energy, Sustainability and Climate Change

3.40 A Framework Travel Plan for the outline element of the Development and a Travel Plan for the detailed element of the Development (Phase 1) has also been submitted with the TA (refer to Appendix 2.7). The Travel Plans set out a long-term strategy for reducing dependence on travel by private car. The objective of the Travel Plans is to reduce private car mileage in favour of more sustainable modes of travel, such as walking, cycling and use of public transport, which reflects current Government policy objectives in respect of transport. The Travel Plans contain a commitment to monitoring Site travel patterns and enforcement measures designed to ensure the Development's traffic is within the bounds of this assessment. The Travel Plans will be secured by planning obligation.

3.41 Chapter 7 of the ES (Air Quality) also identifies principles of good techniques which will be implemented as part of the Development, including the implementation of Travels Plans, provision of Electric Vehicle Charging Points and the provision of measures to support sustainable transport modes, such as cycle path and pedestrian links. This would reduce the reliance on car use and result in associated reductions in traffic emissions.

3.42 An Energy Strategy has been prepared (refer to Appendix 3.2) in order to demonstrate how the Development complies with RBKuT policies, as well as the Intend to Publish London Plan[ii] and supporting GLA technical guidance on energy. The Energy Strategy (Appendix 3.2) describes demand-reduction measures, energy-efficiency measures and renewable energy initiatives to demonstrate how the Development meets the objectives of the energy hierarchy: Be Lean, Be Clean, Be Green. These measures will be the subject of separate planning conditions.

3.43 The Energy Assessment assesses the baseline emissions of the Site and the predicted Carbon Dioxide (CO_2) emissions for each objective of the energy hierarchy. Table 3.5 below displays the findings and demonstrates that the Development would result in a Site Wide CO_2 emissions and cumulative savings of 63%.

Table 3.5: Site Wide CO_2 Emissions and Cumulative Savings

Stage	Regulated CO_2 Emissions (Tonnes CO_2 per Annum)	Regulated Carbon Dioxide Savings	
		Tonnes CO_2 per Annum	Percentage
Baseline: Part L 2013 Compliant Development	2,180		
After Be Lean Measures	1,886	294	14%
After Be Clean Measures	865	1,021	47%
After Be Green Measures	810	55	3%
Cumulative On-Site Savings		1,371	63%

3.44 Through a combination of Be Lean, Be Clean and Be Green measures, the Development will result in a carbon emissions reduction which meets the energy requirements of the Intend to Publish London Plan policies and RBKuT local plan policy.

3.45 In line with London Plan policy requirements[iii], the Development will commit to offsetting some remaining domestic carbon emissions through a payment which will be committed to by the Applicant (and secured by planning condition).

Climate Change Adaptation

3.46 The drainage strategy for the Development will incorporate SuDS to ensure the sustainable management of surface water on the Site. The drainage strategy allows for changes in anticipated rainfall as a result of climate change. Further detail is provided within the Flood Risk Assessment (including Foul and Surface Water Drainage Statement (refer to Appendix 2.4).

3.47 The Development will also include the following key sustainability features, as set out in the

Sustainability Statement (refer to Appendix 3.3). These will be delivered as part of the Development and through separate planning conditions.

- All commercial units will be designed and built to achieve a BREEAM (Building Research Establishment Environmental Assessment Method) 'Excellent' rating under the New Construction 2018 scheme[iv];
- The Development will target a 35% reduction in Regulated CO_2 emissions through connection to an existing district heat network, energy efficiency measures and PV panels;
- The Development has been designed to ensure overheating risk was reduced to acceptable levels in accordance with CIBSE TM59:2017[v] requirements;
- Flow control devices and water efficient fixtures and fittings will be installed in all dwellings to target a maximum internal daily water consumption of 105 litres/person/day;
- Adequate facilities will be provided for domestic and construction related waste, including segregated bins for refuse and recycling;
- The principles of a circular economy shall be incorporated into the Development, where possible;
- Where practical, new building materials will be sourced locally to reduce transportation pollution and support the local economy. New materials will be selected based on their environmental impact and responsible suppliers will be used where possible;
- Consultation with a Security Specialist will take place to ensure the Development is safe and secure for its residents;
- The dwellings will target an improvement on Building Regulations Part E through party walls and floors;
- 90% of the new dwellings will be designed to meet Building Regulations Approved Document (M4(2) and 10% will meet Part M4(3), in accordance with London Plan Policy 3.8;
- The Site will benefit from a good existing public transport network and sustainable modes will be encouraged through the provision of cycle storage spaces;
- Enhancements will be implemented through the provision of landscaped areas, play space and additional tree and shrub planting across the Site; and
- The Site will aim to achieve a 'Beyond Best Practice' score with the Considerate Constructors Scheme and will closely monitor construction site impacts.

REFERENCES

[i] Ministry of Housing, Communities & Local Government (2019). *National Planning Policy Framework*, MHCLG: London.

[ii] Mayor of London (2019) *The London Plan Intend to Publish, Spatial Development Strategy for Greater London,* December 2019.

[iii] Greater London Authority (2016) The London Plan: The Spatial Development Strategy for London Consolidated with Alterations Since 2011. GLA: London

[iv] SD5078: *BREEAM UK New Construction 2018 3.0*

[v] Chartered Institution of Building Services Engineers. *Design methodology for the assessment of overheating risk in homes*. TM59: 2017.