

Figure 3.52: Illustrative lighting and street furniture strategy.

Coding legend: Mandatory instructions: **Black bold underlined letters** | Non-mandatory instructions (guidance): bold grey letters | Notes: normal text

3.0 Site-wide global guidelines Landscape spaces



Figure 3.53: Diagram illustrating sitewide connectivity and nodal gathering spaces.

Legend:

- Primary vehicle routes
- Secondary vehicle routes
- Carriageway lighting columns 5-8m tall
- Pedestrian lighting columns 4-6m tall
- Podium lighting
- Seating / benches
- Litter bins

3.22.11 **A variety of seating options must be provided across the masterplan spaces including a mixture of benches with and without armrests to facilitate informal play or resting.**

3.22.12 Seating with backrests and armrests should be included at minimum intervals of 50m in accordance with DfT Guidance on Inclusive Mobility and GLA Healthy Streets.

3.22.13 Metal knee rails to match the colour of the other street furniture should be used to protect planting areas, prevent short-cutting across corners, mitigate desire lines across landscape and prevent damage to planting. Areas which may require protection from knee rails might include SUDS and areas of street planting.

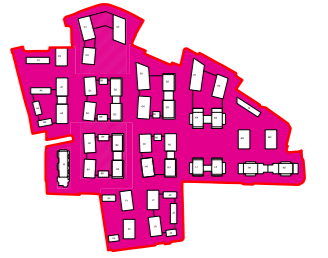
3.22.14 The adjacent images (Fig. 3.51) provide references for the desired design quality throughout the illustrative masterplan.

3.22.15 Street furniture selection notes:

- While no specific fittings or manufacturers are controlled by these Guidelines, Designers should select from suppliers with a reasonable expectation to be able to supply street furniture consistently across the phased delivery of the masterplan.
- Unique, 'fashion statement' elements can be used, but should only be specified in discrete localised areas as accent, and not used for multi-phase settings such as routes or neighbourhood streets.
- When preparing designs for the public realm, Designers should refer to published RBK guidance concerning a Borough or area palette of street furniture for consistency and ease of maintenance.

3.0 Site-wide global guidelines

Landscape spaces



3.23 Paving

- 3.23.1 Paving materials are to be selected for their appearance and durability.
- 3.23.2 **Paving design must be consistent within each Character Area regardless of construction phasing.**
- 3.23.3 The first construction phase within each Character Area will define the quality and design for the whole Character Area.
- 3.23.4 **Adjoining phases in each Character Area must be similar, consistent with the design and material type within each Character Area and across the whole illustrative masterplan.**
- 3.23.5 **Designers must integrate the design of hardscaping at The Site peripheries - particularly when interfacing with Cambridge Road and the existing context.** It is important that the development is carefully stitched into the urban fabric and these thresholds carefully managed.
- 3.23.6 The palette established in the Detailed Component will act as a quality benchmark for the Outline Component.
- 3.23.7 **Spaces delivered across multiple construction phases must use consistent specification.**
- 3.23.8 **Setting out of routes between adjacent areas must allow for consistent pavement lines and kerbs.**
- 3.23.9 **Paving detailing between adjacent areas must avoid stepped thresholds to enable inclusive accessible movement.**
- 3.23.10 **Dropped kerbs and tactile paving must be provided at the vehicular entrance of the car parking areas and vehicular crossovers.**
- 3.23.11 The predominant paving types are concrete setts and paviours. Some of these will be used to create permeable paving. A combination of these materials could be used for pavements, roads and pedestrian priority areas.

- 3.23.12 Principal vehicular trafficked areas will be predominantly tarmacked where vehicles have priority such as along Madingley Avenue.
- 3.23.13 Tarmac should not be used for streets where the needs of pedestrians, cyclists, children and residents is given priority over vehicles - such as neighbourhood streets.
- 3.23.14 Natural stone or brick materials should be used in entrances to buildings.
- 3.23.15 Designers are encouraged to reclaim façade / landscape materials for reuse from the existing estate.
- 3.23.16 **The pedestrian circulation zone and materiality shall be expressed as continuous and must not be broken for access to demised, off-street parking** (refer to Fig. 3.57).
- 3.23.17 Kerbs with drainage slot details should be considered for SUDS planting areas to allow drainage water infiltration.
- 3.23.18 **Rubberised play surfacing must use natural earth colours to keep with the 'natural play' concept.**
- 3.23.19 Hoggin and compacted gravel surfacing may be considered in Cambridge Grove Gardens dependent upon the circulation and design hierarchy.
- 3.23.20 **Inspection hatches and drainage covers must be oriented parallel to the primary paving grain and work with the modules of the paving (Fig. 3.54).**
- 3.23.21 Where inspection hatches are incorporated into the public realm the paving should be inset into hatch. The arrangement of hatch and paving should be carefully considered to prohibit incorrect replacement after removal.
- 3.23.22 The adjacent images (Fig. 3.55) provide references for the desired design quality throughout the illustrative masterplan.



Figure 3.54: Inspection hatch Guidance.

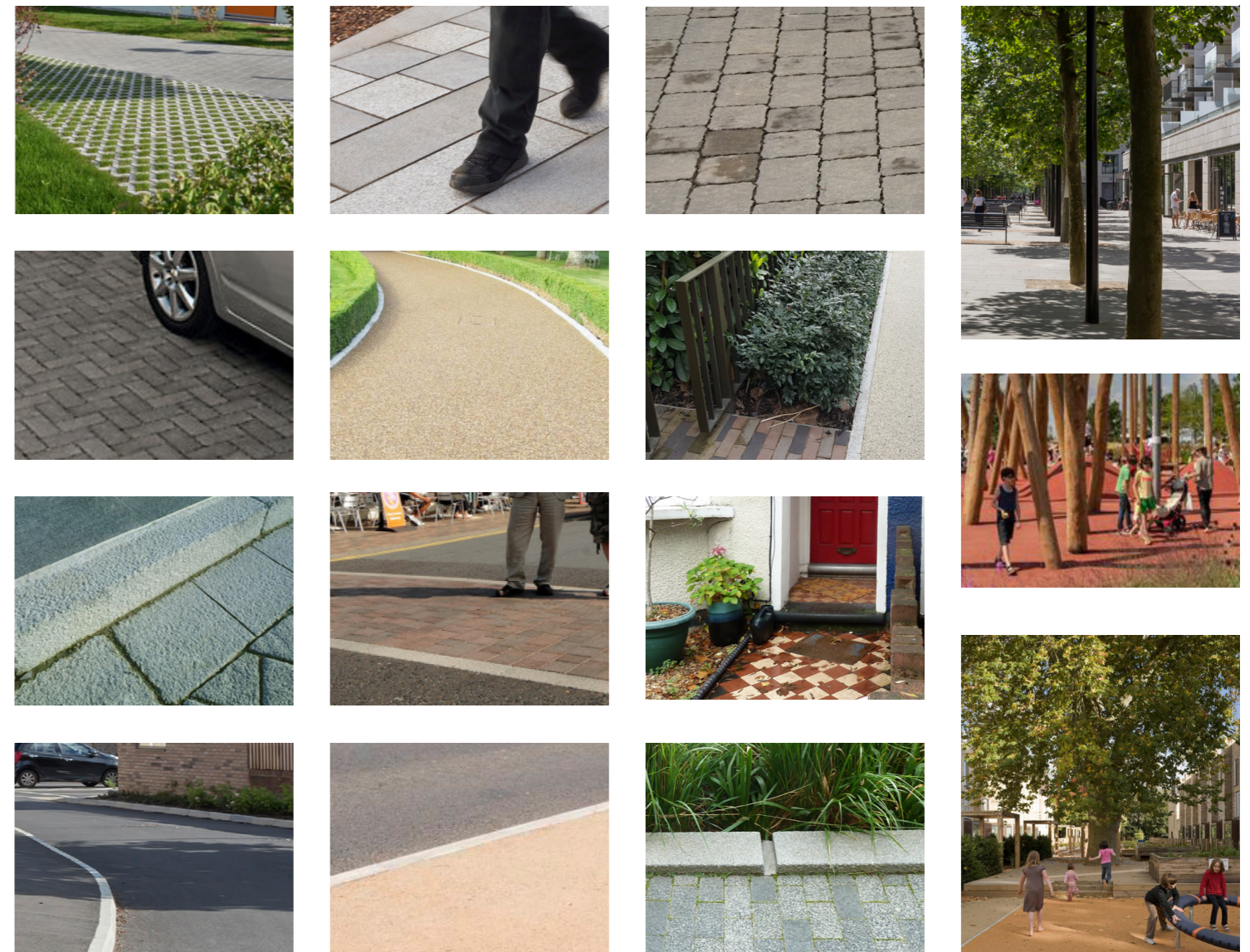


Figure 3.55: Precedents of paving solutions which align with the Design Guidelines.

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3.0 Site-wide global guidelines Landscape spaces

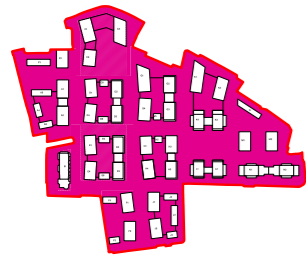


Figure 3.56: Illustrative hardscape and paving strategy.

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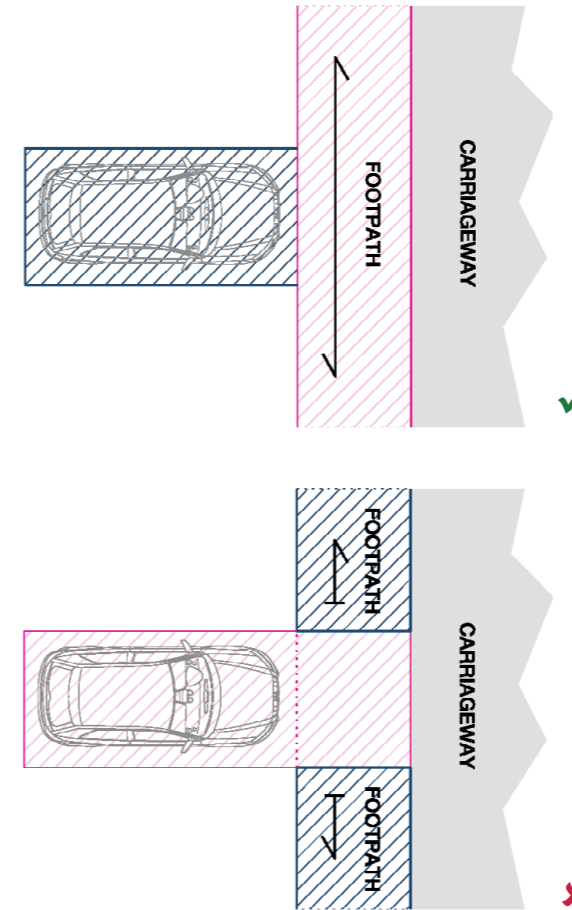


Figure 3.57: Diagram illustrating permitted material configuration between demised parking and the pedestrian footpath.

- Legend:**
- Primary carriageway - tarmac roads
 - Carriageway - Coloured tarmac roads
 - Pavements - Primary streets - concrete paviers
 - Neighbourhood streets - concrete paviers
 - Parking spaces - concrete paviers
 - Pavements - concrete paviers
 - Pavements - concrete paviers
 - Play area - play surfacing and hoggin
 - Amenity - concrete paviers
 - Courtyard amenity - concrete / bound paving

3.23.23 Paving selection notes:

- While no specific products or manufacturers are controlled by these Guidelines, Designers should select from suppliers with a reasonable expectation to be able to supply paving consistently across the phased delivery of the masterplan.
- Unique, 'fashion statement' elements can be used, but should only be specified in discrete localised areas for accent, and not used for multi-phase settings such as the routes or neighbourhood streets.
- When preparing designs for the public realm. Designers should refer to published RBK guidance concerning a Borough or area palette of hard landscape materials for consistency and ease of maintenance.