

CAMBRIDGE ROAD ESTATE – PLANNING APPLICATION 20/02942/FUL

ENVIRONMENTAL STATEMENT - NOVEMBER 2020

**** TO BE READ IN CONJUNCTION WITH ENVIRONMENTAL STATEMENT LETTER OF CLARIFICATION DATED 13TH OCTOBER 2021 BELOW ****

The following updates to the Environmental Statement have been previously made:

Chapter 9: Daylight, Sunlight and Overshadowing; Updated in June 2021

Chapter 10: Wind Microclimate; Updated May 2021

Environmental Statement Appendices (Volume 2): Appendix 9.1, 9.3, 9.4, 9.6 10.1 and 10.2 Updated in June 2021

Environment Statement - Townscape and Visual Assessment (ES Volume 3) – Technical note and updated views issued in April 2021.

Note: Likely significant effects relating to the Development have been considered in relation to proposed amendment to the Development. No likely significant effects, that were not identified or identifiable at the time of the preparation of the November 2020 ES have been identified.

As also set out within this letter, there have been no material changes to the baseline environment and no additional cumulative development have been identified.

It is therefore considered that the conclusions of the November 2020 ES submitted as part of the hybrid planning application (reference 20/02942/FUL) remain valid and that the information provided comprises non-substantive clarification. However, given that this information relates to the submitted ES it should be published for consultation in accordance with the EIA Regulations.

Ms Harsha Bhundia
Royal Borough of Kingston Upon Thames
Guildhall II
Kingston upon Thames
London
KT1 1EU

13th October 2021

Our Reference: 26902/A5/NP

Dear Harsha,

RE: CAMBRIDGE ROAD ESTATE – LETTER OF CLARIFICATION

We write on behalf of the Applicant, Cambridge Road (RBK) LLP, with respect to hybrid planning application reference 20/02942/FUL for the development on land at Cambridge Road Estate, Kingston, ('the Development'), submitted to the Royal Borough of Kingston upon Thames (RBKuT) in November 2020. This planning application is awaiting determination by RBKuT.

Background

Hybrid planning application reference 20/02942/FUL comprises demolition of existing buildings and construction of up to 2,170 new homes and up to 2,935 square metres (sqm) of non-residential floorspace that is to be used as flexible commercial, community and office workspace.

The Development falls within Category 10(b) of Schedule 2 of the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended¹)* as an urban development project which includes more than 150 dwellings and a site area which is more than 5 hectares (ha) in size.

An ES was prepared in accordance with the EIA Regulations to accompany the planning application, which was submitted in November 2020. Amendments have subsequently been made to the affordable housing provision for the Development and in light of this change, this letter confirms that the conclusions of the submitted ES remain valid.

Summary of amendments

The amendments include the provision of an additional 74 affordable dwellings (intermediate dwellings) and a reduction of 74 private dwellings in the proposed housing mix for the Development. The overall housing provision for the Development remains up to 2,170 dwellings.

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (2017 SI No.571) (as amended in 2018 by SI No. 695 and in 2020 by SI No.505)

As result of the change to the affordable housing provision, minor amendments have been made to the traffic data provided by the project Transport Consultant (Markides Associates), which was used as part of the Air Quality assessment work undertaken for the ES (refer to Appendix 1).

Changes to prevailing baseline conditions and cumulative development

The ES was prepared in 2020. The assessment of effects considered a phased demolition and construction period. There have been no material changes to the baseline conditions since the submission of the ES in November 2020.

Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other existing and/or approved development. Guidance on the consideration of cumulative effects in the EIA screening process is set out in the PPG, which echoes the requirements of the EIA Regulations:

"each application (or request for a screening opinion) should be considered on its own merits. There are occasions where other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development."

Cumulative development was considered as part of the ES and the Applicant is not aware of any additional approved developments near to the Site that have been approved since the ES was submitted in November 2020, which could have the potential to result in likely significant effects on the environment in cumulation with the Development.

Validity of Likely Significant Effects

The scope of the November 2020 ES comprised the following topics:

- Population and Human Health;
- Air Quality;
- Biodiversity;
- Daylight, Sunlight and Overshadowing; and
- Wind Microclimate.

A detailed review of the above technical ES chapters included as part of the November 2020 ES has been undertaken. The role of the ES is to report on the likely significance of effects on the environment and the aim of the review has been to establish whether any likely significant effects not identified or identifiable at the time of the planning application's submission could now occur as a consequence of the amendment to the Development.

Population and Human Health: The change to the affordable housing provision for the Development has a bearing on the education yield calculations, used to inform the assessment of effects on primary and secondary education from the Development. The net additional education yield calculated in the November 2020 ES chapter was 119 primary school places and 39 secondary school places. As a result of the change in the affordable housing provision, the net additional yield is now 112 primary school places and 36 secondary school places from the Development (refer to Appendix 1).

The baseline assessment in the November 2020 ES chapter identified a significant surplus of primary school places, so the revised mix does not change the assessment of effect presented in the original chapter (negligible for primary education). The baseline assessment identified a deficit of secondary school places in the local area but the demand

for secondary school places, results in only a minor adverse effect. The revised yield calculation (36 secondary school places) does not change this effect. The change to the affordable provision does not therefore change any of the effects or conclusions of the Population and Human Health Chapter submitted as part of the November 2020 ES.

The Health Impact Assessment, submitted as Appendix 6.1 of the November 2020 ES, set out that the provision of affordable homes as part of the Development would have a positive health effect (under key health theme Housing quality and design). This will continue to be the case given the revised increase in affordable housing provision.

Air Quality: From the revised traffic data provided by Markides Associates, there are some minor redistributions of the Development traffic on the local road network (refer to Appendix 2). From review of the revised traffic data, there would be no significant change to the number of Development traffic movements on the major affected road links considered within the air quality assessment for the November 2020 ES (+16 on Cambridge Road North). Additional changes have taken place on road links where adjacent roads, which are not subject to changes to Development traffic numbers, are experiencing higher Development traffic movements. However, the impacts at receptor locations on these roads are predicted to be not significant and as such, it can be considered that air quality impacts associated with the amendments to the distribution will not exceed or significantly alter those previously predicted. Subsequently, it is considered that the conclusions of the air quality assessment for the November 2020 ES will remain the same.

The nature of the amendments have no bearing on the conclusions of the **Biodiversity** chapter prepared as part of the November 2020 ES. As the amendment to the Development does not involve any massing changes, the conclusions of the assessment in relation to **daylight, sunlight and overshadowing** and **Wind Microclimate** would also still apply.

ES Appendices updates

It should be noted that in addition to Appendix 6.1 (Health Impact Assessment), the following Appendices of the November 2020 ES have also been updated as a result of the minor amendments:

- Appendix 2.7: Transport Assessment; and
- Appendix 3.2: Energy Statement.

The changes to the above appendices have no bearing on the conclusions of the November 2020 ES.

Conclusion

Likely significant effects relating to the Development have been considered in relation to proposed amendment to the Development. No likely significant effects, that were not identified or identifiable at the time of the preparation of the November 2020 ES have been identified.

As also set out within this letter, there have been no material changes to the baseline environment and no additional cumulative development have been identified.

It is therefore considered that the conclusions of the November 2020 ES submitted as part of the hybrid planning application (reference 20/02942/FUL) remain valid and that the information provided comprises non-substantive clarification. However, given that this information relates to the submitted ES it should be published for consultation in accordance with the EIA Regulations.

Yours sincerely,



NEIL PURVIS

Associate Environmental Planner

ENCs.

Appendix 1: Pupil Yield Calculations

Appendix 2: Updated Traffic data

APPENDIX 1

PUPIL YIELD CALCULATIONS

Estimated Pupil Take-up from Application for Permission to Develop Land

	Total units	Type of property by number of bedrooms								Child yield by school phase				Pupil take-up ¹		
		Houses				Flats				Nur	Pri	Sec	Total	Pri	Sec	
		1	2	3	4	1	2	3	4							
[1] Private ownership		Houses				Flats				9%	59%	30%	98%	86%	70%	
				14		528	497	190		Nur	Pri	Sec	Total	Pri	Sec	
	1,229									42.1	279.0	139.4	470.0	239.9	97.6	
	-									-	-	-	-	0.0	0.0	
	-									-	-	-	-	0.0	0.0	
	-									-	-	-	-	0.0	0.0	
	-									-	-	-	-	0.0	0.0	
[1] Total: Private ownership		1,229	0	0	14	0	528	497	190	0	42.1	279.0	139.4	470.0	239.9	97.6
														Pri	Sec	
[2] Social housing		Houses				Flats				Child yield by school phase				100%	100%	
				15	33	348	411	117	17	Nur	Pri	Sec	Total	Pri	Sec	
	941									429.8	316.8	189.4	936.0	104.5	62.5	
	-									-	-	-	-	0.0	0.0	
	-									-	-	-	-	0.0	0.0	
	-									-	-	-	-	0.0	0.0	
	-									-	-	-	-	0.0	0.0	
[2] Total: Social housing		941	0	0	15	33	348	411	117	17	429.8	316.8	189.4	936.0	104.5	62.5
														Pri	Sec	

Note:
¹ Pupil take-up for social housing is reduced by 67% to account for pupils anticipated to be registered already at local schools.

Primary	344
Secondary	160

Yield from 832 units	232	Net additional yield	112
	124		36

APPENDIX 2

UPDATED TRAFFIC DATA

		2018 Base		2039 Future Base + Com Dev		2039 Future Base + Com Dev + Dev		Net change with Dev	
ATC	Link	AADT (2-way)	HGV%	AADT (2-way)	HGV%	AADT (2-way)	HGV%	AADT (2-way)	% AADT Change
1	London Rd W	22226	11%	25373	11%	25648	11%	275	1%
2	London Rd E	18535	7%	21160	7%	21393	7%	233	1%
3	Cambridge Rd N	16364	8%	18681	8%	19189	8%	508	3%
4	Fairfield South	6969	9%	8062	9%	8188	9%	126	2%
5	Hawks Rd	14117	7%	16222	7%	16348	7%	126	1%
6	Villiers Rd	12011	8%	13712	8%	13815	8%	104	1%
7	Cambridge Rd	19423	9%	22174	9%	22538	9%	364	2%
8	Gloucester Rd	6668	10%	7613	10%	7743	10%	130	2%
9	Cambridge Rd S	16065	11%	18446	11%	18867	11%	421	2%
10	Washington Rd	1148	11%	1310	11%	1504	11%	194	15%
11	St Peters Rd	351	4%	507	4%	507	4%	0	0%
12	Burritt Rd	910	7%	1039	7%	1197	7%	158	15%
13	Vincent Rd	471	7%	538	7%	579	7%	41	8%
14	Cambridge Grove	119	19%	135	19%	135	19%	0	0%
15	Willingham Way	498	13%	568	13%	568	13%	0	0%

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15	Willingham Way	498	13%	568	13%	568	13%	0	0%

November 2020

Environmental Statement
Non-Technical Summary (NTS)



The Applicant

Cambridge Road (Kingston) Ltd

c/o Countryside Properties
Aurora House
71-75 Uxbridge Road
Ealing
London W5 5SL

The project site

Cambridge Road Estate Project hub

2 Tadlow
Washington Road
Kingston Upon Thames
Surrey
KT1 3JL

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

Cambridge Road Estate, Kingston

Environmental Statement

Non-Technical Summary

Prepared by Barton Willmore on behalf of Cambridge Road (RBK) LLP

Project Ref:	26902/A5/ES	
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Issue/Rev:	01	02
Date:	October 2020	November 2020
Prepared by:	NP	NP
Checked by:	RD	RD

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Ref: 26902/A5/ES
Date: November 2020



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FIGURES

Figure 1: Site Location Plan

Figure 2: Cumulative Schemes

Figure 3: Study Area Plan

1.0 INTRODUCTION

- 1.1 Cambridge Road (RBK) LLP (“the Applicant”), has submitted an application for the demolition of existing buildings and construction of up to 2,170 new homes and up to 2,935 square metres (sqm) of non-residential floorspace that is to be used as flexible commercial, community and office workspace (“the Development”) on land at Cambridge Road Estate (“the Site”). Located within the administrative area of Royal Borough of Kingston upon Thames (RBKuT), the Site extends to 8.86 hectares (ha) and is shown on Figure 1 at the end of this report.
- 1.2 An Environmental Statement (ES) has been prepared to support the planning application. An ES is the report of an Environmental Impact Assessment (EIA) carried out as required by national law known as the “EIA Regulations”¹. EIA is the process by which development proposals deemed likely to have significant environmental effects are appraised. This document is the non-technical summary of the ES and summarises the content and conclusions of the ES.
- 1.3 Given the current social distancing restrictions due to COVID-19, the ES is not available for review in hard copy in a public place at this time. Comments on the planning application can also be made via the Council’s website or can be forwarded to the Planning Department at the addresses below:

Website: <https://publicaccess.kingston.gov.uk/online-applications/>

- 1.4 Please contact RBKuT Planning Department with any queries at the following address:

Planning and Building Control
Guildhall
High Street
Kingston upon Thames
KT1 1EU

Tel: 020 8547 5002

Email: development.management@kingston.gov.uk

¹ SI 2017/571 as amended by SI 2018/695 and SI 2020/505

- 1.5 Paper copies of the full ES (chapters and figures) and the technical appendices can be purchased at a cost of £300 and £350 respectively. Paper copies of the non-technical summary can be obtained for £20. Copies of the full ES can be obtained on a memory stick for £25.
- 1.6 For copies of any of the above, please contact the Environmental Planning Team at Barton Willmore:

Environmental Planning Team
Barton Willmore LLP
7 Soho Square
London
W1D 3QB

Tel: 020 7446 6888

Email: environmental@bartonwillmore.co.uk

2.0 EIA METHODOLOGY

- 2.1 EIA is a procedure used to assess the likely significant effects of a proposed development on the environment. The results are written into an ES which is submitted with the planning application.
- 2.2 The ES provides the local planning authority (in this case RBKuT) with sufficient information about the likely significant environmental effects of the development before a decision is made about the planning application. Effects may arise during the construction and operational phases of the development.
- 2.3 The ES predicts what the significance of each environmental effect would be, which is determined by two factors:
- The sensitivity, importance or value of the environment (such as people or wildlife); and
 - The actual change taking place to the environment (i.e. the size or severity of change taking place).
- 2.4 Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major. Some disciplines use bespoke criteria based on published guidance.
- 2.5 The ES includes a description of the current environmental conditions known as the baseline conditions, against which the likely significant environmental effects of the development are assessed.

EIA Scope

- 2.6 An EIA should only focus on the likely significant effects of a development on the environment during the construction and operational phases. The scope of the ES was agreed formally with RBKuT.
- 2.7 The following subject areas have been scoped into the ES:
- Population and Human Health;
 - Townscape and Views;
 - Air Quality;
 - Biodiversity;

- Daylight, Sunlight and Overshadowing; and
- Wind Microclimate.

2.8 Other environmental issues are covered in standalone documents submitted with the planning application.

Stakeholder Engagement and Public Consultation

2.9 The planning application is the culmination of an extensive design process which has involved consultation with RBKuT, statutory consultees, the local community and other stakeholders.

2.10 The consultation process has included a number of public exhibitions, which have taken place in 2019 and 2020. These allowed attendees to learn about and provide feedback on the emerging proposals.

2.11 Consultation has also been undertaken with the following statutory consultees:

- Historic England;
- Natural England;
- Environment Agency;
- Greater London Authority (GLA);
- Thames Water;
- Transport for London (TfL); and
- Community Groups and Local Residents' Associations.

Cumulative Effects

2.12 An EIA must assess any potentially significant effects of the development that may arise cumulatively (when combined with) other major development with planning permission or under construction in the local area. The EIA Regulations state that 'existing and approved' developments should be considered.

2.13 The schemes which were agreed with RBKuT and have been assessed for potentially significant cumulative effects with the Development in the technical chapters of the ES are set out in Table 1 below and are shown in Figure 2.

Table 1: Cumulative Schemes

Scheme Name and Reference Number	Description	Planning Status	Direction and distance from the Site
65 Hampden Road, Kingston Upon Thames (Reference: 19/00020/FUL)	Demolition of existing industrial buildings and erection of replacement residential accommodation containing 79 flats, comprising of 1, 2, 3 and 4 bedroom units, a Police Office, Use Class B1 (a), residents work hub incorporating 47 car parking spaces, 184 private cycle parking spaces and 6 public cycle spaces and refuse, recycling and plant stores, a private and communal amenity spaces, play space and hard/soft landscaping (revisions submitted to show detailed design amendments)	Approved	Approximately 150m south of the Site.
Site at Eden Walk Shopping Centre Eden Walk, Kingston Upon Thames (Reference: 15/13063/FUL)	The demolition and redevelopment of Eden Walk Shopping Centre, including Millennium House and Neville House to provide a mixed use development consisting of retail units and kiosks (Use Classes A1-A5), leisure including a cinema (Use Class D2), media screens, offices (Use Class B1a) and residential (Use Class C3); plant (including CHP); public and residential car parking; formation of new access for residential basement car parking, refurbishment of the existing multi-storey car park including new access ramp, extension of basement; public realm works including pedestrian routes and public spaces, improvements to Memorial Gardens, and associated works. Listed Building Consent for the relocation of the War Memorial to a location in Memorial Gardens, and for works abutting the United Reformed Church.	Approved	Approximately 700m west of the Site.
Canbury Place Car Park, 12-52 Kingsgate Road, 13-43 Richmond Road, Kingston Upon Thames (Reference: 19/02323/FUL)	Hybrid application for up to 445 no. residential dwellings comprising: Detailed application for Canbury Place car park and 12-52 Kingsgate Road for the demolition of the existing buildings and the erection of two buildings to provide 372 no. residential apartments (use class C3), 1,738 sqm office space (use class B1a), 734 sqm nursery/offices (flexible use class D1/B1a) and 696 sqm gym/offices (flexible use class D2/B1a) with associated access, parking and landscaping arrangements, including the stopping up (closure) of Kingsgate Road.	Pending Consideration	Approximately 800m northwest of the Site.
229 – 255 Kingston Road, New Malden (Reference: 19/01228/FUL)	Redevelopment of the site to provide 297 residential units in buildings ranging from 4 to 7 storeys, with 216sqm commercial space (A1, A2, A3, A4, B1 and D1) at ground floor, 124 car parking spaces (including car club and accessible provision); communal landscaped amenity areas, secure cycle parking and other associated development.	Pending Consideration	Approximately 800m south east of the Site.
Development Site at Post Office Ashdown Road, Kingston Upon Thames	Erection of new buildings of 4 to 16 storeys in height and part demolition, alterations and change of use of Former Post Office and Former Telephone Exchange listed buildings to provide 2,141 sqm of retail/ cafe/ restaurant uses (A1-A5 use) and 638 sqm of flexible floorspace to be used for either	Approved	Approximately 900m west of the Site.

(Reference: 14/13247/FUL)	retail/café/restaurant uses (A1-A5) or Office (B1), 931 sqm of Office (B1) floorspace and 253 sqm of community/leisure (D1/D2 use) and 319 residential units. 132 car parking spaces proposed with access from Ashdown Road and 610 cycle parking spaces.		
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3.0 SITE AND DEVELOPMENT DESCRIPTION

Site Context

- 3.1 The Site (refer to Figure 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, which is 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.

Site Description

- 3.8 The Site area extends to approximately 8.86ha. 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 homeowners², 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.

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

Description of Development

- 3.10 The application comprises two parts: a detailed³ (or full) element and an outline⁴ element as described 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

² Figures correct as of June 2020

³ A decision is made on the detailed proposals of how a site can be developed. No further engagement with the local planning authority is required to proceed with the development granted permission

⁴ Allows for a decision to be made on the general principles of how a site can be developed. Further planning consents will be required to construct the development

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")."

Land Use

- 3.11 The Development will comprise a mix of uses including residential, commercial and community uses across 15 Plots. Plots B, C and E comprise the detailed element of the application (which has an area of 2.21ha) and 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).

Residential

- 3.12 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 1718 residential units will be provided as part of the outline element of the Development.
- 3.13 Dwellings will be provided in a range of tenures, including affordable, shared ownership and private market housing. 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

- 3.14 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.

- 3.15 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.
- 3.16 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.

Building Heights and Massing

- 3.17 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

- 3.18 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.
- 3.19 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.
- 3.20 In addition to the above, the Development will include up to 15,326sqm of green and biodiverse roofs, on buildings within each building plot.

- 3.21 In terms of play space provision, a minimum of 9,744sqm of play space will be provided across the Development.

Access

- 3.22 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.
- 3.23 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.
- 3.24 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

- 3.25 Car parking will be provided throughout the Development, including on-street and within basement and podium parking within each individual building plots. 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
- 3.26 3% of all car spaces provided in the Development will be for Blue Badge holders. In accordance with the Intend to Publish London Plan, 20% of all spaces will be active Electric Vehicle Charging Points (EVCP), and 80% of all spaces will have passive EVCP.
- 3.27 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 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.

Energy, Sustainability and Climate Change

- 3.28 Travel Plans have been prepared and submitted as part of the planning application. 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. Active travel and public transport lead to lower emissions of greenhouse gases that contribute to climate change than trips being made by private car.
- 3.29 An Energy Strategy has been prepared and describes demand-reduction measures, energy-efficiency measures and renewable energy to demonstrate how the Development meets the objectives of the energy hierarchy: Be Lean, Be Clean, Be Green. These measures will be secured by conditions to the planning permission. Through a combination of Be Lean, Be Clean and Be Green measures, the Development will result in a reduction in carbon emissions.
- 3.30 The Development will include a range of sustainable drainage systems (SuDS) which will collect and treat surface water runoff from the Development. The drainage strategy has been undertaken to current regulations and guidance and is designed to enable the Development will be able to cope with rainfall from more extreme weather events likely with future climate change.

4.0 ALTERNATIVES & DESIGN EVOLUTION

4.1 The EIA Regulations require an ES to provide a '*description of reasonable development alternatives (for example in terms of design) studied by the developer, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects*'. The alternatives considered by the Applicant comprise:

- The 'do nothing' alternative whereby the Development would not be progressed;
- Alternative Locations and Uses for the Site; and
- Alternative Design/layouts for the Development.

The 'do nothing' Alternative

4.2 The Cambridge Road Estate is a council estate containing 832 homes that was built in the late 1960s and early 1970s. Currently, the quality and condition of the housing on the Site is poor and there are fundamental design flaws that exist across the Site.

4.3 Under the 'do nothing' scenario, the Development would not be progressed. In this situation, the existing configuration of the Site would not make the most efficient use of the land for delivery of higher quality housing and other uses. In addition, the beneficial and adverse effects outlined in this ES relating to the Development would not occur.

Consideration of Alternative Locations and Uses

4.4 RBKuT initially started a Housing Regeneration programme in August 2015, setting up a resident's Steering Group and undertaking considerable community engagement to help inform a Strategic Development Brief and to explore the feasibility and viability of different redevelopment options on the Site. From August 2016, potential redevelopment options were subsequently tested, ranging from keeping some of the existing homes on the Site and building some homes through to redeveloping all homes. Three options were subsequently shortlisted and residents were consulted through a range of drop in sessions and a full survey of all residents on the Site was undertaken. The preferred option identified by residents was for a full, phased, demolition of the Estate.

4.5 RBKuT and the Applicant have undertaken comprehensive engagement and consultation with resident's and the wider community.

- 4.6 From 24th February 2020 to 18th March 2020, residents were balloted to determine whether they wanted the redevelopment of the Estate to proceed or not. From the 820 eligible voters, a turnout of 86% was achieved, with 73% voting in favour of the redevelopment.
- 4.7 Since the residents' ballot, further consultation has been undertaken prior to submission of the planning application. Engagement with the local community has been fundamental to the evolution of the Development.
- 4.8 Taking into consideration the existing use of the Site, it is clear that the principle of residential mixed-use development at the Site is acceptable and suitable. In addition, consultation with statutory and non-statutory consultees, including local residents and members of the wider community, allowed the Development to evolve to suit their needs and ensure that the objectives of the scheme can be achieved. Taking into consideration the above, during the design evolution of the Development no alternative locations and types of land uses were considered. Delivering a mixture of tenures of social ownership and private development, a mixed and vibrant Development has been proposed.

Alternative Design/Layouts

- 4.9 The Development submitted for approval is the result of a thorough analysis of environmental constraints and opportunities, access issues and market demand. Consultation with RBKuT, statutory consultees, the local community and other local stakeholders has been a key influence in design evolution. The ES sets out the main alternatives studied by the Applicant and the main reasons for selecting the chosen options.

5.0 CONSTRUCTION METHODOLOGY & PHASING

- 5.1 Planning for construction is broad at this stage. The assessment of construction phase environmental effects is based on reasonable assumptions and experience.
- 5.2 Demolition and construction of the Development is anticipated to commence in 2021, subject to gaining planning permission, and span approximately 12 years. Overall, the demolition and construction process is expected to be completed by 2033.
- 5.3 A number of existing residents currently living on the Site will need to be rehoused prior to the demolition commencing. A coordinated rehousing strategy has been prepared and submitted with the planning application, and sets out that a total of 1,642 residents in 710 households will require rehousing as a result of the regeneration process. Rehousing will take place in 5 phases over a period of 10-15 years, prior to the demolition and construction works for each phase.
- 5.4 Construction will include the following activities:
- Pre-commencement and enabling works (including demolition);
 - Excavation and sub-structure works;
 - Drainage works;
 - Construction of superstructure;
 - Fit out of buildings; and
 - Landscaping.
- 5.5 The primary construction materials to be used will include concrete, brick, steel post and beams and timber. Where possible, materials and resources used during the construction of the Development will be sourced from the local area.

Vehicle Movements

- 5.6 Demolition and construction vehicles will access the Site using the main arterial roads, most notably the A2043 Cambridge Road, as far as possible to minimise the impacts on the local road network. All traffic will be encouraged to avoid local roads, such as Gloucester Road.
- 5.7 The Heavy Duty Vehicle (HDV) movements would be dispersed across the working day. Construction deliveries will be planned to avoid peak hours on the transport network.

- 5.8 All management of construction traffic and access will be carried out in accordance with Transport for London's Construction Logistics Plan (CLP) Guidance.

Hours of Work

- 5.9 Working hours on the Site will be agreed with RBKuT, however, it is likely that the standard hours of work will be adhered to. These are:

- Monday to Friday, 8am to 6pm;
- Saturday, 8am to 1pm; and
- Sunday and Bank Holidays, no noisy activities on-site.

- 5.10 On 13th May 2020, the UK Government published a written ministerial statement⁵ on planning and construction working hours during the Covid-19 pandemic. This statement from Government expects local planning authorities to approve requests to extend construction working hours temporarily to ensure safe working in line with social distancing guidelines until 9pm, Monday to Saturday, unless there are very compelling reasons against this. All work outside the general working hours set out above would, therefore, be subject to prior agreement of, and/or reasonable notice to RBKuT as appropriate.

- 5.11 Night-time working will be restricted to exceptional circumstances, and work internally with buildings. By arrangement, there may be some out of hours construction deliveries made to the Site.

- 5.12 All work outside the general working hours set out above would, therefore, be subject to prior agreement of, and/or reasonable notice to RBKuT as appropriate.

Environmental Management

- 5.13 A detailed CEMP will be submitted to RBKuT (and other statutory authorities) prior to the commencement of the works and will be secured by planning condition. The detailed CEMP will provide the methods of managing environmental issues, such as noise and dust during construction. An outline Construction Method Statement and Construction Management Plan has been submitted as an appendix to the ES.

⁵ Gov.UK website, accessed online: <https://www.gov.uk/guidance/coronavirus-covid-19-construction-update-qa> [published 13th May 2020]

6.0 POPULATION AND HUMAN HEALTH

- 6.1 The ES assesses the likely significant effects of the Development on the environment with respect to population and human health (including socio-economic effects). These effects include construction phase and operational phase employment generation; changes in population numbers and structure once the Development is operational; demands on primary healthcare and wider human health issues; demands on primary and secondary education infrastructure once operational; and access to public open space.

Baseline Conditions

- 6.2 The current population and human health baseline conditions in the assessment Study Area⁶ (refer to Figure 3) comprise a population of 51,395 people, 17,731 households, 30,000 people in employment and a range of community facilities (including schools, health services, shops, cafes and recreational uses, including parks and open space).

Construction Phase Effects

- 6.3 The construction phase of the Development is expected to generate a significant number of jobs across all construction disciplines, from ground workers to construction management. It is anticipated that the Development is likely to produce employment for an average of 456 full time equivalent workers per month during the construction period.
- 6.4 In addition to jobs created as a direct effect of the construction and management of the Development, further indirect employment and economic benefit will be experienced as a result of the spin-off and multiplier effects. These include supply chain expenditure from potential purchase of building supplies to local provision of meals, refreshments, fuel and potential temporary accommodation (e.g. Bed & Breakfast) for the construction workforce.
- 6.5 Existing residents currently living on the Site will need to be rehoused prior to the demolition works commencing. The disruption for existing residents on the Site having to move home during the demolition and construction phase of the Development is likely to result in some adverse effects in terms of health and wellbeing.

⁶ Comprising the wards of Norbiton, Grove, Canbury and Tudor

Completed Development Effects

- 6.6 Whilst the Development proposes up to 2,170 new dwellings, there are currently 832 dwellings on the Site which will be demolished. Once completed and operational, the Development will provide up to 1,338 additional residential units which will be designed to meet the needs of a diverse society. This will have a permanent moderate beneficial effect. These additional 1,338 units can be expected to increase expenditure on local convenience and comparison goods. On the basis of a net additional 38 – 64 jobs being created (over the existing 40 jobs on the Site), it is considered that the Development will have a permanent, minor beneficial effect on employment.
- 6.7 Minor adverse effects have been identified in terms of secondary education without mitigation measures in place. However, mitigation through financial contributions would result in negligible residual effects on secondary education. It is considered that there will be an overall negligible effect at a local level on primary education and primary healthcare.
- 6.8 Overall, the Development will enhance the existing open space on the Site and improve the physical environment, resulting in beneficial effects. Through the provision of open space areas on the Site, this will make it more of an attractive area for the surrounding communities to use and improve the quality of life for the existing and new residents. It will positively contribute to the health of the residents within the Development and the surrounding area.

Cumulative Effects

- 6.9 A cumulative assessment has identified beneficial effects on population and housing and employment and negligible effects on primary education, primary healthcare and public open space. There is, however, potential for some adverse effects on secondary education which would require mitigation via financial contributions.

7.0 AIR QUALITY

7.1 The ES assesses the likely significant effects of the Development with respect to Air Quality.

Baseline Conditions

7.2 RBKuT has investigated air quality within the borough as part of its responsibilities under the Local Air Quality Management regime. An Air Quality Management Area⁷ encompassing the entire borough has been declared due to exceedances of national objectives for pollutants.

Construction Phase Effects

7.3 During the construction phase, there is the potential for temporary major adverse impacts. The undertaking of activities such as demolition, excavation, ground works, cutting, construction, concrete batching and storage of materials has the potential to result in fugitive dust emissions throughout the construction phase of the Development. Vehicle movements both on-site and on the local road network also have the potential to result in dust from haul road and highway surfaces.

7.4 However the use of good practice dust control measures, in accordance with the Air Quality Management Guidance, such as the development of a Dust Management Plan and daily on-site and off-site inspection to monitor dust, would provide suitable mitigation and would reduce potential impacts on the receptors so that they are negligible (not significant).

Completed Development Effects

7.5 Predicted impacts on pollutant concentrations as a result of the operational phase of the Development were predicted to be not significant at all modelled sensitive receptor locations. Consequently, the residual effects resulting from road vehicle exhaust emissions associated with traffic generated by the Development and energy emissions associated with the Development are predicted to be not significant.

⁷ If a local authority finds any places where the air quality objectives are not likely to be achieved, it must declare an AQMA. Following this, a plan must be prepared by the borough which sets out measures seeking to reduce the effects on air quality.

- 7.6 An Air Quality Neutral Assessment⁸ has been undertaken and transport and building emissions associated with the Development are below the building and transport emission benchmarks. Consequently, the Development is therefore deemed to be Air Quality Neutral.

Cumulative Effects

- 7.7 Due to the size and nature of the surrounding committed development, there is a likelihood for cumulative effects as a result of concurrent dust generating activity should the construction phases of the developments overlap. However, the implementation of the individual schemes' mitigation measures, in line with best practice guidance will ensure that any cumulative effects from the Development will not be significant.
- 7.8 The cumulative traffic impacts from other relevant cumulative developments in the area have been included as part of assessment and are therefore cumulative operational effects are not considered to be significant.

⁸ Assessment undertaken in accordance with London Plan policy on Air Quality Neutral development which aims to bring forward developments which are air quality neutral or better and which do not degrade air quality in areas where EU limit values (or air quality objectives) are not currently achieved.

8.0 BIODIVERSITY

- 8.1 The ES assesses the likely significant effects of the Development on the environment in respect of Biodiversity.

Baseline Conditions

- 8.2 The Site is dominated by buildings and hardstanding, with vegetated habitats being dominated by amenity grassland and areas of introduced shrub, which are scattered across the Site and in many cases isolated from each other. The Site also supports multiple scattered trees of varying age, species and quality.
- 8.3 There are no designated sites within the boundary of the Site. All statutory designated sites are located over 1km from the Site, with the most important (international and national value) sites being approximately 2km from the Site. Most non statutory designated sites are 300m or over from the Site, with the exception being Kingston Cemetery Site of Importance for Nature Conservation, which is located 20m south of the Site.

Construction Phase Effects

- 8.4 At the commencement of each construction phase of the Development, Site clearance would result in some negative impacts on ecological receptors including the removal of habitat on the Site and the potential loss or injury of roosting bats, birds and hedgehog.
- 8.5 The majority of the negative impacts that would occur during the construction phase of the Development would be eliminated through the landscaping proposals that are embedded within the design of the Development. Where impacts have been predicted in the absence of mitigation, for example, the impact of Site clearance on nesting birds, mitigation measures have been recommended to minimise or eliminate the predicted impacts for example, timing Site clearance to occur outside of the nesting bird season.
- 8.6 To minimise any potential impact from the construction works, each phase of the Development will also have a phase specific CEMP approved prior to works commencing on that phase, secured by planning condition.

Completed Development Effects

- 8.7 The operational Development would have negligible or no impact on the majority of ecological receptors. There would be some negative impact at the local scale on foraging and commuting bats as increased lighting could create sub-optimal to unsuitable conditions for foraging and commuting bats. The Development would include bat sensitive lighting design, e.g. minimising light-spill and pointing lighting away from green features such as trees or areas of landscaping, resulting in a positive residual effect on foraging and commuting bats.

Cumulative Effects

- 8.8 The surrounding committed schemes will also have to provide suitable mitigation for any impact on protected species, including loss of suitable habitat for such protected species, as part of their permission in order to comply with relevant legislation and planning policy with regards to biodiversity and nature conservation. As such, no significant cumulative effects from the Development are predicted.

9.0 DAYLIGHT, SUNLIGHT AND OVERSHADOWING

9.1 The ES assesses the likely significant effects of the Development on the environment in respect of daylight, sunlight and overshadowing. The assessment was primarily based upon the Building Research Establishments (BRE) Site Layout Planning for Daylight and Sunlight; A Guide to Good Practice 2011⁹ (the BRE guidelines). The approach was also guided by the policy and guidance set out in the National Planning Policy Framework and London Plan. The assessment was based on a scale three-dimensional model of the existing Site and Development.

Baseline Conditions

9.2 A 3D model of the existing buildings was constructed. The model was analysed in order to determine the current levels of daylight and sunlight amenity within the surrounding residential properties against the minimum values recommended in industry guidelines.

9.3 Through undertaking research to the surroundings properties in conjunction with Valuation Office Agency and Google Map searches, a number of surrounding residential properties and amenity areas within a close proximity of the Site have been identified as sensitive receptors.

Construction Phase Effects

9.4 The daylight, sunlight and overshadowing effects during demolition would be beneficial until the point of construction. As construction works progress, the new buildings would steadily increase in magnitude as the superstructure is built and then clad. Those effects that are perceptible, would be similar to those once the Development is complete and operational.

9.5 As such, the overall effect in terms of daylight, sunlight and overshadowing would range from being temporary, beneficial effects during demolition, gradually changing to negligible to major adverse, once the Development is complete, representing the worst-case assessment in terms of likely daylight, sunlight and overshadowing effects.

⁹ Building Research Establishment (BRE) (2011), *Site Layout Planning for Daylight and Sunlight – A guide to good practice*

Completed Development Effects

- 9.6 Once completed, the effect upon the daylight, sunlight and overshadowing amenity of a number of Site-facing rooms surrounding the Site is considered to be of negligible to major adverse significance.
- 9.7 The likely significant effects will be mitigated through the detailed design to include articulation of the buildings and the inclusion of gaps meaning there would be in a reduction in the massing overall and therefore a reduction in the magnitude of impact to surrounding receptors that experience significant effects. The implementation of the additional mitigation measures during the detailed design stages will significantly reduce the number of properties experiencing significant adverse effects in terms of daylight, sunlight and overshadowing.

Cumulative Effects

- 9.8 Due to the distance of the Development to the surrounding committed developments, there would not be any cumulative daylight, sunlight and overshadowing effects on sensitive receptors as a result of the Development.

10.0 WIND MICROCLIMATE

- 10.1 The ES assesses the likely significant effects of the Development on the environment in respect of Wind Microclimate.

Baseline Conditions

- 10.2 The meteorological data for London Heathrow has informed the baseline conditions, with the prevailing winds being from the south west and west. The existing Site has suitable conditions for sitting to walking use in both the windiest (winter) and summer seasons. Localised areas of amenity space around existing tower blocks and buildings show wind conditions suitable for walking use – one level windier than suitable for a sitting location – as well as ‘uncomfortable’ strong winds.

Construction Phase Effects

- 10.3 The construction of the Development would result in conditions for pedestrian wind comfort ranging from suitable for sitting to walking use during the windiest season, but with five locations with instances of strong winds exceeding the safety threshold by being assessed as ‘Unsafe Frail’¹⁰ throughout the Site.
- 10.4 Hoarding or other sheltering measures would be implemented around the construction areas to shelter pedestrian routes during the demolition and construction works of the Development. Wind conditions on-site during the construction phases of the Development would therefore represent a negligible effect (not significant).

Completed Development Phase

- 10.5 Within the detailed Phase 1 element of the Development there are 37 no. balconies which would have wind conditions suitable for standing, resulting in a minor adverse effect. Five locations were identified in the outline element of the Development with instances of strong winds exceeding the safety threshold that would require mitigation.

¹⁰ Safety risk for elderly people, cyclists or children, difficulties with walking, to stumble or fall.

- 10.6 With the implementation of mitigation measures for the detailed phase 1 element, including suitable balcony design and balconies and terraces) and proposed landscaping (retained and new trees) all minor adverse effects have been reduced to negligible in relation to pedestrian wind comfort.
- 10.7 There are four spots where 'unsafe frail' strong winds are identified, adjacent to Buildings on plots P, K and M of the outline element of the Development. These locations are very localised and would be mitigated through the use of additional localised planting or screens to reduce the strong wind level to walking.

Cumulative Effects

- 10.8 There are no cumulative effects directly applicable to the Development, as there are no committed developments within the adjacent area that will have any impact on the wind conditions expected across the Site. The only proposed new residential scheme is located over 100m away at the southern end of Hampden Road which is located south east of the Site. This committed development is not relevant as this wind direction is the weakest and least frequent wind condition for the area.

11.0 TOWNSCAPE AND VISUAL (ES Volume 3)

- 11.1 The ES assesses the likely significant effects of the Development on the environment in respect of Townscape Character and Visual Amenity.

Baseline Conditions

- 11.2 The Cambridge Road Estate comprises a series of four/five storey residential maisonette blocks arranged around areas of publicly accessible space, including defined areas of play space, and smaller scale two storey terrace runs. The Estate also features four 15 storey towers, which are distinctive structures in the skyline from the surrounding area. The contrasting building typologies across the estate results in a confusing urban structure that is exacerbated by the level changes across the estate, with wayfinding and legibility often proving difficult.
- 11.3 At a national level, the Site lies within the published National Character Area (NCA) Profile 115: Thames Valley, while at a more localised level the Site lies within the Norbiton Townscape Character Area (TCA) as defined within the Kingston Character Study. This TCA is further subdivided into a series of smaller areas, with the Site located in TCA 7-6 'Kingston Road including the Cambridge Road Estate', which is identified as an "area requiring enhancement to reinforce identity".
- 11.4 A visual appraisal was undertaken from the surrounding townscape context in order to determine the nature and extent of views towards the Site and to identify those areas that currently obtain views of the built forms within the Site and where visibility of the Development is likely. In addition, the visual appraisal sought to help understand the character and appearance of the surroundings within which the Site lies.

Construction Phase Effects

- 11.5 The construction phase will result in alterations to the townscape character and visual amenity experience during this temporary period, as is to be expected for any urban regeneration scheme of this size considered. Temporary effects on townscape character and visual amenity experienced during the construction period would range between neutral and major adverse.

- 11.6 Mitigation measures introduced during the construction phase to mitigate adverse visual effects include advanced planting to provide additional screening, the erection of hoardings, careful siting and movement of stockpiles within the Site, limiting of working hours, and controls on lighting design and duration.

Completed Development Phase

- 11.7 The assessment of residual effects for the detailed Phase 1 and the outline elements (Phases 2-5) of the Development make assumptions upon, and take into account, the design codes and maturation of planting proposals in line with the illustrative landscape strategy at Year 15.
- 11.8 On balance, generally beneficial effects will arise during the Completed development phase at Year 15, with the reported effects ranging between neutral and major beneficial.

Cumulative Effects

- 11.9 Following a review of the identified cumulative schemes it is considered that significant townscape and visual effects are unlikely to arise due to a combination of the scale of developments proposed and their distance from the Site.

12.0 SUMMARY AND RESIDUAL EFFECTS

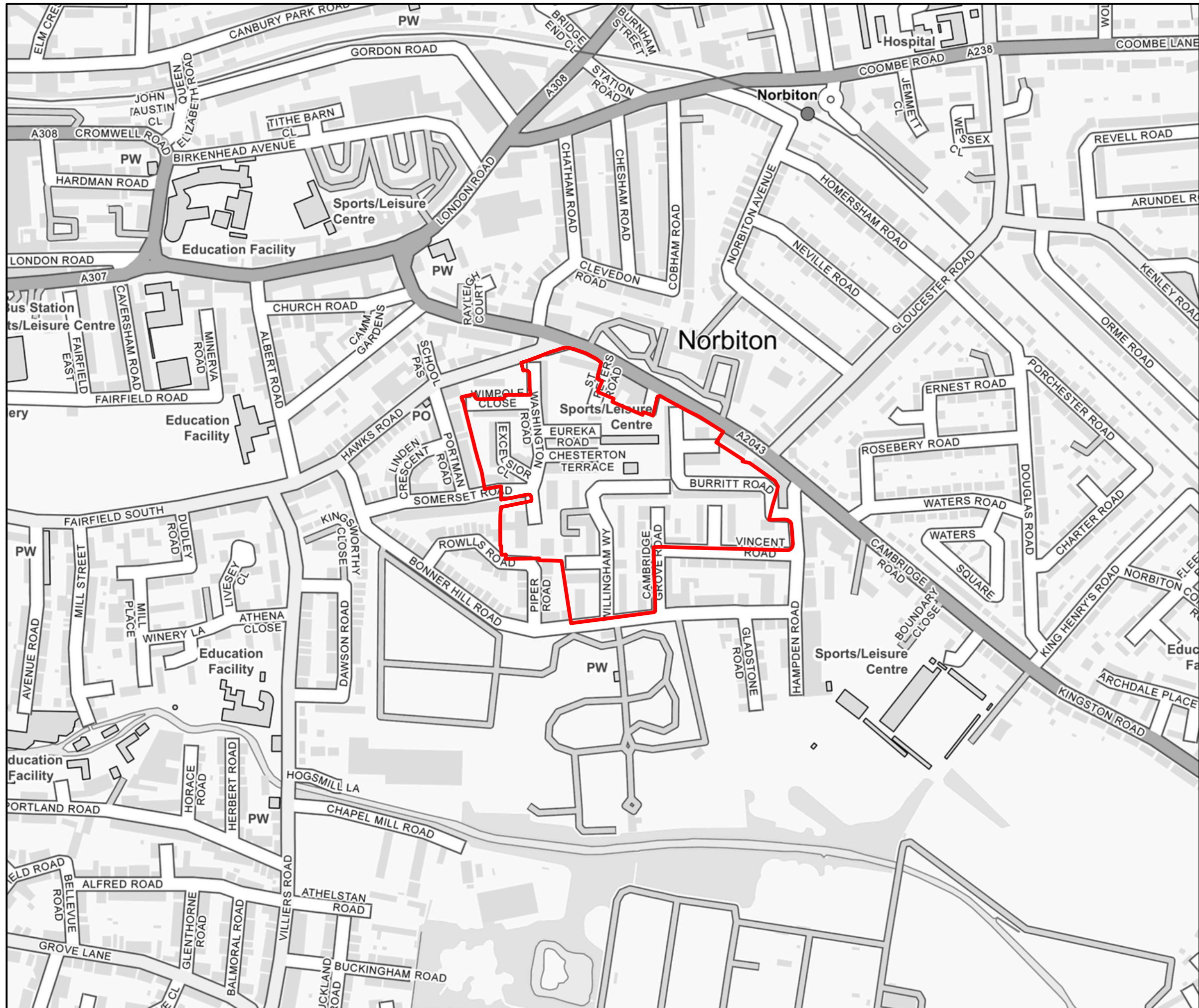
12.1 In summary, the Development will result in the following beneficial residual effects:

- Benefits to the local economy, from employment generation during the construction period of the Development;
- Increase in housing provision in the area;
- Improvement in terms of Wider Human Health;
- Benefits from increased public open space;
- Ecological benefits on habitat (scattered trees and introduced shrub) as well as bats, birds, invertebrates and hedgehog during construction and on foraging and commuting bats during operation.

12.2 In summary, the Development will result in the following adverse residual effects:

- Effects on townscape character and visual receptors during construction of the Development; and
- Some daylight and sunlight effects to surrounding residential properties during construction and operation and overshadowing effects to surrounding areas of amenity during operation.

FIGURE 1:
SITE LOCATION PLAN



The scaling of this drawing cannot be assured
 Revision _____ Date _____ Drn _____ Ckd _____

LEGEND

 Site Boundary

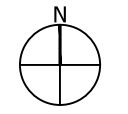
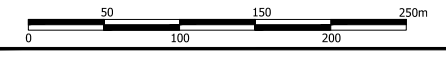


FIGURE 1

Project
 Cambridge Road Estate

Drawing Title
 Site Location Plan

Date	Scale	Drawn by	Check by
16.11.2020	1:5,000 @ A3	GS	NP
Project No	Drawing No	Revision	
26902	LN-E-02	-	



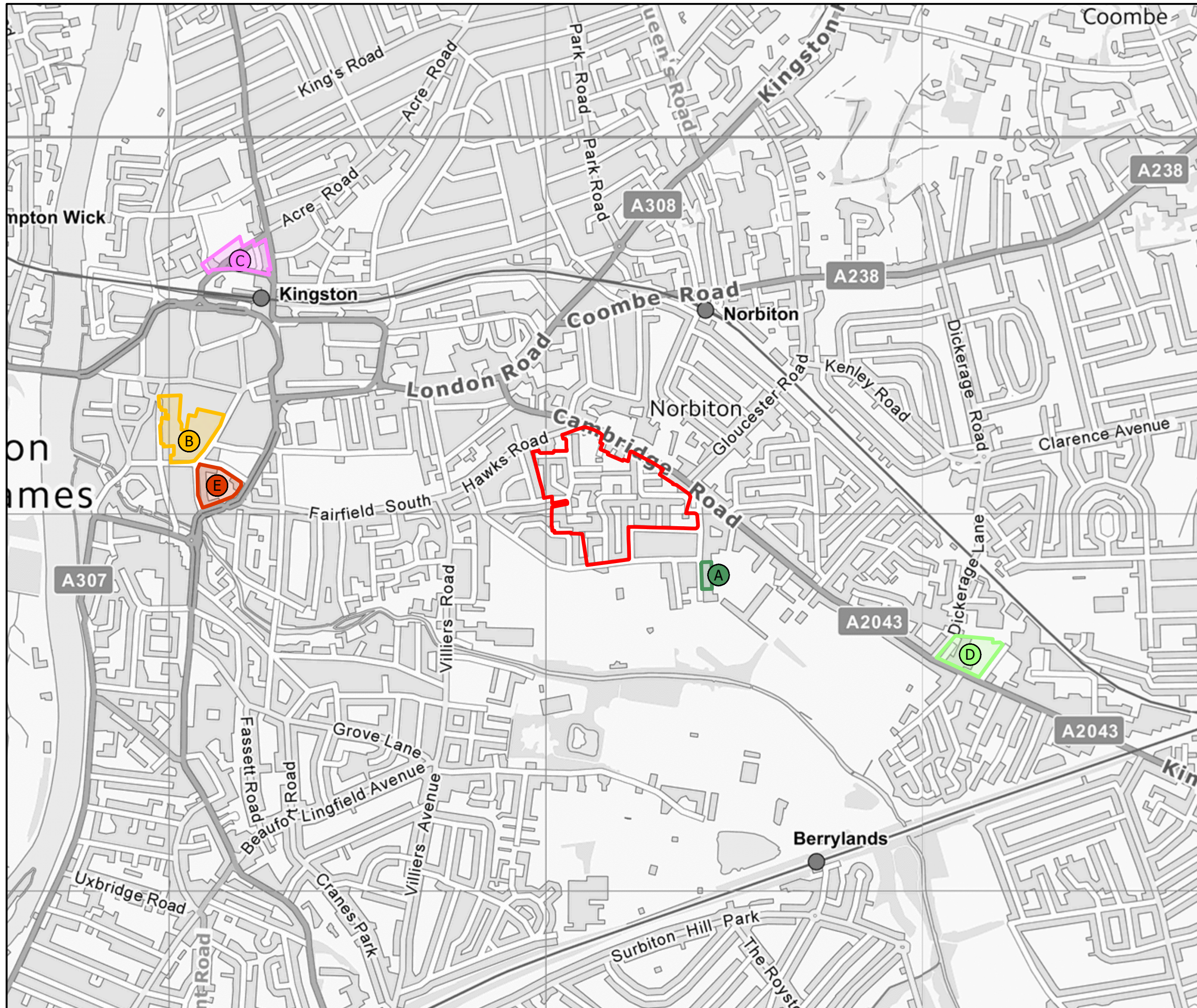
Town Planning • Master Planning & Urban Design • Architecture •
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FIGURE 2:
CUMULATIVE SCHEMES



The scaling of this drawing cannot be assured
 Revision _____ Date _____ Drn _____ Ckd _____

LEGEND

- Site Boundary
- A 65 Hampden Road, Kingston Upon Thames, KT1 3HQ (Ref: 19/00020/FUL)
- B Site at Eden Walk Shopping Centre, Eden Walk, Kingston Upon Thames, KT1 1RP (Ref: 15/13063/FUL)
- C Canbury Place Car Park, 12-52 Kingsgate Road, 13-43 Richmond Road, Kingston Upon Thames KT2 5AA (Ref: 19/02323/FUL)
- D 229 - 255 Kingston Road, New Malden, KT3 3SW (Ref: 19/01228/FUL)
- E Development Site at Former Post Office Ashdown Road, Kingston Upon Thames (Ref: 14/13247/FUL)

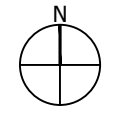
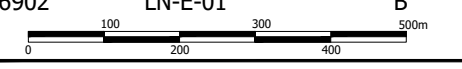


FIGURE 2.1

Project
 Cambridge Road Estate

Drawing Title
 Cumulative Schemes Plan

Date	Scale	Drawn by	Check by
11.09.2020	1:10,000 @ A3	MN	NP
Project No	Drawing No	Revision	
26902	LN-E-01	B	



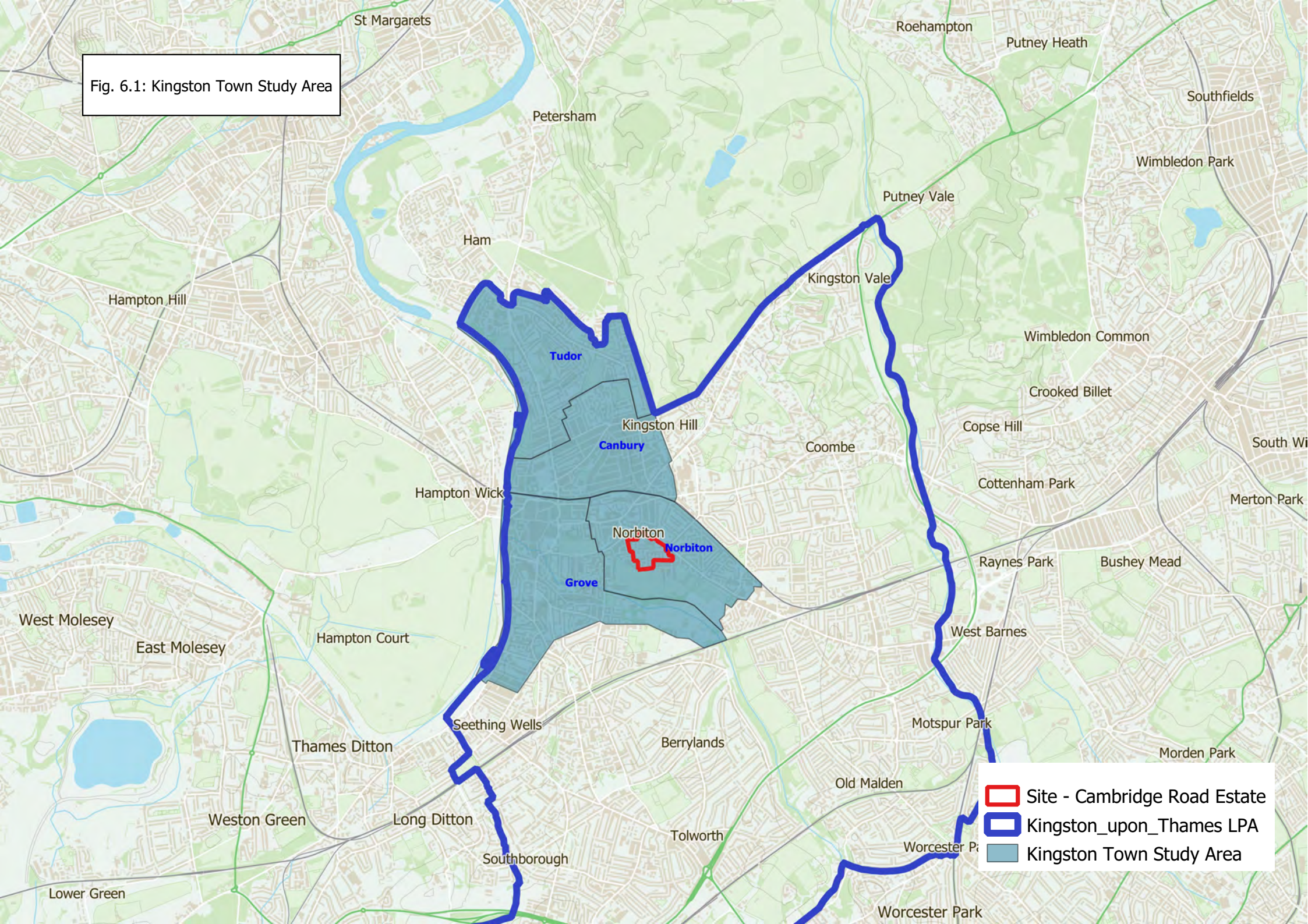
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FIGURE 3:
STUDY AREA PLAN

Fig. 6.1: Kingston Town Study Area



- Site - Cambridge Road Estate
- Kingston_upon_Thames LPA
- Kingston Town Study Area

The Design Team

ACD Environmental

Arboricultural consultant

Architecture in Perspective

Visualisation artist

AWA Consulting

MEP engineer

Base Models

Physical modelmaker

Barton Willmore

Planning consultant

Environmental Impact Assessment

Townscape Impact Assessment

Countryside Properties

Developer

CTP Consulting

Structural & Civil engineer

David Bonnett Associates

Access and Inclusive Design consultant

Ensafe

Air Quality consultants

GIA

Daylight / Sunlight / RoL consultant

Greengage Environmental

Ecology and biodiversity consultant

Hodkinson Consulting

Sustainability / Energy consultant

H+H Fire

Fire consultant

Markides

Transport consultant

Patel Taylor

Architect / Landscape Architect

Pipers

Physical modelmaker

Realm

Visualisation and verified views

Royal Borough of Kingston Upon Thames

Project Joint Venture partner

Soundings

Community engagement consultant

SRE

Wind and microclimate consultant

Terence O'Rourke

Archaeology and heritage consultant

ULL Property

Viability consultant

WYG

Noise and vibration

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