

**CAMBRIDGE ROAD ESTATE – PLANNING APPLICATION 20/02942/FUL**

**PLANNING STATEMENT - NOVEMBER 2020**

**\*\* TO BE READ IN CONJUNCTION WITH LETTER TO THE CASE OFFICER DATED  
THE 15<sup>TH</sup> JUNE 2021 AND 20<sup>TH</sup> OCTOBER 2021\*\***

**LETTERS ENCLOSED OVERLEAF BEFORE PLANNING STATEMENT**

**BY EMAIL**

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

Our ref: 26902/A3/GP  
20<sup>th</sup> October 2021

Dear Harsha,

**CAMBRIDGE ROAD ESTATE, ROYAL BOROUGH OF KINGSTON UPON THAMES, LONDON, KT1  
PLANNING APPLICATION REF. 20/02942/FUL  
AFFORDABLE HOUSING AMENDMENTS**

We write on behalf of our client, Cambridge Road (RBK) LLP (a joint Venture Partnership between Countryside Properties (UK) Ltd and the Royal Borough of Kingston) in response to recent discussions to enhance the affordable housing provision proposed as part of the Cambridge Road Estate regeneration project.

As set out within Table 1 below, the applicant is proposing to substantially increase the affordable housing provision on the Site by introducing an additional 74 intermediate homes (3.1%). There are now 174 intermediate homes in total, 20 are shared equity homes/shared ownership homes that are recognised by the Local Planning Authority but not the GLA as affordable homes. The remaining 154 intermediate homes (including shared equity/shared ownership) are eligible to households with incomes of £90,000 or less in accordance with the GLA's income threshold guidance. The number of social rent properties have been maintained at 767.

Tenure	Previous Affordable Housing Proposal		Proposed Amendments	
	Homes	% of hab rooms	Homes	% of hab rooms
Social Rent	767	36.26%	767	36.26
Intermediate – Shared Equity/Shared Ownership (Non GLA Compliant)	100	5.64%	20	1.12%
Intermediate (Including Shared Equity/Shared Ownership – GLA Compliant) <sup>1</sup>	-	-	80	4.52%
Additional Intermediate <sup>2</sup>	-	-	74	3.1%
<b>Total</b>	<b>867</b>	<b>41.9%</b>	<b>941</b>	<b>45%</b>
<b>Uplift</b>			<b>+74</b>	<b>+3.1%</b>

Table 1: Affordable Housing Amendments

<sup>1</sup> Eligible to households on £90,000 or less.

<sup>2</sup> As above.

In addition to the affordable housing provision being delivered on the Site, the Council and Countryside Properties (UK) Ltd are also delivering 101 social rent homes as part of the Kingston Small Sites Programme, if these homes are considered as well then the affordable housing provision is 47.4% on a habitable room basis.

The amendments to the affordable housing provision have resulted in a need to review assessments previously undertaken and provide supplementary design information. This letter is therefore accompanied by the following application material:

- Updated Application Form – October 2021
- Updated Drawings – October 2021
- Addendum Design Note – October 2021
- Viability Report – October 2021
- Transport Assessment Review Letter – October 2021
- Environmental Statement Review Note – October 2021
- CIL Additional Information Form – October 2021

Sheet 1 attached to this letter explains the amendments that have been made to the application material since November 2020 and cover sheets have been added to the application documents to help navigate the application material.

The amendments to the affordable housing provision proposed have resulted in some changes to the information that was contained within the Planning Statement, Rehousing & Reprovision Statement and Equalities Impact Assessment submitted with the Planning Application. These amendments are explained below.

Planning Statement

Paragraph	Amendment
1.11	The documents submitted in support of the Planning Application are as listed on Sheet 1 attached to this letter.
5.4, Table 5	<p>The affordable housing provision for the outline part of the Application is now:</p> <p>767 social rent homes            20 shared equity/shared ownership            154 intermediate homes</p> <p>45% (by hab room) or 43.36% affordable housing provision across the masterplan (by unit).</p> <p>In relation to Phase 1, the affordable provision is as follows:</p> <p>150 social rent homes            15 shared equity/shared ownership            0 intermediate homes</p> <p>39.7% (by hab room) or 36.5% affordable housing provision across in Phase 1 (by unit).</p> <p>The housing mix for the affordable homes in Phase 1 is:</p> <p>1 bed – 58 homes (35.2%)            2 bed – 50 homes (30%)            3 bed – 44 homes (27%)            4 bed – 10 Homes (6%)</p>

	5 bed – 2 Homes (1.2%) 6 bed – 1 Home (0.6%)
5.4, Table 5	Playspace – 10,333sqm is proposed across the masterplan. 2,408sqm is proposed within Phase 1.
5.11	941 affordable homes are proposed.
5.11, Table 6	Please see an updated Table 6 below.

	Unit size	Social rent	Intermediate - Shared Equity/Shared Ownership (Non GLA Compliant)	Intermediate-Shared Equity/Shared Ownership (GLA Compliant)	Private	Total
Phase 1 (Detailed)	1 Bed Flat	54	4	0	109	167
	2 Bed Flat	43	7	0	135	185
	3 Bed Flat	36	2	0	41	79
	3 Bed Maisonette	4	2	0	2	8
	3 Bed House	0	0	0	0	0
	4 Bed Flat	2	0	0	0	2
	4 Bed Maisonette	4	0	0	0	4
	4 Bed House	4	0	0	0	4
	5 Bed House	2	0	0	0	2
	6 Bed Maisonette	1	0	0	0	1
	<b>SUB-TOTAL</b>	<b>150</b>	<b>15</b>	<b>0</b>	<b>287</b>	<b>452</b>
Outline Phases – Indicative	1 Bed Flat	244	0	46	419	709
	2 Bed Flat	287	1	73	362	723
	3 Bed Flat	41	0	10	117	168
	3 Bed Maisonette	2	2	18	30	52
	3 Bed House	6	2	7	14	29
	4 Bed Flat	1	0	0	0	1
	4 Bed Maisonette	9	0	0	0	9
	4 Bed House	27	0	0	0	27
	5 Bed House	0	0	0	0	0
	6 Bed Maisonette	0	0	0	0	0
	<b>SUB-TOTAL</b>	<b>617</b>	<b>5</b>	<b>154</b>	<b>942</b>	<b>1,718</b>
<b>Overall Totals</b>						
<b>TOTAL</b>	<b>Social</b>		<b>Intermediate Shared Equity/Shared Ownership (Non GLA Compliant)</b>	<b>Intermediate Shared Equity/Shared Ownership (GLA Compliant)</b>	<b>Private</b>	<b>Total</b>
		<b>767</b>	<b>20</b>	<b>154</b>	<b>1,229</b>	<b>2,170</b>

5.13, Table 7	<p>Please see an updated Table 7 below.</p> <table border="1" data-bbox="367 280 1452 996"> <thead> <tr> <th>Tenure</th> <th></th> <th>Units</th> <th>Hab Rooms</th> <th>Sqm (GIA)</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Social Rent</td> <td>Existing</td> <td>653</td> <td>2,238</td> <td>42,196</td> </tr> <tr> <td>Proposed</td> <td>767</td> <td>2,350</td> <td>66,818</td> </tr> <tr> <td>Uplift</td> <td>+114</td> <td>+112</td> <td>+24,622</td> </tr> <tr> <td rowspan="3">Intermediate Shared Equity/Shared Ownership (Non GLA Compliant)</td> <td>Existing</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Proposed</td> <td>20</td> <td>72</td> <td>2,041</td> </tr> <tr> <td>Uplift</td> <td>20</td> <td>+72</td> <td>+2,041</td> </tr> <tr> <td rowspan="3">Intermediate Shared Equity/Shared Ownership (GLA Compliant)</td> <td>Existing</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Proposed</td> <td>154</td> <td>493</td> <td>14,331</td> </tr> <tr> <td>Uplift</td> <td>+154</td> <td>+493</td> <td>+14,331</td> </tr> <tr> <td rowspan="3">Private (incl. existing leaseholders)</td> <td>Existing</td> <td>179</td> <td>807</td> <td>14,322</td> </tr> <tr> <td>Proposed</td> <td>1,229</td> <td>3,562</td> <td>102,967</td> </tr> <tr> <td>Uplift</td> <td>+1,050</td> <td>+2,755</td> <td>+88,645</td> </tr> <tr> <td rowspan="3">TOTAL</td> <td>Existing</td> <td>832</td> <td>3,045</td> <td>56,518</td> </tr> <tr> <td>Proposed</td> <td>2,170</td> <td>6,477</td> <td>186,157</td> </tr> <tr> <td>Uplift</td> <td>+1,338</td> <td>+3,432</td> <td>+129,693</td> </tr> <tr> <td colspan="2">Total Affordable Homes</td> <td>941</td> <td>2,915</td> <td>83,190</td> </tr> <tr> <td colspan="2">Net Additional Affordable Homes</td> <td>+288</td> <td>+565</td> <td>+40,994</td> </tr> </tbody> </table>	Tenure		Units	Hab Rooms	Sqm (GIA)	Social Rent	Existing	653	2,238	42,196	Proposed	767	2,350	66,818	Uplift	+114	+112	+24,622	Intermediate Shared Equity/Shared Ownership (Non GLA Compliant)	Existing	0	0	0	Proposed	20	72	2,041	Uplift	20	+72	+2,041	Intermediate Shared Equity/Shared Ownership (GLA Compliant)	Existing	0	0	0	Proposed	154	493	14,331	Uplift	+154	+493	+14,331	Private (incl. existing leaseholders)	Existing	179	807	14,322	Proposed	1,229	3,562	102,967	Uplift	+1,050	+2,755	+88,645	TOTAL	Existing	832	3,045	56,518	Proposed	2,170	6,477	186,157	Uplift	+1,338	+3,432	+129,693	Total Affordable Homes		941	2,915	83,190	Net Additional Affordable Homes		+288	+565	+40,994
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5.14	<p>Amended text:</p> <p>43.36% affordable housing provision by unit or 45% based on habitable rooms. The tenure split would be 767 social rent homes, 154 intermediate and 20 shared equity/shared ownership, which equates to an 81.5%/16.4%/2.1% split based on units and a 80.6%/16.9%/2.5% split based on habitable rooms.</p>																																																																																
5.49	<p>In terms of play space provision, the 2,170 homes proposed and assumed unit mix would generate an estimated yield of 1,033 children – with a subsequent play space provision requirement of 10,333sqm, which would be broken down as follows:</p> <ul style="list-style-type: none"> <li>• Doorstep/LAP – 3,126sqm;</li> <li>• LEAP – 4,173sqm; and</li> <li>• NEAP – 3,100sqm.</li> </ul>																																																																																
5.69	<p>165 of the new homes are proposed as affordable within Phase 1 now. 150 social rent homes, 15 shared equity/shared ownership and 287 private homes.</p>																																																																																
5.69, Table 12	<p>Please see an updated Table 12 below:</p>																																																																																

Block	Tenure	1BF	2BF	3BF	3BM	4BF	4BM	4BH	5BH	6BM	Sub Total
<b>Block B</b>	Social Rent	13	23	2			2				40
	Shared Equity*	2			2						4
	Private										0
<b>Block C</b>	Social Rent	18	18	9							45
	Shared Equity*	2	2								4
	Private	54	77	22							153
<b>Block E</b>	Social Rent	23	2	25	4	2	2	4	2	1	65
	Shared Equity*	0	5	2							7
	Private	55	58	19	2						134
<b>Total</b>		<b>167</b>	<b>185</b>	<b>79</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>452</b>
<b>%</b>		<b>37%</b>	<b>41%</b>	<b>19.2%</b>			<b>2.2%</b>		<b>0.4%</b>	<b>0.2%</b>	

\* Intermediate - Shared Equity/Shared Ownership (Non GLA Compliant)

5.70	553 habitable rooms in Phase 1 would be affordable tenure which equates to 39.7% affordable provision on a habitable room basis. Of this provision, 8.8% would be shared equity/shared ownership and 91.2% would be social rent.
5.89 & 5.90	<p>Phase 1 includes 2,939sqm of play space, which would be provided as follows:</p> <ul style="list-style-type: none"> <li>• Doorstep/LAP – 724sqm;</li> <li>• LEAP – 1,015sqm; and</li> <li>• NEAP – 1,200sqm.</li> </ul> <p>Block C has an estimated child yield of 82.4 which corresponds to a requirement to provide 824sqm. Block B has an estimated child yield of 32.6 which corresponds to a requirement to provide 326sqm. Block E has an estimated child yield of 125.8 which corresponds to a requirement to provide 1,258sqm.</p>
6.30	The scheme proposes 45% affordable housing across the Application Site (Hab room basis). This equates to 941 homes. The proposed tenure split would be 767 social rent homes, 154 intermediate and 20 shared equity/shared ownership, which equates to an 81.5%/16.4%/2.1% split based on units and a 80.6%/16.9%/2.5% split based on habitable rooms.
6.31	As part of the overall 941 homes, the detailed element of the application proposes 150 social rent homes and 15 shared equity/shared ownership homes. The tenure split in phase 1 is 91% social rent and 9% shared equity/shared ownership.
6.153	The likely trip generation is approximately 147 vehicles in the AM peak, 130 in the PM peak and 1,170 across the day.
6.154	The Proposed Development is forecast to generate an additional 195 walking trips in the AM peak and 224 in the PM peak, with 51 additional cycling trips in the AM peak and 58 additional trips in the PM peak.
6.185	Landscaping details have been submitted with this application, including proposed landscaping design and a breakdown of the communal open space areas including existing and proposed demands, and formal and informal children's play provision. In

	total however, the amount provided across the masterplan is 10,333sqm, which is in accordance with the Mayor's play space requirements.
8.4, Table 19	An additional 288 affordable homes are now proposed, with 92 of these being social rent.

### Rehousing & Reprovision Strategy

Paragraph	Amendment
Table 3	Please see an updated Table 3 below.

	Unit size	Social rent	Intermediate - Shared Equity/Shared Ownership (Non GLA Compliant)	Intermediate- Shared Equity/Shared Ownership (GLA Compliant)	Private	Total
Phase 1 (Detailed)	1 Bed Flat	54	4	0	109	167
	2 Bed Flat	43	7	0	135	185
	3 Bed Flat	36	2	0	41	79
	3 Bed Maisonette	4	2	0	2	8
	3 Bed House	0	0	0	0	0
	4 Bed Flat	2	0	0	0	2
	4 Bed Maisonette	4	0	0	0	4
	4 Bed House	4	0	0	0	4
	5 Bed House	2	0	0	0	2
	6 Bed Maisonette	1	0	0	0	1
	SUB-TOTAL	<b>150</b>	<b>15</b>	<b>0</b>	<b>287</b>	<b>452</b>
<b>Non-residential:</b>						
	Class E – Office Floorspace				290 sqm	
	Class E/Sui Generis – Flexible Retail/Commercial Floorspace				395 sqm	
	Class F2 – Community Floorspace				1,250 sqm	
Outline Phases	1 Bed Flat	244	0	46	419	709
	2 Bed Flat	287	1	73	362	723
	3 Bed Flat	41	0	10	117	168
	3 Bed Maisonette	2	2	18	30	52
	3 Bed House	6	2	7	14	29
	4 Bed Flat	1	0	0	0	1
	4 Bed Maisonette	9	0	0	0	9
	4 Bed House	27	0	0	0	27
	5 Bed House	0	0	0	0	0
	3 Bed Maisonette	0	0	0	0	0
	SUB-TOTAL	<b>617</b>	<b>5</b>	<b>154</b>	<b>942</b>	<b>1,718</b>
<b>Non-residential:</b>						
	Class E – Office Floorspace				290 sqm	
	Class E/Sui Generis – Flexible Retail/Commercial Floorspace				1,395 sqm	
	Class F2 – Community Floorspace				1,250 sqm	

Overall totals						
Overall totals	Residential					
		Social	Intermediate Shared Equity/Shared Ownership (Non GLA Compliant)	Intermediate Shared Equity/Shared Ownership (GLA Compliant)	Private	Total
	TOTAL	767	20	154	1,229	2,170
	Non-residential:					
		Class E – Office Floorspace			580 sqm	
	Class E/Sui Generis – Flexible Retail/Commercial Floorspace			1,790 sqm		
	Class F2 – Community Floorspace			2,500 sqm		

Table 4 Please see an updated Table 4 below.

Tenure		Units	Hab Rooms	Sqm (GIA)
Social Rent	Existing	653	2,238	42,196
	Proposed	767	2,350	66,818
	Uplift	+114	+112	+24,622
Intermediate Shared Equity/Shared Ownership (Non GLA Compliant)	Existing	0	0	0
	Proposed	20	72	2,041
	Uplift	20	+72	+2,041
Intermediate Shared Equity/Shared Ownership (GLA Compliant)	Existing	0	0	0
	Proposed	154	493	14,331
	Uplift	+154	+493	+14,331
Private (incl. existing leaseholders)	Existing	179	807	14,322
	Proposed	1,229	3,562	102,967
	Uplift	+1,050	+2,755	+88,645
TOTAL	Existing	832	3,045	56,518
	Proposed	2,170	6,477	186,157
	Uplift	+1,338	+3,432	+129,693
Total Affordable Homes		941	2,915	83,190
Net Additional Affordable Homes		+288	+565	+40,994

4.6 As demonstrated, the Proposed Development will result in a net uplift in affordable housing on the Site. There is a net increase in social rented homes (+114 homes), shared equity/shared ownership homes (+20 homes) and intermediate homes (+154 homes).

4.8 There are no existing shared equity homes at CRE. The proposed development would provide 20 shared equity/shared ownership homes and 154 intermediate homes.

## Equalities Impact Assessment

Paragraph	Amendment
3.9	In total, up to 941 affordable homes (Social Rent, Shared Equity and Shared Ownership) will be delivered as part of the Development. Of these 941 affordable homes, 165 will be delivered as part of the detailed element of the Development and 776 will be provided as part of the outline element of the Development.
3.15	As outlined above, the Development will provide up to 941 homes (Socially Rented, Shared Equity and Shared Ownership), with 165 of these being delivered as part of the detailed element of the Development and up to 776 being provided as part of the outline element of the Development. Therefore, this will provide much needed affordable housing for the area.
3.16 – Ethnicity	The Development will include a high portion of accessible, affordable housing, including affordable family homes. In total, up to 941 affordable homes (Social Rent, Shared Equity and Shared Ownership) will be delivered as part of the Development;
3.86	Dwellings will be provided in a range of tenures, including affordable, shared equity, shared ownership and private market housing. In total, up to 941 affordable homes (Social Rent, Shared Ownership and Shared Equity) will be delivered as part of the Development. Of these 941 affordable homes, 165 will be delivered as part of the detailed element of the Development and 776 will be provided as part of the outline element of the Development.
3.94 – Table 17	Dwellings will be provided in a range of tenures, including affordable, shared equity, shared ownership and private market housing. In total, up to 941 affordable homes (Social Rent, Shared Ownership and Shared Equity) will be delivered as part of the Development. Of these 941 affordable homes, 165 will be delivered as part of the detailed element of the Development and 776 will be provided as part of the outline element of the Development.

### Summary

Set out above is a revised affordable housing offer and an explanation of the amendments to the application material. We understand that a reconsultation is due to take place and would welcome confirmation of the details surrounding this at that the earliest opportunity.

Should you have any queries in relation to this letter then please don't hesitate to ask me, otherwise we look forward to discussing the application further with you in advance of determination.

Yours sincerely,



**GREG PITT**  
Planning Director

**CAMBRIDGE ROAD ESTATE  
AMENDMENTS AND REVISIONS TO APPLICATION MATERIAL**

<b>Application Material</b>	<b>Amendment</b>	<b>Comment</b>
1. Covering Letter including the following Sheets:	Yes	Original covering letter dated 13 <sup>th</sup> November 2020 to be read in conjunction with letter to the Case Officer dated the 15 <sup>th</sup> June 2021 and 20 <sup>th</sup> October 2021.
o Planning Fee	No	No amendment since submission of application in November 2020.
o List of Application Documents (Updated)	Yes	See sheet 1 attached to the covering letter dated 20 <sup>th</sup> October 2021.
o Drawing list (Updated)	Yes	See sheet 2 attached to the covering letter dated 20 <sup>th</sup> October 2021.
2. Application Form and Notices	Yes	Section 4 previously updated in March 2021. Section 15 on the proposed affordable housing and market homes updated in October 2021.
3. CIL Additional Information Form	Yes	Application reference added, description of development updated and section 6 updated.
4. Outline Parameter Plans	No	No amendment since submission of application in November 2020.
5. Masterplan - Illustrative Plans – Updates: See drawing schedule	Yes	Update to the Illustrative masterplan (503-PTA-MP-RF-DR-A-1201 Rev PL4) and Illustrative building heights vertical parameter overlay (503-PTA-MP-XX-DR-A-5409 PL1) made in June 2021 as shown on sheet 2 attached to the covering letter dated 20 <sup>th</sup> October 2021.
6. Phase 1 – Detailed Architectural and Landscape Plans	Yes	Amendments to landscape, Plot B, C and E drawings made in June 2021 and October 2021 as shown on sheet 2 attached to the covering letter dated 20 <sup>th</sup> October 2021.
7. Design and Access Statement (Volume 1 – The Masterplan and Volume 2 – Detailed Component)	Yes	To be read in conjunction with Design and Access Statement Addendum dated May 2021 and October 2021.
8. Design Guidelines	Yes	Updated in April 2021
9. Planning Statement	Yes	To be read in conjunction with letter to the Case Officer dated the 15 <sup>th</sup> June 2021 and 20 <sup>th</sup> October 2021.
10. Rehousing Strategy	Yes	
11. Financial Viability Appraisal	Yes	Updated in October 2021
12. Statement of Community Involvement	No	No amendment since submission of application in November 2020.
13. Draft Estate Management Strategy	No	No amendment since submission of application in November 2020.
14. Transport Assessment	Yes	To be read in conjunction with Technical Note – Transport Assessment Addendum dated the 12 <sup>th</sup> October 2021.

15. Phase 1 Travel Plan	No	No amendment since submission of application in November 2020.
16. Car Parking Management Plan	No	No amendment since submission of application in November 2020.
17. Servicing and Delivery Management Plan	No	No amendment since submission of application in November 2020.
18. Construction Logistics Plan	No	No amendment since submission of application in November 2020.
19. Construction Method Statement and Construction Management Plan	No	No amendment since submission of application in November 2020.
20. Health Impact Assessment	Yes	To be read in conjunction with Environmental Statement Letter of Clarification dated 13 <sup>th</sup> October 2021.
21. Energy Statement (Including Overheating Assessment and Whole Life Cycle Assessment)	Yes	Whole Life Cycle Assessment updated in October 2021.
22. Sustainable Design and Construction Statement (Including Circular Economy Statement)	Yes	Circular Economy Statement Updated in April 2021.
23. Arboricultural Report and Tree Conditions Survey	No	No amendment since submission of application in November 2020.
24. Arboricultural Impact Assessment & Method Statement	No	No amendment since submission of application in November 2020.
25. Utilities Report	No	No amendment since submission of application in November 2020.
26. Fire Strategy Report	Yes	Amended report October 2021.
27. Extraction and Ventilation Strategy	No	No amendment since submission of application in November 2020.
28. Noise Impact Assessment	No	No amendment since submission of application in November 2020.
29. Preliminary Ecological and Bat Survey Report	No	No amendment since submission of application in November 2020.
30. Archaeology and Heritage Assessment – Updated: March 2021	Yes	Updated in March 2021.
31. Ground Conditions Assessment	No	No amendment since submission of application in November 2020.
32. A) Environmental Statement – Non Technical Summary		To be read in conjunction with Environmental Statement Letter of Clarification dated 13 <sup>th</sup> October 2021.  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) –
B) Environmental Statement Technical Chapters (Volume 1)		
• Chapter 1: Introduction;		
• Chapter 2: EIA Methodology;		
• Chapter 3: Site and Development Description;		
• Chapter 4: Alternatives and Design Evolution;		
• Chapter 5: Construction Methodology and Phasing;		
• Chapter 6: Population and Human Health;		
• Chapter 7: Air Quality;		
• Chapter 8: Biodiversity;		

<ul style="list-style-type: none"> <li>Chapter 9: Daylight, Sunlight and Overshadowing; Updated June 2021</li> </ul>	Yes	Technical note and updated views issued in April 2021.
<ul style="list-style-type: none"> <li>Chapter 10: Wind Microclimate; Updated May 2021</li> </ul>	Yes	
<ul style="list-style-type: none"> <li>Chapter 11: Summary and Residual Effects;</li> </ul>		
C) Environmental Statement Appendices (Volume 2): Appendix 9.1, 9.3, 9.4, 9.6 10.1 and 10.2	Yes	
D) Environment Statement - Townscape and Visual Assessment (ES Volume 3) – Technical note and updated views – April 2021	Yes	
Temple Interim Review Report (IRR) and Barton Willmore Response to IRR.	No	
33. Equalities Impact Assessment - Updated June 2021	Yes	Updated report issued in June 2021 and to be read in conjunction with letter to the Case Officer dated the 20 <sup>th</sup> October 2021.
34. Flood Risk Assessment	Yes	Updated April 2021
35. Phase 1 Drainage Statement	Yes	Updated April 2021
36. Accessibility Audit	No	No amendment since submission of application in November 2020.
37. Internal Daylight and Sunlight Assessment	No	No amendment since submission of application in November 2020.
38. External Daylight and Sunlight Assessment of Illustrative Masterplan	No	Updated in March 2021
39. Biodiversity Net Gain Assessment	No	No amendment since submission of application in November 2020.

**CAMBRIDGE ROAD ESTATE – OCTOBER 2021**

**Hybrid Outline Planning Application Drawing Schedule**

<b>Masterplan - Parameter plans</b>					<b>For Approval</b>
503-PTA-MP-RF-DR-A-1200	PL1	Existing Estate masterplan	1:1000	A1	For Approval
503-PTA-MP-RF-DR-A-5120	PL1	Existing Estate masterplan phasing plan	1:1000	A1	For Approval
503-PTA-MP-XX-DR-A-5406	PL1	Existing Estate masterplan layout and demolition	1:1000	A1	For Approval
503-PTA-MP-ZZ-DR-A-5300	PL1	Site location plan	1:2000	A1	For Approval
503-PTA-MP-ZZ-DR-A-5301	PL1	Extent of outline and detailed application areas	1:1000	A1	For Approval
503-PTA-MP-ZZ-DR-A-5303	PL1	Development plot plan	1:1000	A1	For Approval
503-PTA-MP-ZZ-DR-A-5305	PL1	Horizontal limits of development zones	1:1000	A1	For Approval
503-PTA-MP-ZZ-DR-A-5306	PL1	Vertical limits of development zones	1:1000	A1	For Approval
503-PTA-MP-ZZ-DR-A-5309	PL1	Development zone plan	1:1000	A1	For Approval

<b>Masterplan - Illustrative plans</b>					<b>For Information</b>
503-PTA-MP-RF-DR-A-1201	PL4	Illustrative masterplan	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5400	PL1	Illustrative building block plan	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5401	PL1	Illustrative development plot heights	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5402	PL1	Illustrative access and servicing	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5403	PL1	Illustrative principal uses at ground floor	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5404	PL1	Illustrative principal uses upper floor	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5405	PL1	Illustrative public realm	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5407	PL1	Illustrative development phasing plan	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5408	PL1	Illustrative principal uses at first floor	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5409	PL1	Illustrative building heights vertical parameter overlay	1:1000	A1	For Information

<b>Detailed Component - Landscape plans</b>					<b>For Approval</b>
503-PTA-MP-00-DR-LA-4300	PL1	Masterplan Phase 1 - Building C – Long term GA Landscape Plan	1:250	A1	For Approval
503-PTA-MP-00-DR-LA-4301	PL3	Masterplan Phase 1 - Buildings B and E – Long term GA Landscape Plan	1:250	A1	For Approval
503-PTA-PH1-00-DR-LA-4300	PL1	Masterplan Phase 1 - Building C – Short term GA Landscape Plan	1:250	A1	For Approval
503-PTA-PH1-00-DR-LA-4301	PL4	Masterplan Phase 1 - Buildings B and E - Short term GA Landscape Plan	1:250	A1	For Approval

<b>Detailed Component – Plot B General Arrangement plans, sections and elevations</b>					<b>For Approval</b>
503-PTA-BZ-ZZ-DR-A-1300	PL3	Plot B - GA Plans - Ground and First Floor	1:250	A1	For Approval
503-PTA-BZ-ZZ-DR-A-1301		Plot B - GA Plans - Second to Fifth Floor	1:250	A1	For Approval
503-PTA-BZ-ZZ-DR-A-1302		Plot B - GA Plan - Roof	1:250	A1	For Approval
503-PTA-BZ-ZZ-DR-A-1900		Plot B - GA Elevations	1:250	A1	For Approval
503-PTA-BZ-ZZ-DR-A-1901		Plot B - GA Sections	1:250	A1	For Approval

<b>Detailed Component – Plot C General Arrangement plans, sections and elevations</b>					<b>For Approval</b>
503-PTA-CZ-ZZ-DR-A-1320		Plot C - GA plans - Basement and Ground Floor	1:250	A1	For Approval

503-PTA-CZ-ZZ-DR-A-1321	PL4	Plot C - GA plans - First and Second Floor	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1322	PL2	Plot C - GA plans - Typical Floor, Tenth and Eleventh Floor	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1323		Plot C - GA plans - Twelfth Floor and Roof	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1910	PL2	Plot C - GA Elevations - A, B	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1911	PL2	Plot C - GA Elevations - C, D	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1912	PL2	Plot C - GA Elevations - E, F	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1913		Plot C - GA Elevation - G	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1914		Plot C - GA Sections - A,B	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1915		Plot C - GA Sections - C,D	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1916		Plot C - GA Sections - E,F	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1917		Plot C - GA Sections - G,H	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1918		Plot C - GA Section - J	1:250	A1	For Approval
<b>Detailed Component – Plot E General Arrangement plans, sections and elevations</b>					<b>For Approval</b>
503-PTA-EZ-ZZ-DR-A-1355	PL2	Plot E - GA Plans - Ground and First Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1356	PL2	Plot E - GA Plans - Second and Third Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1357	PL2	Plot E - GA Plans - Fourth and Fifth Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1358	PL2	Plot E - GA Plans - Six and Seventh Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1359	PL2	Plot E - GA Plans- Eighth and Ninth Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1360	PL3	Plot E - GA Plans - Tenth and Eleventh Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1361	PL2	Plot E - GA Plan - Roof	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1920	PL3	Plot E - GA Elevations - A, B, C, D	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1921	PL3	Plot E - GA Sectional Elevations - E, F	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1922	PL3	Plot E - GA Sectional Elevations - G, H	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1930	PL2	Plot E - GA Sections - A, B	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1931		Plot E - GA Sections - C, D	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1932		Plot E - GA Sections - E, F	1:250	A1	For Approval

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NEWCASTLE  
READING  
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**BY EMAIL**

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

Our ref: 26902/A3/GP  
15<sup>th</sup> June 2021

Dear Harsha,

**CAMBRIDGE ROAD ESTATE, ROYAL BOROUGH OF KINGSTON UPON THAMES, LONDON, KT1  
PLANNING APPLICATION REF. 20/02942/FUL  
HOUSING MIX CLARIFICATION**

We write on behalf of our client, Cambridge Road (RBK) LLP (a joint Venture Partnership between Countryside Properties (UK) Ltd and the Royal Borough of Kingston) in response to recent discussions to clarify the housing mix on the Estate and the uplift in affordable housing that is proposed.

Prior to the regeneration proposals commencing there were 832 properties on the Estate consisting of 653 social rent homes and 179 leasehold/freehold homes. At the point of submission of the hybrid outline planning application, 22 leaseholder/freeholder properties had been acquired by the Council as part of the land assembly process. This resulted in 675 social rent homes and 157 leasehold/freehold homes being reported within some of the application material which is incorrect. Therefore, please refer to the updated tables below rather than those within the Planning Statement and Rehousing Strategy.

We would be grateful if you can confirm receipt of this letter. Should you have any queries in relation to this clarification then please don't hesitate to ask me, otherwise we look forward to discussing the application further with you in advance of determination.

Yours sincerely,



**GREG PITT**  
Associate



FS 29637

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Reading  
RG1 3BE  
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Table 1: Existing Housing Mix

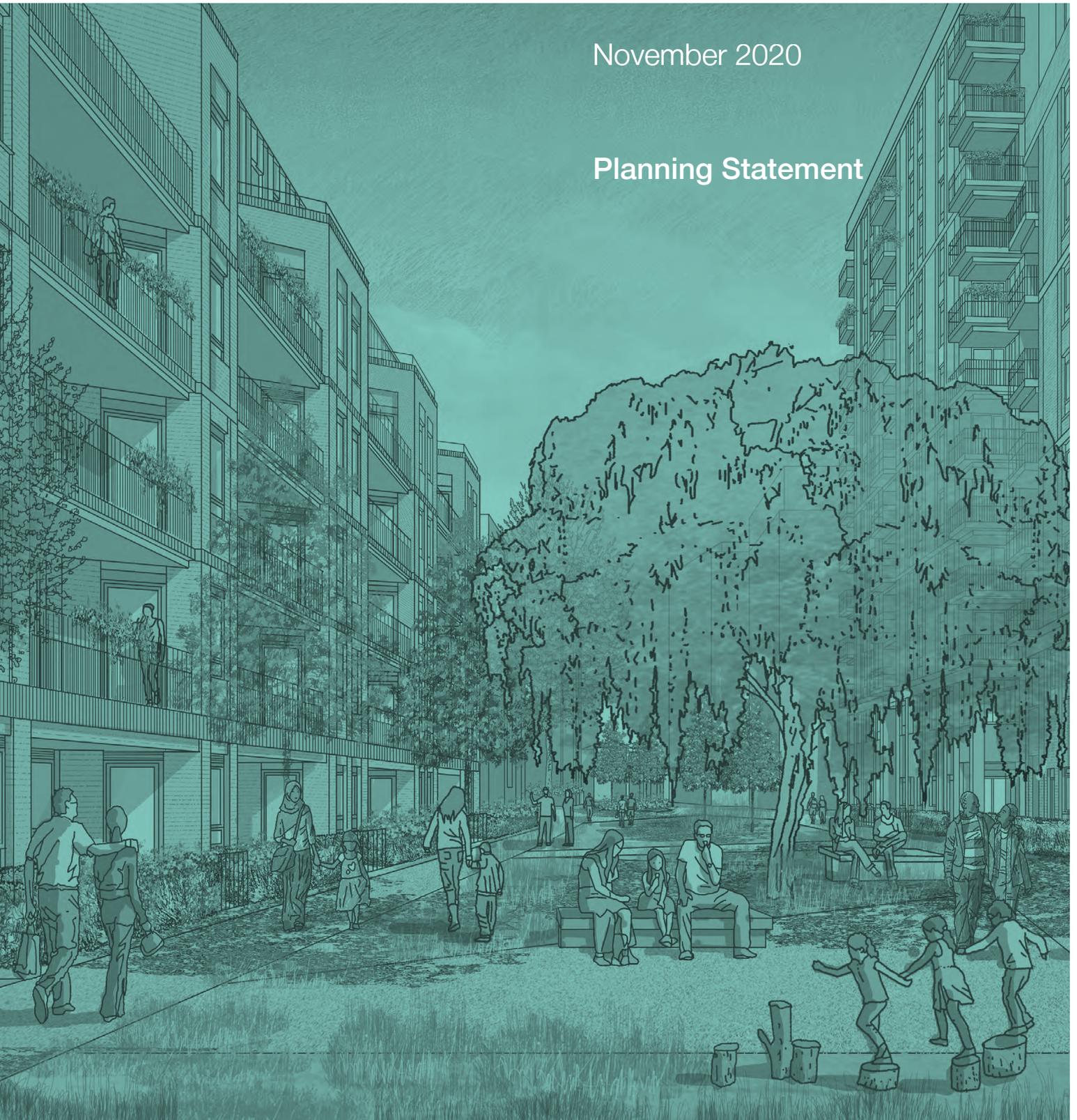
	HAB ROOMS	SQM	SOCIAL RENT HOMES			LEASEHOLD HOMES			FREEHOLD HOMES			TOTAL HOMES
			No	Hab	Sqm	No	Hab	Sqm	No	Hab	Sqm	
1 BEDROOM 2 PERSON FLAT	2	48	253	506	12144	12	24	576	0	0	0	265
2 BEDROOM 4 PERSON FLAT	4	62	144	576	8928	11	44	682	0	0	0	155
2 BEDROOM 4 PERSON MAISONETTE	4	75	84	336	6300	23	92	1725	1	4	75	108
3 BEDROOM 5 PERSON FLAT	5	105.3	1	5	105.3	0	0	0	0	0	0	1
3 BEDROOM 5 PERSON MAISONETTE	5	86	31	155	2666	18	90	1548	0	0	0	49
3 BEDROOM 6 PERSON MAISONETTE	5	109.6	1	5	109.6	0	0	0	0	0	0	1
3 BEDROOM 5 PERSON DUPLEX	5	86	62	310	5332	39	195	3354	0	0	0	101
1 BEDROOM 2 PERSON BUNGALOW	3	50	5	15	250	0	0	0	0	0	0	5
2 BEDROOM 4 PERSON HOUSES	4	80	35	140	2800	4	16	320	14	56	1120	53
3 BEDROOM 5 PERSON HOUSES	5	86	26	130	2236	0	0	0	56	280	4816	82
3 BEDROOM 6 PERSON HOUSES	5	112.9	7	35	790.3	0	0	0	0	0	0	7
4 BEDROOM 6 PERSON HOUSES	6	106	0	0	0	0	0	0	1	6	106	1
4 BEDROOM 7 PERSON HOUSES	6	131.5	3	18	394.5	0	0	0	0	0	0	3
5 BEDROOM 9 PERSON HOUSES	7	139.8	1	7	139.8	0	0	0	0	0	0	1
<b>TOTAL</b>			<b>653</b>	<b>2238</b>	<b>42195.5</b>	<b>107</b>	<b>461</b>	<b>8205</b>	<b>72</b>	<b>346</b>	<b>6117</b>	<b>832</b>

Table 2: Indicative Uplift in Housing

<b>Tenure</b>		<b>Units</b>	<b>Habitable Rooms</b>	<b>Sqm (GIA)</b>
<b>Social Rent</b>	<b>Existing</b>	653	2,238	42,196
	<b>Proposed</b>	767	2,350	67,240
	<b>Uplift</b>	114	+112	25,044
<b>Intermediate</b>	<b>Existing</b>	0	0	0
	<b>Proposed</b>	100	365	10,551
	<b>Uplift</b>	100	+365	10,551
<b>Private (incl. existing leaseholders)</b>	<b>Existing</b>	179	807	14,322
	<b>Proposed</b>	1303	3,762	108,420
	<b>Uplift</b>	1,168	+2,955	94,098
<b>TOTAL</b>	<b>Existing</b>	832	3,045	56,518
	<b>Proposed</b>	2,170	6,477	186,211
	<b>Uplift</b>	1,338	+3,432	+129,693
<b>Total Affordable Homes</b>		867	2,715	77,791
<b>Net Additional Affordable Homes</b>		+214	+477	+35,595

November 2020

Planning Statement



## 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

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Cambridge Road Estate  
Royal Borough of Kingston upon Thames

Planning Statement

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

November 2020

# Cambridge Road Estate Royal Borough of Kingston upon Thames

## Planning Statement

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

<b>Project Ref:</b>	26902/A5/Report	26902/A5/Report
<b>Status:</b>	Draft	Final
<b>Issue/Rev:</b>	01	02
<b>Date:</b>	09/11/2020	13/11/2020
<b>Prepared by:</b>	Greg Pitt & Rebecca Horrocks	Greg Pitt & Rebecca Horrocks
<b>Checked by:</b>	Greg Pitt	Greg Pitt
<b>Authorised by:</b>	Bob McCurry	Bob McCurry

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Our Ref: 26902/A5/Reports  
Date: 13 November 2020

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## **APPENDICES**

**APPENDIX 1 : SITE LOCATION PLAN**

**APPENDIX 2 : ILLUSTRATIVE MASTERPLAN**

**APPENDIX 3 : PHASING PLAN**

## 1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared in support of a Hybrid Planning Application by Cambridge Road (RBK) LLP ("the Applicant"), submitted to the Royal Borough of Kingston upon Thames as the Local Planning Authority ("LPA") for the residential-led mixed use redevelopment of the Cambridge Road Estate, Kingston upon Thames, London, KT1 ("the Site" or "the Estate").
- 1.2 The Applicant is Cambridge Road (RBK) LLP and is a Limited Liability Partnership formed by the Royal Borough of Kingston ("the Council") and Countryside Properties (UK) Ltd ("Countryside"). The Council confirmed Countryside as its partner in March 2019 (Contract Award) following a procurement process to secure a suitably qualified and experienced developer partner to enter into a 50:50 joint venture with the Council to deliver a comprehensive regeneration of the Estate.
- 1.3 The Council and the Mayor of London have identified the Site as an opportunity for comprehensive redevelopment to create a new high quality living environment for existing and future residents.

### Summary of Background

- 1.4 The Council instructed BDP in August 2016 to test 14 potential redevelopment options which ranged from keeping some of the current homes and building some new ones through to fully redeveloping all homes. Three options were shortlisted and residents were consulted through a range of drop ins and a full survey of all residents. The preferred option was comprehensive regeneration and replacement of all homes.
- 1.5 The Council then worked with residents in Spring 2017 on a Strategic Development Brief to shape the vision and objectives<sup>1</sup> for the regeneration, which included:
- Putting the community at the heart of the regeneration;
  - Provide a new model of family living;
  - Deliver a public realm led, high quality living environment;
  - Promote sustainable forms of travel and healthy living; and
  - Transform the neighbourhood with high quality architecture and urban design.

---

<sup>1</sup> The full vision and objectives are included within Section 3 of this Planning Statement.

- 1.6 A competitive tender process was undertaken in 2017/2018 and in October 2018, Countryside were selected by the Council as the preferred bidder for the redevelopment. Since then, the Council and Countryside have undertaken comprehensive engagement and consultation with residents and the wider community. This culminated in the publication of the "Landlord Offer" in February 2020 and the subsequent ballot vote in March 2020 as to whether residents on the Estate wanted the regeneration to proceed or not. From the 820 eligible voters, a turnout of 86% was achieved, with 73% voting in favour.
- 1.7 Since the positive ballot result, the Applicant has continued to consult with residents, the wider community, Councillors, the Local Planning Authority and statutory and non-statutory consultees to inform the submitted Hybrid Planning Application.

### **Scope of the Planning Application**

- 1.8 The submitted Planning Application relates to the area shown on the Site Location Plan (See Appendix 1) and seeks part outline and part detailed permission for the following:

*"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")."*

1.9 For clarity, matters of access, layout and scale have been submitted for the whole Site and all details (access, layout, scale, appearance and landscaping) have been submitted for Phase 1.

1.10 The Proposed Development will:

- significantly improve the quality of housing and environment for current residents;
- address the specific housing needs of current residents and provide an appropriate variety of new homes;
- deliver additional affordable and market homes to help address local and strategic housing needs;
- deliver a step change in the quality and accessibility of the public realm (public spaces, parks and play spaces) available to residents and the wider community to access and enjoy;
- reconnect the Site with the wider community;
- provide a new community centre alongside new commercial/retail facilities and office floorspace;
- create short term and long term employment opportunities;
- promote sustainable forms of transport alongside appropriate car parking provision;
- connect to and help to mobilise the Kingston District Heating Network; and
- transform the neighbourhood into a high quality place that everyone is proud of.

### **Submission documents**

1.11 In addition to this Planning Statement, the following Planning Application documents have been prepared and submitted in support of this Application:

1. Covering Letter including the following Sheets:
  - Planning Fee
  - List of Application Documents
  - Drawing list
2. Application Form and Notices
3. CIL Additional Information Form
4. Outline Parameter Plans
5. Masterplan - Illustrative Plans
6. Phase 1 – Detailed Architectural and Landscape Plans

7. Design and Access Statement (Volume 1 – The Masterplan and Volume 2 – Detailed Component)
8. Design Guidelines
9. Planning Statement
10. Rehousing Strategy
11. Financial Viability Appraisal
12. Statement of Community Involvement
13. Draft Estate Management Strategy
14. Transport Assessment
15. Phase 1 Travel Plan
16. Car Parking Management Plan
17. Servicing and Delivery Management Plan
18. Construction Logistics Plan
19. Construction Method Statement and Construction Management Plan
20. Health Impact Assessment
21. Energy Statement (Including Overheating Assessment and Whole Life Cycle Assessment)
22. Sustainable Design and Construction Statement (Including Circular Economy Statement)
23. Arboricultural Report and Tree Conditions Survey
24. Arboricultural Impact Assessment & Method Statement
25. Utilities Report
26. Fire Strategy Report
27. Extraction and Ventilation Strategy
28. Noise Impact Assessment
29. Preliminary Ecological and Bat Survey Report
30. Archaeology and Heritage Assessment
31. Ground Conditions Assessment
32. A) Environmental Statement – Non Technical Summary  
B) Environmental Statement Technical Chapters (Volume 1)
  - Chapter 1: Introduction;
  - Chapter 2: EIA Methodology;
  - Chapter 3: Site and Development Description;
  - Chapter 4: Alternatives and Design Evolution;
  - Chapter 5: Construction Methodology and Phasing;
  - Chapter 6: Population and Human Health;
  - Chapter 7: Air Quality;
  - Chapter 8: Biodiversity;

- Chapter 9: Daylight, Sunlight and Overshadowing;
  - Chapter 10: Wind Microclimate;
  - Chapter 11: Summary and Residual Effects;
- C) Environmental Statement Appendices (Volume 2)
- D) Environment Statement - Townscape and Visual Assessment (ES Volume 3)
33. Equalities Impact Assessment
  34. Flood Risk Assessment
  35. Phase 1 Drainage Statement
  36. Accessibility Audit
  37. Internal Daylight and Sunlight Assessment
  38. External Daylight and Sunlight Assessment of Illustrative Masterplan
  39. Biodiversity Net Gain Assessment

## 2.0 THE APPLICATION SITE AND SURROUNDING AREA

2.1 This section provides a description of the Application Site and the surrounding area.

### Application Site

2.2 The Cambridge Road Estate is a council estate containing 832 homes that was built in the late 1960s and early 1970s. It is located to the south east of Kingston Town Centre and to the south of Cambridge Road (A2043). Kingston Cemetery forms the far southern boundary of the Site with Hampden Road marking the far eastern extent of the Site and the back of the rear gardens to the properties on Portman Road representing the western extent of the Site.

2.3 The Site Location Plan is included within Appendix 1 and the Site is shown below within Figure 1. The Application Site area is 8.86 hectares of which 2.21 hectares (shaded black within Appendix 3) forms the detailed part of the Application for Phase 1.



Figure 1: The Application Site

Existing Housing

2.4 There are 832 properties on the Estate, 782 of which are currently occupied by social tenants, private tenants or homeowners. There are 675 (81%) council tenanted (social rent) homes and 157 (19%) leasehold/freehold properties on the Site. The mix of existing homes is provided within Table 1 below:

Table 1: Existing Housing Mix

	HAB ROOMS	SQM	SOCIAL RENT HOMES			LEASEHOLD HOMES			FREEHOLD HOMES			TOTAL HOMES
			No	Hab	Sqm	No	Hab	Sqm	No	Hab	Sqm	
1 BEDROOM 2 PERSON FLAT	2	48	255	510	12240	10	20	480	0	0	0	265
2 BEDROOM 4 PERSON FLAT	4	62	145	580	8990	10	40	620	0	0	0	155
2 BEDROOM 4 PERSON MAISONETTE	4	75	89	356	6675	18	72	1350	1	4	75	108
3 BEDROOM 5 PERSON FLAT	5	105.3	1	5	105.3	0	0	0	0	0	0	1
3 BEDROOM 5 PERSON MAISONETTE	5	86	34	170	2924	15	75	1290	0	0	0	49
3 BEDROOM 6 PERSON MAISONETTE	5	109.6	1	5	109.6	0	0	0	0	0	0	1
3 BEDROOM 5 PERSON DUPLEX	5	86	68	340	5848	33	165	2838	0	0	0	101
1 BEDROOM 2 PERSON BUNGALOW	3	50	5	15	250	0	0	0	0	0	0	5
2 BEDROOM 4 PERSON HOUSES	4	80	36	144	2880	4	16	320	13	52	1040	53
3 BEDROOM 5 PERSON HOUSES	5	86	30	150	2580	0	0	0	52	260	4472	82
3 BEDROOM 6 PERSON HOUSES	5	112.9	7	35	790.3	0	0	0	0	0	0	7
4 BEDROOM 6 PERSON HOUSES	6	106	0	0	0	0	0	0	1	6	106	1
4 BEDROOM 7 PERSON HOUSES	6	131.5	3	18	394.5	0	0	0	0	0	0	3
5 BEDROOM 9 PERSON HOUSES	7	139.8	1	7	139.8	0	0	0	0	0	0	1
<b>TOTAL</b>			<b>675</b>	<b>2,335</b>	<b>4,3926.5</b>	<b>90</b>	<b>388</b>	<b>6,898</b>	<b>67</b>	<b>322</b>	<b>5,693</b>	<b>832</b>

## Character and Condition of the Estate

2.5 The Estate is urban in character with the 832 homes on the Site distributed within:

- 4 multi-storey high rise blocks (Madingley, Brinkley, Graveley and Childerley) of 15 storeys
- Within low-rise, deck access blocks of 5 storeys in height and within maisonette blocks; and
- 2 storey terraced housing.



Figure 2: Aerial Photo of the Site

2.6 The high rise tower blocks have an irregular layout, are of very poor architectural quality and are typical of many post war housing estates. It is considered that the physical layout of the Estate is poor with main routes that are badly lit and not overlooked. Many of the existing roads end in cul-de-sacs, impeding safety and connectivity within the Estate and with the surrounding area.

2.7 The surrounding streets and spaces link into the Estate in an obscure way which make it difficult to navigate through from beyond. Residents and visitors drive into the Estate from the perimeter roads, and park on the streets closest to their block or building, meaning that the car dominates the public realm.

- 2.8 With regards to pedestrian connectivity across the Estate, there are no clear east to west or north to south routes. There are many ground level alleyways, high level link walkways and block entrances to the maisonette blocks that are secluded, unsecure and which therefore feel unsafe. This means that the homes and public open spaces within the middle of the Estate are difficult to access and this creates opportunities for anti-social behaviour and criminal activity to be undertaken.
- 2.9 The urban layout of the Estate, coupled with level changes of approximately 15 meters above sea level in the east to 10 meters above sea level in the west, create a challenging environment for disabled people and wheelchair users.
- 2.10 The density of the existing Estate is approximately 97 dwellings per hectare but varies between 21 to 200 dwellings per hectare across particular areas of the Estate.
- 2.11 The Site is not located within a Conservation Area or Local Area of Special Character. There are also no listed buildings on the Site.
- 2.12 The Site is not subject to any Tree Preservation Orders and is located within Flood Zone 1, with the lowest risk of flooding.

#### Non Residential Uses

- 2.13 Non-residential buildings on the Estate are set out within Table 2 below:

Table 2: Existing Non Residential Uses

Use	Floorspace (GIA)
Bull and Bush Hotel	824sqm
Piper Community Hall	390sqm
Tadlow House (Housing Management)	654sqm
CRERA Office	42sqm
CREST Office	38sqm
Surbiton Rifle Club	Unknown.
Total	1,948sqm

- 2.14 Piper Hall is a community facility that is well used by local community groups and charities.

### Open Space

2.15 There is currently 28,346 sqm of publicly accessible open space across the Estate, as shown within Figure 3 below. The primary areas of open space consist of the following:

- Madingley Green – This green space is well used, valued by the community and contains some prominent trees. It is also prominently located at the north of the Site close to the junction between Cambridge Road and Hawks Road;
- Fordham Gardens – Located on the west of the Site, behind Portman Road, Fordham Gardens contains some well established trees;
- Piper Hall Green – This small green space lies directly to the north of Piper Hall and contains a prominent Willow Tree between Tadlow House and Piper Hall that has been identified for retention from the outset of the project;
- Hub Play Area – This play area sits on top of a single storey car parking and is primarily a tarmacked space that is used for informal play and sport; and
- Fitness Area – A green space containing some fitness equipment that is located to the south of the Childerley tower block.

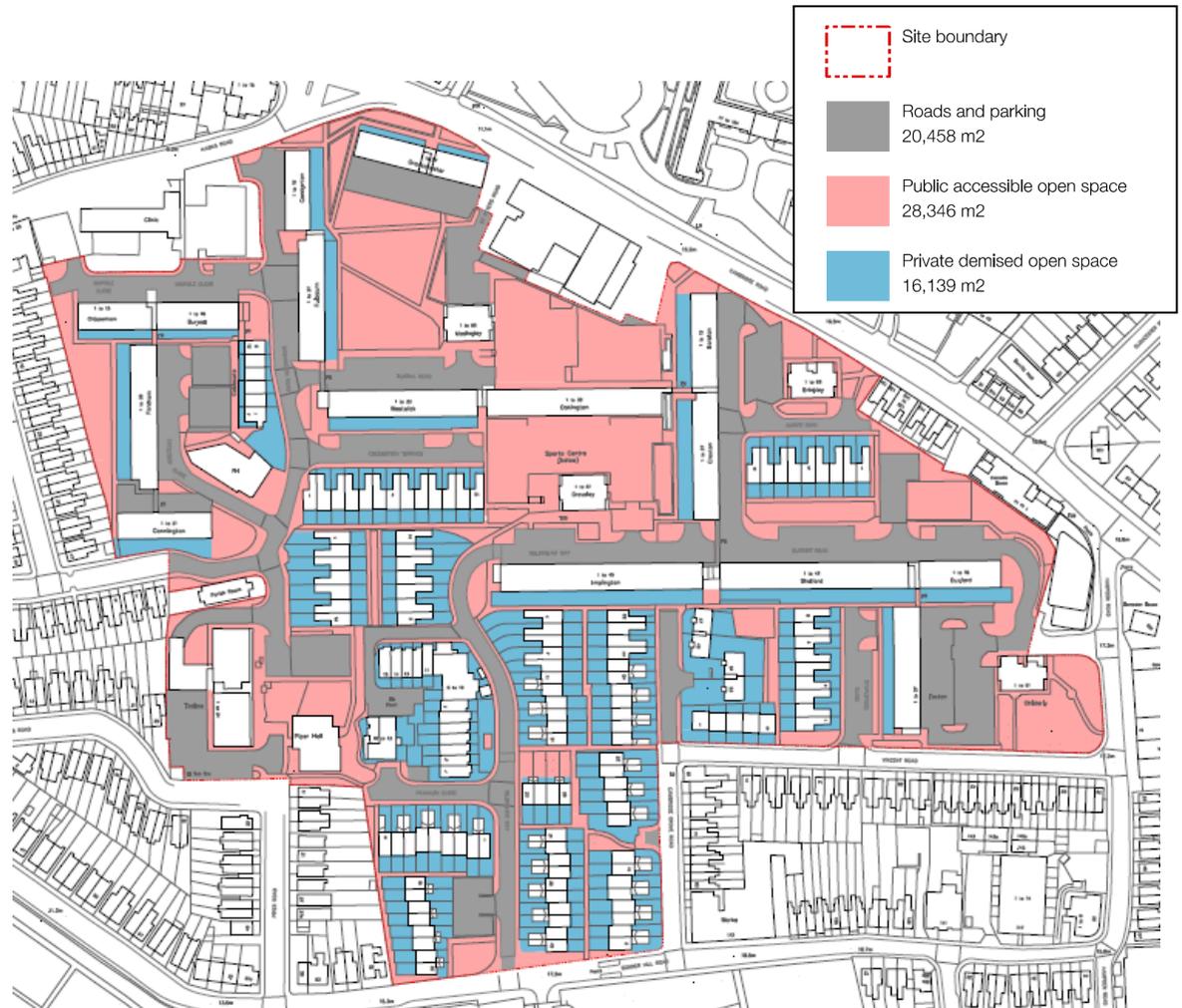


Figure 3: Existing Open Space

### Car Parking

- 2.16 The Estate has 935 car parking spaces excluding the Controlled Parking Zone spaces on Vincent Road / Cambridge Grove and adjacent roads. The existing car parking ratio equates to 1.1 spaces per unit.
- 2.17 There are a number of ground level car parks which dominate the street scene and a considerable area of the Estate. There is no parking control currently operating on the Estate, which can lead to parking on open space and therefore a negative perception of the public realm.

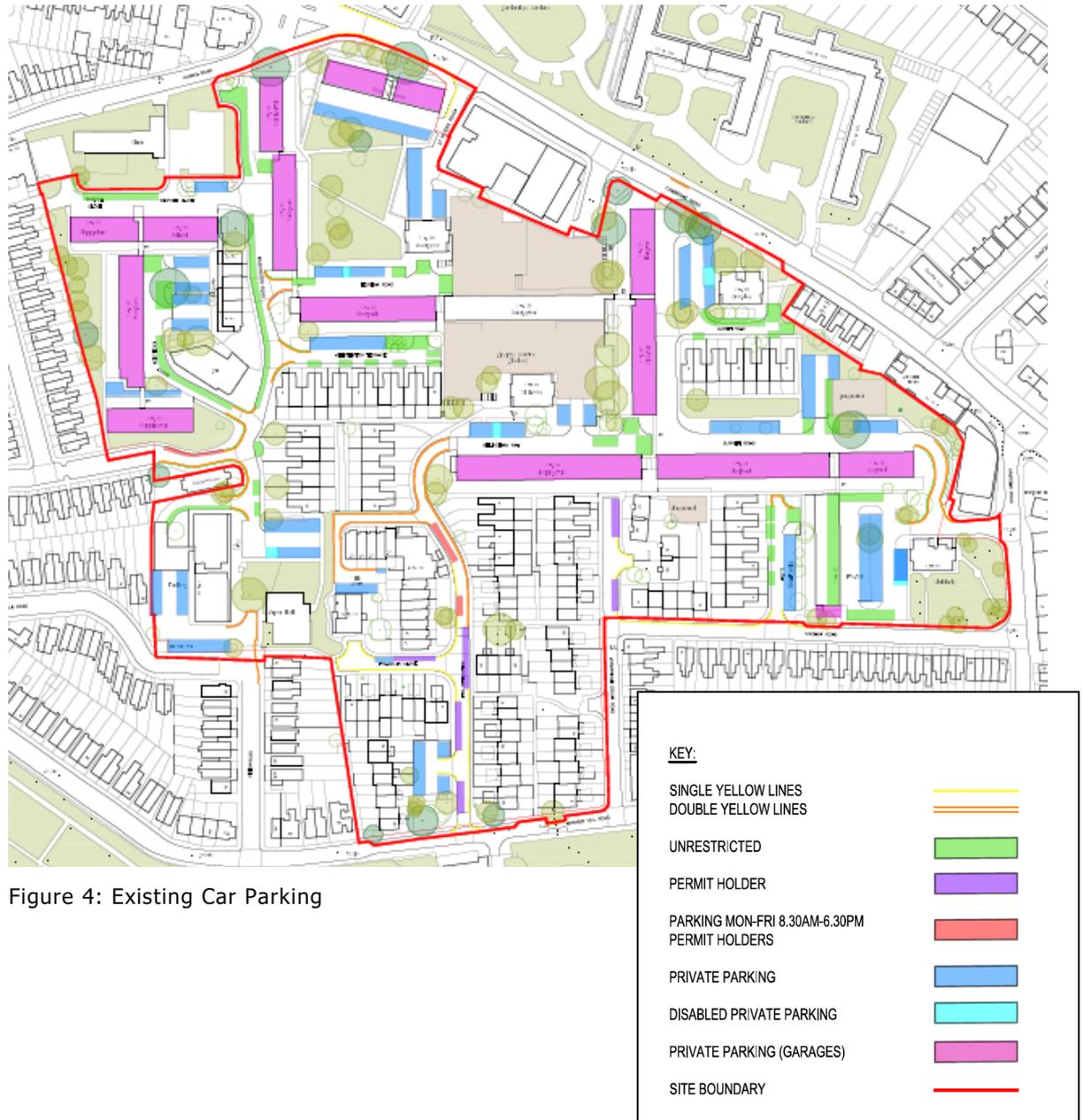


Figure 4: Existing Car Parking

Social Context

2.18 The Site is within the Norbiton ward which is the most deprived area in the borough. The Site has a Multiple Index Deprivation rank of 4,711, placing it in the 20% most deprived neighbourhoods in England.

- 2.19 Approximately 15% of the residents currently living on the Estate are aged 65 and over, with approximately 11% of the residents under 16 years old. Lower Layer Super Output Area (LSOA) data shows that a high proportion (73.5%) of those children are in lone parent families. As well as this, 35% of the children are eligible for pupil premium. 21.9% of reception pupils and 34.8% of year 6 pupils are obese. Around 13% of residents of the Estate are expected to have a disability, with 22% of those having multiple disabilities, 19% state mental health problems and 13% have physical disabilities.
- 2.20 371 residents are recorded as having bad or very bad health. 58.5% of lone residents are not in employment. 7.1% claim disability living allowance. 29.4% over 16 years of age have no further education and 18.4% have level 4 education or higher.
- 2.21 18.4% of households do not have residents that speak English as a main language and have been identified through the engagement process, thereby enabling translation to be provided so that everyone fully understands the regeneration process.

### **Surrounding Area**

- 2.22 Figure 5 below shows the Application Site and the Surrounding Area. The Site is approximately 850m to the east of Kingston town centre with its services, facilities and public transport links all associated with a Metropolitan Town Centre (as defined within the London Plan).

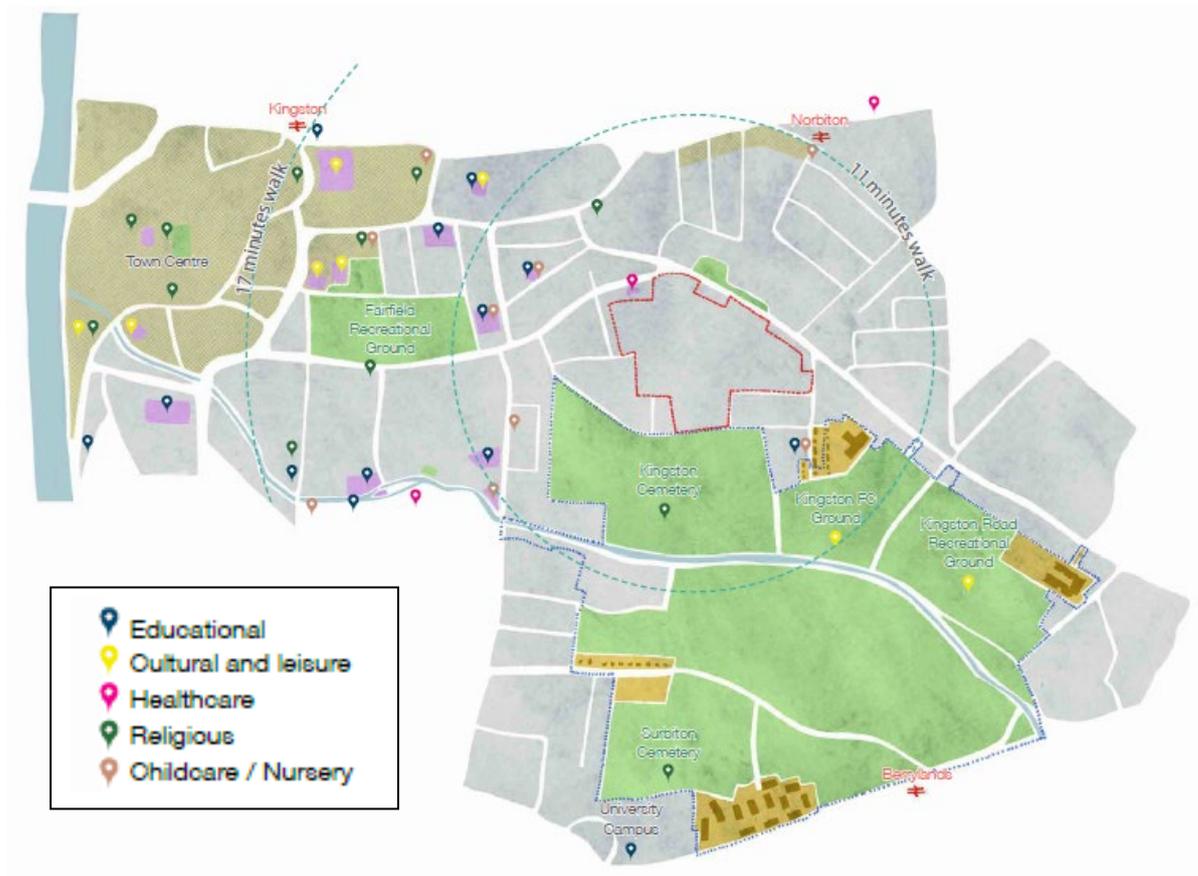


Figure 5: The Site and the Surrounding Area

### Surrounding Character and Townscape

- 2.23 The areas surrounding the Site are primarily residential and of a domestic suburban character and scale. The recently constructed ViBe Student accommodation sits directly to the north of the Site, fronting onto Cambridge Road and is 6/7 storeys in height.
- 2.24 The Cambridge Gardens Estate buildings on the northern side of Cambridge Road are 6/7 storeys as well.
- 2.25 Further to the east of the Site is a 2 storey takeaway and local convenience shop (134 and 138-140 Cambridge Road respectively), which adjoins 2 storey and then 3 storey housing. Clarion Housing Group's 7 Storey Verdant Mews development is situated on the corner of Cambridge Road and Hampden Road.

- 2.26 There are some pockets of light industrial use along the eastern side of Hampden Road, with 2 storey terraced, semi detached and detached housing at the end of Hampden Road on the western side, southern side of Vincent Road, eastern side of Cambridge Grove Road and the surrounding streets of Bonner Hill Road and Gladstone Road.
- 2.27 To the South of the Site is the Kingston Cemetery which is protected Metropolitan Open Land. This is sited next to Kingstonian FC and the athletics tracks and forms part of a key green chain along the Hogsmill River.
- 2.28 The mortuary chapels and the tomb to the south east of the chapels in the Kingston Cemetery are Grade II listed buildings. The Lodge - 41 Cambridge Road is a locally listed building and is directly to the north of the Site.
- 2.29 With regards to Conservation Areas, Fairfield/Knights Park and Grove Crescent are to the west of the Site and Park Road is to the north of the Site. The Albert Road/Victoria Road Local Area of Special Character is to the west of the Site.

### Transport Connectivity

- 2.30 The Site has a Public Transport Accessibility Level that ranges from 4 (Good) to 0 (Worst). The majority of the Site has a PTAL of 1a and 1b (Very Poor). It should be noted that as you travel west along Cambridge Road it quickly turns into a PTAL 5 (Very Good) near St Peter's House (140m away) and then a PTAL 6a (Excellent) where Cambridge Road meets London Road (250m away).

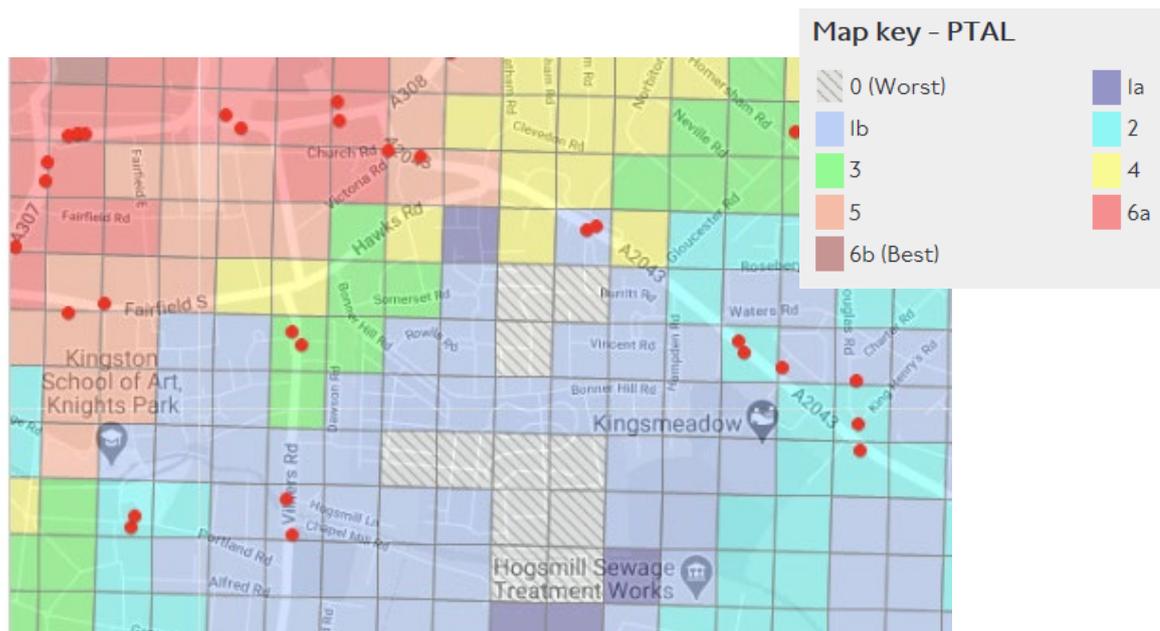


Figure 6: PTAL Map

- 2.31 The A3 is approximately 2.5km to the south east of the Site and is accessible via the A2043.
- 2.32 Norbiton train station is 400m to the north of the Site, Kingston train station is 800m to the north west of the Site and Berrylands train station is 900m to the south of the Site. All of the train stations provide services into Wimbledon, Clapham Junction and London Waterloo.
- 2.33 The submitted Transport Assessment shows the local bus routes and the local area is served by 10 bus routes. The bus stops which are within the closest proximity to the Estate are situated on the A2043 Cambridge Road are named 'Cambridge Road' Stop A and Stop L. These are located 550m from the centre of the Site, which is around a 7-minute walk. These bus stops are served by bus routes 131 and N87. Further to this, there are also bus stops located to the north of the Site along the A308 London Road and are called Norbiton Church, these are located 700m to the north of the centre of the Site, which is around an 8 minute walk. Norbiton Church bus stop is served by 57, 85, 213, 371, K2, K3, K4, and K5 bus routes.
- 2.34 Pedestrian and cycle connectivity with Kingston Town Centre is primarily via Hawks Road and Old London Road.
- 2.35 With regards to future transport improvements, a branch of the Crossrail 2 Route could extend to Kingston, however no formal decision regarding Crossrail 2 has yet to be made. The Kingston to New Malden spur of the Go Cycle Network is due to be implemented soon and would run along the Cambridge Road.

#### Social Infrastructure

- 2.36 Set out below is a summary of the social infrastructure surrounding the Site.
- 2.37 **GPs** – A total of 17 GP Practices operate within approximately 3km of the Site. Based upon a benchmark GP to patient ratio of 1:1,800 there is capacity to accommodate an additional 16,638 patients within existing Practices locally.
- 2.38 **Dental surgeries** – a total of 29 dental surgeries operate within approximately 3km of the Site. Due to the current COVID-19 pandemic, it was not possible to obtain data for 19 of the 29 dental practices. Of the 10 dental practices for which data was available, five are accepting new patients on a fee paying (private) basis and two of which are accepting new NHS patients.

- 2.39 **Primary schools** – a total of 30 primary schools operate from within approximately 3km of the Site, with 647 cumulative surplus primary school places.
- 2.40 **Secondary schools** – a total of 9 secondary schools are located within a 3km radius of the Proposed Development. There is currently a deficit in secondary school places but new schools are being delivered within the local area.

### 3.0 PROJECT BACKGROUND

- 3.1 This section summarises the key project milestones and background.
- 3.2 The Council initially started the Housing Regeneration programme in August 2015, with a primary driver for the project to improve the quality of housing for current residents, address significant condition issues and fundamental design flaws that exist across the Estate.
- 3.3 The Council set up a Residents Steering Group and undertook considerable community engagement to help inform the Strategic Development Brief and explore the feasibility and viability of different redevelopment options.



Figure 7: Cambridge Road Estate Feasibility Report

- 3.4 The Council instructed BDP in August 2016 to test 14 potential redevelopment options which ranged from keeping some of the current homes and building some new ones through to fully redeveloping all homes. The BDP Feasibility Report set out Design Principles to inform future development proposals and ensure that the redevelopment of the Estate delivers high quality design both within the public realm and the architecture of buildings. The Design Principles covered the following matters:

- Movement;
- Open Space;
- Context;
- Height and Massing;
- Parking and Servicing;
- Home Design; and

- Phasing and Decanting.

3.5 Three options were shortlisted and residents were consulted through a range of drop ins and a full survey of all residents. The 'preferred option' identified by residents on the Estate, was for full phased demolition of the Estate (Option 10 in BDP's Feasibility Report or Option C in the short list options). This option was chosen because it would enable wholesale redevelopment of the Site and a 'clean' master planning process to be undertaken that would maximise the quality of the environment and best practice in urban design principles. It also allows for the design to optimise Site capacity and especially for affordable housing, but it does mean that 'vacant possession' of the entire Site will be needed on a phased basis in order to carry out the full development.

3.6 The 'preferred option' was for:

- Re provision of the same number of council homes;
- Provision of 100 new low cost home ownership homes;
- Provision of 1,148 additional homes and 1,980 homes in total;
- All homes delivered to comply with the Mayor's Housing Design Standards;
- Improvements to outdoor recreation and green spaces; and
- New and improved community facilities.

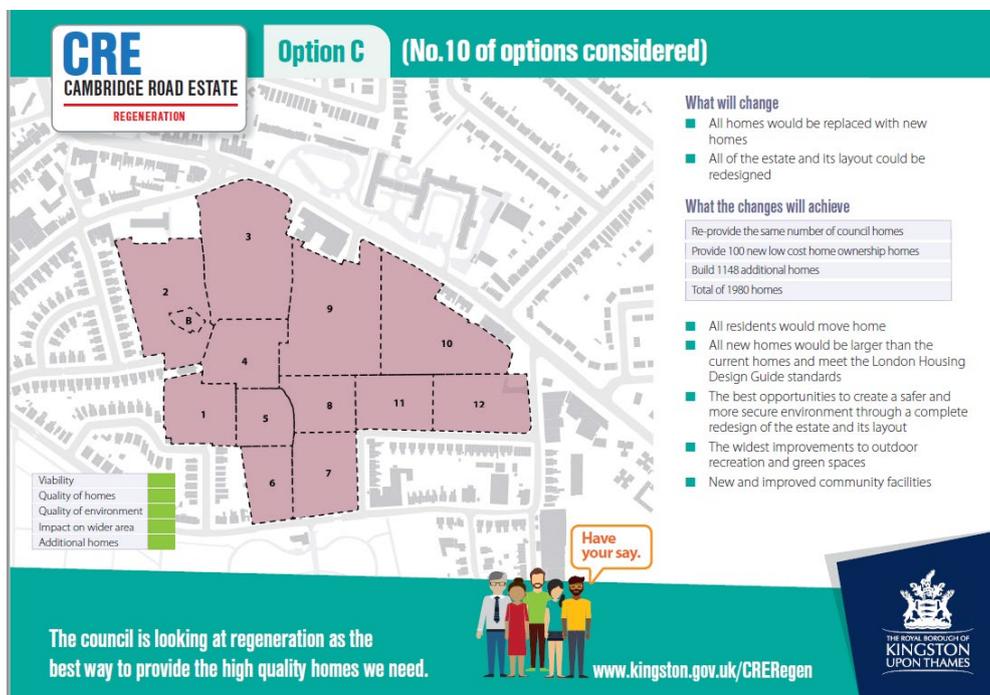


Figure 8: Summary Sheet for Option C/Scenario 10

3.7 In July 2017, following consultation and engagement with residents, the Council published detailed guidance within the Strategic Development Brief to help guide the selection of a JV partner to help jointly plan, design, fund and deliver the comprehensive regeneration of the Estate. The Vision for the regeneration of the Estate and associated objectives are summarised within Table 3 below.

Table 3: Strategic Development Brief – Vision & Objectives

Vision	Objectives
Put the community at the heart of the regeneration	<p>A. Enable engagement and participation in ways that suit the community.</p> <p>B. Engage with all residents on all aspects of the regeneration from masterplanning through to individual housing needs. Provide a minimum of 653 homes for Council tenants.</p> <p>C. Maximise additional affordable housing beyond the minimum re-provision.</p> <p>D. Provide opportunities for leaseholders and freeholders living on the estate to move into one of the new homes</p> <p>E. Where possible, facilitate one-move decant for all existing residents returning to the Estate.</p> <p>F. Provide practical support and financial assistance where required to all residents in the process of moving home.</p>
Provide a new model of family living	<p>A. Prioritise design of spatial elements which contribute to a successful family living such as:</p> <ul style="list-style-type: none"> <li>- Storage space within flats.</li> <li>- Dedicated utility areas within flats.</li> <li>- Two separate living areas, for e.g. a kitchen- diner and living room for affordable family homes.</li> <li>- Good sound insulation.</li> <li>- Storage in common areas and lobbies, e.g. storage for buggies and prams.</li> <li>- Generous and well proportioned private amenity spaces.</li> <li>- balconies and private gardens.</li> <li>- Provision of overlooked and high - quality play space for children and young people.</li> </ul> <p>B. Provide an even distribution of family units (3 bed and more) across tenures and blocks to create an appropriate environment across the estate. A significant proportion of family units should be duplexes and the ground floor should be prioritised for family units.</p> <p>C. Ensure planning policy compliant levels of family housing in private for sale units, as a minimum.</p> <p>D. Introduce measures to encourage owner –occupation in private for sale properties and discourage buy to let investment, to facilitate a stable community invested in the area providing a more suitable environment for families.</p>

Vision	Objectives
Deliver a public realm led, high quality living environment	<ul style="list-style-type: none"> <li>A. Provision of open spaces should be maximised, in particular green open space. Provide at least one large green open space which will serve the whole estate. In the context of all existing buildings being demolished and the estate layout being systematically re-designed, maximise the retention of high priority well established trees and improve existing open spaces at CRE to maintain sense of continuity and familiarity.</li> <li>B. Open space strategy should make every square inch of space work hard. Open space in a dense development is at a premium. The strategy should ensure all spaces are thoughtfully designed and offer multiple uses, play, recreation, leisure and visual amenity.</li> <li>C. Good levels of high quality play provision. Design of open spaces and provision of amenities to encourage exercise and physical activities to promote healthy living and address obesity and poor health of residents on the estate.</li> <li>D. Comprehensive strategy for planting several new trees across the estate.</li> </ul>
Promote sustainable forms of travel and healthy living	<ul style="list-style-type: none"> <li>A. Car-lite scheme with low car parking ratio.</li> <li>B. Provision of supporting infrastructure for cycle use across the estate, including potential local cycle route through the estate.</li> <li>C. Provision of supporting infrastructure for car share and car hire across and where appropriate in the vicinity of the estate.</li> <li>D. Comprehensive package of measures to discourage car ownership and usage. Encourage use of walking, cycling and public transport.</li> <li>E. Provision of supporting infrastructure for Go Cycle route along Cambridge Road.</li> <li>F. Implement principles of Mayor's 'Healthy Streets' and 'Liveable Neighbourhood' initiative</li> <li>G. Make representations to the local transport authority and Transport for London to invest in the public transport accessibility of the local area.</li> </ul>
Transform the neighbourhood with high quality architecture and urban design	<ul style="list-style-type: none"> <li>A. Building design should be simple, well-considered, well-detailed, utilising a limited palette of robust and timeless materials, providing a backdrop to the residents' lives.</li> <li>B. Building design should maximise value in design, for instance focus resources on aspects of design which have the greatest impact on residents' lives and will be there for the longest period, for instance invest in high quality fabric (bricks and windows) and make more economical choices in kitchen worktops as they can and will be replaced more frequently.</li> <li>C. Building design should demonstrate thorough consideration of daily activities within a home as basic unit of living, for instance well- proportioned rooms which can accommodate a range of layouts and can be used in multiple ways, maximising provision of storage space throughout the house, maximising opportunities for natural light and ventilation, minimising single aspect flats.</li> </ul>

Vision	Objectives
	<p>D. Building design should invest in creating a strong sequence of arrival and opportunities for chance encounters with neighbours to foster a sense of community and pride, for instance bright, light and spacious entrance lobby areas with opportunities to stop, rest and converse, opportunities for residents to personalise corridors with say potted plants without creating a fire risk.</p> <p>E. Planning and layout of the new development should be rigorously based on the commonly accepted principles of urban design but also skilfully translate those principles to address the specific failings at CRE such accessibility, permeability but also integrate the successful aspects of CRE such green open spaces at Madingley Green.</p> <p>F. Building design should seek to go beyond standards to provide comfortable, affordable, secure homes for residents.</p>

3.8 A competitive tender process was undertaken by the Council in 2017/2018 for the purpose of securing a developer partner for the project and in October 2018, Countryside were selected as the preferred bidder. Since then, the Council and Countryside have undertaken comprehensive engagement and consultation with residents and the wider community.

3.9 In February 2020, the Council published the "Landlord Offer" as part of the Resident Ballot process, which included the following commitments from the Applicant if residents voted 'Yes'.

Table 4: Landlord Offer Commitments

What Did a 'Yes' Vote mean
New secure homes, energy-efficient homes and homes which have the right number of bedspaces
A modern kitchen and bathroom
A safer, more attractive estate
Public spaces and play areas for everyone to enjoy
New reliable, accessible lifts
There will be more new Council homes than there are at the moment
A new neighbourhood that is designed to reduce antisocial behaviour and crime
Modern community buildings
A place for everyone to enjoy



Figure 9: The Landlord Offer

- 3.10 From the 24<sup>th</sup> February 2020 to the 18<sup>th</sup> March 2020, residents were asked to vote on whether they wanted 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.
- 3.11 Since the resident ballot, further consultation has been undertaken to inform the preparation of the Planning Application.

## **4.0 PRE-APPLICATION CONSULTATION AND COMMUNITY INVOLVEMENT**

4.1 This Section summarises the pre-application engagement undertaken on the project prior to submission of the Planning Application.

### Public Consultation

4.2 The Statement of Community Involvement submitted with this application provides comprehensive details of the consultation and engagement processes undertaken to date, as well as the resident ballot.

4.3 Engagement with the local community has been fundamental to the evolution of the proposals for regeneration of the Estate. The Council has been working with residents to shape the proposals since 2015, and following establishment of the joint venture partnership in March 2019, 4 stages of community engagement have been undertaken, plus consultation on the Landlord Offer and resident ballot. Each stage has involved a range of consultation methods and has always included a public exhibition where the latest design proposals were presented and feedback on the design proposals was welcomed.

4.4 From the 24<sup>th</sup> February 2020 to the 18<sup>th</sup> March 2020, residents were asked to vote on whether they wanted regeneration 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. Since the residents ballot, further consultation has been undertaken to inform the preparation of the Planning Application.

### Royal Borough of Kingston upon Thames

4.5 This Hybrid Application has been developed with full collaboration from the LPA's Planning and Design Team through a series of monthly workshops over the past 15 months, since the 13<sup>th</sup> June 2019. These workshops have primarily involved Planning and Design Officers but separate workshops on the following matters have been held:

- Parks, Open Space and Biodiversity;
- Transport and Highways;
- Viability;

- Energy and Sustainability;
- Education;
- Refuse and Recycling;
- Environmental Health; and
- Planning Obligations.

4.6 The evolution of the scheme in response to the discussions had during these meetings is set out in more detail in the Design and Access Statement.

4.7 A Planning Performance Agreement (PPA) between the Applicant and RBK was signed on the 6<sup>th</sup> April 2020 in order to ensure an effective application process. This PPA covered both the retrospective discussions already held to date; and the period across the application's determination through to the future signing of the Legal Agreement.

#### GLA

4.8 Pre-application meetings were held with the GLA on the 17<sup>th</sup> September 2019, 19<sup>th</sup> September 2019 (Energy and Sustainability only) and the 16<sup>th</sup> April 2020.

4.9 The GLA's formal pre-application Advice Letter was received on the 19<sup>th</sup> June 2019. The letter confirms support for the strategic principle of the estate regeneration project which delivers like-for-like re-provision and uplift of affordable housing. However, the GLA highlighted the need for any forthcoming planning application to clearly demonstrate compliance with the Mayor's Estate Regeneration Good Practice Guidance<sup>2</sup>.

#### Transport for London

4.10 On the 3<sup>rd</sup> October 2019, pre-application discussions were held with Transport for London (TfL). These were led by transport consultant Markides, with the feedback primarily supporting the car parking ratio (0.4 spaces per home), electric car charging provision and recommended that a manual PTAL calculation be conducted.

4.11 TfL confirmed that the proposals do not raise any strategic issues and that they strongly support the proposals for a high quality public realm and improvements to permeability across the Site.

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<sup>2</sup> Addressed in the submitted Rehousing Strategy.

Secure by Design

- 4.12 A meeting was held with the Secure by Design Officer on the 11<sup>th</sup> September 2019. Problems associated with the current design of the Estate were discussed, as well as ways that the Proposed Development could help to address crime and anti-social behaviour.
- 4.13 The masterplan response was welcomed in relation to the proposed active frontages, defensible spaces and increased natural surveillance. The designs include internal courtyards with access restricted to residents of that Block which should mitigate unauthorised non-resident ingress into these semi-private spaces.
- 4.14 The proposed new grid pattern incorporating the topographical differences should eliminate the multiple escape routes. Secure by Design requested that the new street layout prevents the creation of rat runs and avoids the creation of secluded void areas. Formal surveillance was also requested with cameras positioned to cover general street and public open space views.
- 4.15 High security standards for communal doors, incorporating an 'airlock' secure lobby area, programmable electronic resident controlled access and management of the lifts was also requested.

Design Review Panel

- 4.16 The proposals have been subject to three Design Review Panels with Design South East on the 21<sup>st</sup> August 2019, 15<sup>th</sup> April 2020 and 19<sup>th</sup> August 2020. The key points arising from each of the Design Review Panels meetings are summarised below.

August 2019		
Topic	Feedback	Response
<b>Programming</b>	Feedback from the community engagement process should be embedded into the design development to allow the regeneration scheme to successfully encompass the needs of existing and future residents as well as neighbours.	The submitted Statement of Community and Design & Access Statement shows how the community engagement process has influenced the design proposals.
<b>Sustainability</b>	A comprehensive sustainability strategy should be incorporated early in the design development to future-proof the proposal.	Energy and sustainability considerations have underpinned the development of the Masterplan.

Topic	Feedback	Response
<b>Open Space</b>	The location and size of the open space on the eastern side of the Site needs more consideration. We would like to understand how the space will be used and why that location is the right one in the masterplan.	MUGA location was subsequently been reviewed and moved from Cambridge Grove Park to Madingley Gardens.
<b>Car Parking</b>	A reduction in surface level parking would benefit the streetscape and facilitate improvements to the public realm.	The area required for surface level car parking has subsequently been reduced by amending the car parking from parallel parking to perpendicular and the extent of open space/landscaping has been increased.
<b>Connectivity</b>	Further analysis into the connectivity of the scheme required. Analysis of real people movements through the existing Site as well as those which would arise from any revised layout (for example using Space Syntax) would inform the design of links from the site to local amenities.	Analysis undertaken and included within submitted Transport Assessment.
<b>Design</b>	Further design development should establish a clear building and street hierarchy (possibly through consideration of smaller neighbourhood areas) to aid place making. This includes clarity on safe and obvious routes for pedestrians and cyclists through the Site, as well as consideration of main project phases.	Please see the submitted Design Guidelines.

April 2020		
Topic	Feedback	Response
<b>Design Codes</b>	Design codes are required and need to be discussed with the LPA.	Pre-application meetings included discussion on the Design Guidelines.
<b>Car Parking</b>	The number of parking spaces should be reduced to allow for an improved public realm.	The area required for surface level car parking has subsequently been reduced by amending the car parking from parallel parking to perpendicular and the extent of open space/landscaping has been increased.
<b>Hierarchy of Streets</b>	A clear hierarchy of streets that considers movement both within and through the Site needs to be established.	Please see the submitted Design Guidelines.

Topic	Feedback	Response
<b>Wider Context</b>	The relationship with the local area beyond the Site's own red line needs to be taken into account more.	Physical connectivity with the surrounding environment has been enhanced through the masterplan development with north-south and east-west connections now proposed.
<b>Character Areas</b>	Character areas need to be more extensively and specifically defined.	Please see the submitted Design Guidelines.
<b>Ground Floor and Public Realm</b>	Make the ground floor experience as attractive as possible by reducing car parking and making the green space as attractive, user-friendly and pedestrian-centric as possible.	The north to south green routes, neighbourhood streets and open spaces will help to create a pedestrian friendly environment.
<b>External Appearance</b>	Simple, distinctive and elegant exteriors to the buildings will recognise that this Site is very different to its surroundings, particularly in scale, but will mitigate the impact of the bulk.	The external appearance of the buildings has subsequently been refined and developed with scrutiny from the LPA.
<b>Block C</b>	Block C offers an exciting opportunity for the whole Site. Something really imaginative and special is possible here and a bit more investigation into the precise nature of this could help unlock it.	Block C has been subject to further scrutiny and development to create a focal building. The treatment of the façade differs to that of other Blocks on the Estate to emphasise the presence on Cambridge Road.

August 2020		
Topic	Feedback	Response
<b>Landscape Vision</b>	Consideration must be made for the maintenance and management of the landscaping.	A landscape management strategy has been prepared and is included within the DAS.
<b>Tree Retention</b>	It is unfortunate that the proposal will result in such a loss of trees and this is particularly concerning for those around plots A and C. In principle, the design team should aim to retain trees where possible and, in this regard, coppicing, reducing height and felling should be considered.	Following the DRP, roads and buildings have been realigned around plot A and the main north:south road in the centre of the Site, resulting in the retention of several additional mature trees previously scheduled for removal (140 of the 211 existing trees will now be retained). An arboricultural assessment has also been undertaken.

Topic	Feedback	Response
<b>Cut and Fill</b>	The level of cut and fill required in the proposal should be carefully studied to minimise import/export of material off Site.	Levels across the Site will be set for the optimum accessible and inclusive landscape while respecting the phased nature of the scheme and surrounding ground level interfaces.  Import/export of material will be minimised as per the waste management measures set out within the Construction Management Plan.
<b>Energy Strategy</b>	The proposals need a clear energy strategy.	Please see the submitted energy strategy.
<b>Plot B – Car Parking</b>	Whilst we would prefer parking to be located to the north of the building, we understand the rationale for the proposed parking location that avoids vehicular movement to the north of the Site. Use of reinforced grass, to diminish the visual impact of the car park, should be considered, as well as other design options in order to better utilise the western side of the rear garden.	Reinforced grass solutions will be explored to minimise the visual impact of empty parking spaces and provide for additional greening and biodiversity.
<b>Plot B – Open Space</b>	The open space east of the building is valuable amenity space that should be considered for this function and not seen as part of the road immediately to the east. Consideration needs to be given to how these spaces might be defined physically, for example with hedging, open planting, railings etc.	Detailed plans for this space have been included within the application.
<b>Refuse Collection</b>	Refuse collection routes should be carefully considered to ensure they do not cut across green spaces.	Hard landscaped paths will be provided for designated routes within compliant drag distances from bin stores to collection points.
<b>Delivery Vehicles</b>	There does not appear to be provision for delivery vehicles. This should be considered now as it can significantly impact on the overall design.	A strategy for time-limited flexible loading / short stay parking spaces is included within the submitted Design & Access Statement.
<b>Plot B – Appearance</b>	The architectural treatment of the building has improved. However, the setback top storey appears overly heavy and its rectilinear form is awkwardly shaped against the rhythm of elevation below. Reducing the height of the setback would diminish its visual impact.	The design of Plot B has been subject to further scrutiny and revision. Please see the submitted drawings.

Topic	Feedback	Response
<b>Plot E – Plant Noise</b>	Care should be given to the noise arising from the energy plant.	Please see the submitted noise assessment.
<b>SUDS</b>	We are glad that SUDS are being explored and encourage the use both over and underground for rainwater retention on Site. This should be used where possible for trees and planting as well as to mitigate increasing temperatures.	SUDS have been integrated into the landscape design as set out within the submitted Design Guidelines and Design & Access Statement.
<b>Plot E Podium Garden Structure</b>	The podium garden is bearing a heavy weight due to the soil capacity it will accommodate and therefore an integrated engineering and landscape solution is required.	The structure will be designed to comply with building regulations and support the weight of the Soil.
<b>Greenspace Maintenance</b>	Small pockets of green space in the public realm will be difficult to maintain and therefore these should be maximised where possible.	A landscape management strategy has been prepared and is included within the DAS.
<b>Green Roofs</b>	We welcome the provision of green roofs, but this should include resident access.	The roofs have been designed to accommodate PV panels and enhance biodiversity.
<b>Plot E</b>	The townhouses in between appear uncomfortable and might be more successful if they were better integrated with or even connected to the main blocks in terms of alignments and architectural treatment.	The podium blocks have been designed to allow for airflow, daylight and glimpsed views out to street trees and neighbouring plots. Corner dual-aspect homes at podium level would be lost if townhouses were to be conjoined with the neighbouring blocks, creating single-aspect north facing dwellings. Consolidating the townhouses with the adjoining taller blocks would remove these benefits, and create more challenging townscape condition where different geometries clash (e.g. E1 or E4 meeting the townhouses).
<b>Plot E Cycle Stores</b>	Access to the cycle parking facilities should be as easy as possible to incentivise cycle use. The design team should consider the possibility of relocating the substation and entering the cycle store from the outside rather than through the car park as the proposed arrangement is awkward and compromises user safety.	The substation requires unfettered external access from the street and cannot be absorbed deeper into the plan. Cycle access is secure and safe from within the podium via a designated, marked and protected route.
<b>Plot E Cores</b>	The cores could be more generously sized to provide a pleasant and comfortable user experience.	Please see the submitted plans.

Topic	Feedback	Response
<b>MUGA Location</b>	The location of the MUGA reduces the quantum of uninterrupted green space, and whilst the current location is sensible, alternative locations should be considered.	<p>The MUGA has been located close to the Community Centre and within Madingley Green for a number of reasons:</p> <ol style="list-style-type: none"> <li>1.To provide flexibility for the range of activities which may take place in the community centre.</li> <li>2.To provide a level hard surface close to the community centre which can host stalls for community fair, local craft or bric-a-brac sales, weekend farmer's market etc .</li> <li>3.To protect the existing sloping green space from damage through inappropriate use for above.</li> <li>4.To locate the MUGA in a safe, well observed space with lots of natural surveillance and not in an area easily claimed by one particular group.</li> </ol> <p>Various locations were tested and none could offer the same benefits as Madingley Green.</p> <p>While there is a small loss of green space within Madingley Green itself, this is more than compensated for elsewhere in the vicinity.</p>
<b>Community Centre Green Roofs</b>	Exclusive access for residents onto the green roofs should be explored.	This space has been amended and is exclusively for residents within Block C1 and Block C2.
<b>Plot C Plan</b>	The trapezoidal plan form of building C2 may be problematic in design and use and this should be taken into consideration.	The affected apartments on the north and south of the block have been designed with care to benefit from the shape, not be compromised by it.
<b>Plot C – Washington Piper Green Route</b>	The green space, including the play space, at the western border of Plot C should be consolidated into the main green space. In particular the proposed play space on the western side is poorly located.	The configuration and location of Buildings C1 and C3, as well as play space and landscaping to the west of the buildings, have been considered to allow for future development of the Hawks Road Clinic Site and create a north to south green route.

## 5.0 THE PROPOSED DEVELOPMENT

- 5.1 This section provides details of the Proposed Development which seeks part outline and part detailed permission for the following:

*"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")."*

- 5.2 The Development will comprise a mix of uses including residential, commercial and community uses across 15 Plots.
- 5.3 The Plan below shows the detailed Plots (B, C and E) in black and the outline areas in blue, which includes Plots A, D, F, G, H, J, K, L, M, N, P and Q.

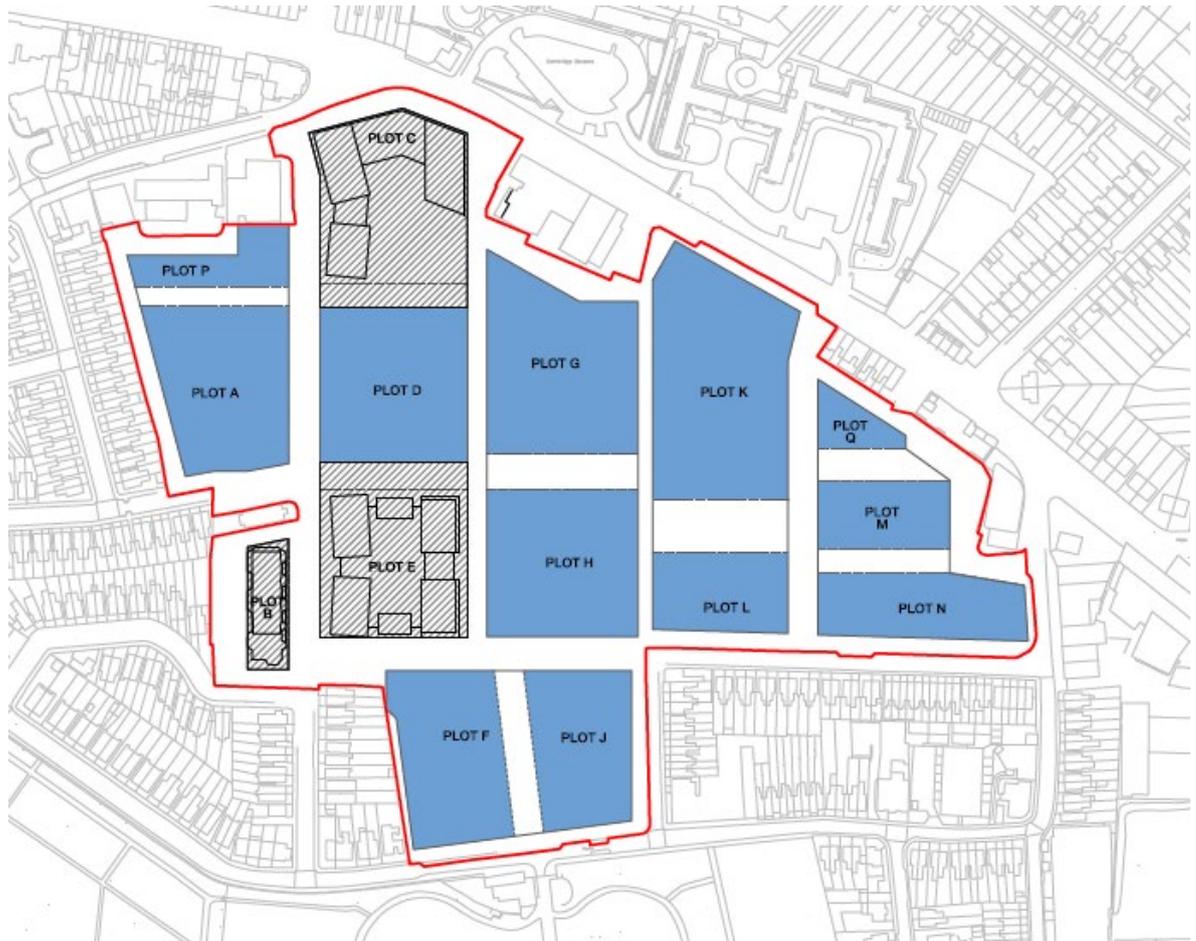


Figure 10: Detailed (Black) and Outline Plots (Blue)

- 5.4 The Proposed Development consists of outline and detailed parts which are summarised within the table below and then explained in more detail throughout this Section of the Planning Statement. For further details on the Proposed Development please refer to the drawings and Design and Access Statement submitted with this Planning Application and the other Application documents.

Table 5: Outline and Detailed Parts of the Application (Note: Phase 1 details form part of the Outline quantum shown)

	Outline	Phase 1 – Detail
<b>Proposed Homes</b>	Up to 2,170 new homes	452 new homes
<b>Unit Mix</b>	To be reviewed on a phase by phase basis based on current housing needs. Indicative mix is as follows:  1 bed – 876 homes (40.4%) 2 bed – 908 homes (41.8%) 3 bed – 336 Homes (15.5%) 4 bed – 47 homes (2.2%) 5 bed – 2 Homes (0.1%) 6 bed – 1 Home (0.05%)	1 bed – 167 homes (37%) 2 bed – 185 homes (41%) 3 bed – 87 Homes (19.2%) 4 bed – 10 homes (2.2%) 5 bed – 2 Homes (0.4%) 6 bed – 1 Home (0.2%)
<b>Affordable Housing</b>	767 social rent homes 100 shared equity  40% affordable housing provision across the masterplan.	150 social rent homes 30 shared equity  40% affordable provision in Phase 1.  The housing mix for the affordable units is:  1 bed – 65 homes (37%) 2 bed – 48 homes (41%) 3 bed – 54 homes (19%) 4 bed – 10 Homes (2.2%) 5 bed – 2 Homes (0.4%) 6 bed – 1 Home (0.2%)
<b>Non- Residential Floorspace</b>	Up to 2,935sqm of non-residential floorspace including:  <ul style="list-style-type: none"> <li>• 290 sqm office floorspace</li> <li>• 1,395 sqm retail/commercial floorspace</li> <li>• 1,250 sqm community floorspace</li> </ul>	1,935sqm of non-residential floorspace.  <ul style="list-style-type: none"> <li>• 290 sqm office floorspace</li> <li>• 395 sqm retail/commercial floorspace</li> <li>• 1,250 sqm community floorspace</li> </ul>
<b>Building Heights</b>	New buildings no taller than 13 storeys.  Buildings ranging from 13 to 2 storeys proposed.  The tallest buildings are situated towards Cambridge Road.	Block B – situated in the south west of the Site, this block is 5 to 6 storeys, to respond to the proximity of existing neighbouring dwellings.  Block C – the building ranges in height from 10 to 13 storeys (12 + ground floor). The community centre which fronts Cambridge Road is 2 storeys.  Block E – The townhouses at the north and south of the building are 4 storeys. The remainder of the block rises to between 8 and 12 storeys.

<b>Design Principles</b>	<p>The masterplan is underpinned by the following design principles:</p> <ul style="list-style-type: none"> <li>• Connecting with the wider community;</li> <li>• Healthy streets;</li> <li>• A variety of homes;</li> <li>• Every home has a view to a green open space;</li> <li>• Maximising daylight through orientation;</li> <li>• Well-being - balconies and outdoor space;</li> <li>• A series of characters and neighbourhoods;</li> <li>• Townscape;</li> <li>• Safety and Pride; and</li> <li>• Journey to your home.</li> </ul>	
<b>Trees and Greenspace</b>	<ul style="list-style-type: none"> <li>• 22,402sqm of soft landscaping.</li> <li>• 211 existing trees and 140 to be retained.</li> <li>• Over 250 new trees will be planted in streets, gardens and open spaces, almost doubling the current number of trees in the existing Estate. The new tree planting will diversify the range of species and habitats, introducing a new generation that will provide sustained canopy cover into the future.</li> </ul>	<ul style="list-style-type: none"> <li>• 5,074sqm of soft landscaping.</li> <li>• Some lower quality trees to the north of Plot C will be removed and replacement planting is proposed.</li> <li>• 10 trees to be removed, 36 retained and 56 new trees proposed.</li> <li>• Madingley Gardens Open Space.</li> <li>• Podium gardens.</li> <li>• Pockets of green space in the public realm.</li> <li>• Green roofs.</li> </ul>
<b>Playspace</b>	<p>9,774sqm proposed.</p> <p>Improvements to quantum, quality and accessibility of play areas for all age groups proposed.</p> <p>All play areas to be designed to fully comply with the Mayor's Play space requirements within the Shaping Neighbourhoods SPG.</p>	<p>2,289.3sqm proposed.</p> <p>Block C wraps around Madingley green, which is a key focus for green space within the development.</p>
<b>Density</b>	<p>Based on a Site area of 8.86 hectares the scheme would have a density of 249 dph.</p>	<p>Based on a Site area of 2.21 hectares the scheme would have a density of 214 dph.</p>
<b>Car Parking</b>	<p>0.40 spaces per home proposed.</p> <p>ELVCP – 20% active and 80% passive.</p> <p>868 parking spaces will be provided.</p>	<p>0.28 spaces per home proposed.</p> <p>126 car parking spaces.</p>
<b>Cycle Parking</b>	<p>Circa 4,026 cycle parking spaces.</p> <p>Proposals will be compliant with the Draft London Plan minimum cycle standards for long and short stay parking. They will also be designed to comply with TfL's cycle parking standards.</p>	<p>821 long term secure residential spaces and 14 short term residential visitor spaces.</p> <p>In terms of provision for the non-residential uses, there's 8 long term secure spaces and 44 visitor spaces.</p>

<b>Energy</b>	<p>Gas boilers are being provided within the Energy Centre in Block E. The preferred energy strategy is to connect to the RBKUT Heat Network once available, with this providing 99% of the heat and the gas boilers providing a top up when necessary. If a connection to the RBKUT Heat Network does not become available then the alternative strategy would be an onsite Air Source Heat Pump solution with gas boiler top up.</p> <p>With regards to the non-residential units, these are considered as shells and therefore expected to have their own systems, but have a possibility to connect to the Heat Network should they wish to connect.</p>
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## **OUTLINE ELEMENT**

### **Outline Parameters**

- 5.5 A series of parameter plans have been submitted for approval. These serve as a framework which seeks to fix the maximum limitations of the Proposed Development and agree the principle of development, and as a basis for the EIA. They have been configured to ensure sufficiently flexibility to accommodate deviation should detailed design require the illustrative building blocks to shift within the plot.
- 5.6 The following parameters plans have been submitted:
- Site Location Plan (dwg ref. 503-PTA-PP-XX-DR-A-5300);
  - Extent of Outline and Full/Detailed Application Areas (dwg ref. 503-PTA-PP-XX-DR-A-5301);
  - Development Zone Plan (dwg ref. 503-PTA-PP-XX-DR-A-5309) shows the location and extent of the Development Zones;
  - Development Plot Plan (dwg ref.503-PTA-PP-XX-DR-A-5303) which shows the broad areas where development will take place within which proposed buildings would be located, and for the detailed element it shows the proposed building footprint within Plots B, C and E. Built form is not proposed to occupy 100% of the plot;
  - Horizontal limits of Development Zones (dwg ref.503-PTA-PP-XX-DR-A-5305) which limits the lateral extent of development within a plot; and
  - Vertical limits of Development Zones (dwg ref.503-PTA-PP-XX-DR-A-5306) identifying the upper limits for heights within the areas of built development.

## **Design Guidelines**

- 5.7 The Design Guidelines submitted for approval and to be secured by condition are intended to place controls and provide design guidance to demonstrate to the Council that the development will be carried out in accordance with the planning permission and to the high standards expected of the Proposed Development and to give the Council the tools required in order to secure this.
- 5.8 The Design Guidelines are split into the following chapters:
- Chapter 1 - explains the make up of the Design Guidelines and their relationship to other documents.
  - Chapter 2 - explains the physical parameters described by the parameter plans, how to read them and apply them.
  - Chapter 3 - explains the global guidance setting out building typologies, materials, colours, landscape spaces etc and how they all work together as a Site-wide composition.
  - Chapter 4 - sets out guidance for generic components such as balconies, entrances, boundary conditions, roof set backs etc applicable to multiple different plots and typologies.
  - Chapter 5 - Guidelines for building typologies applicable to all linear buildings, houses, mansion buildings etc applicable to multiple different plots.
  - Chapter 6 - Guidelines for landscape spaces including roads, gardens, play spaces, podiums, green roofs etc.
  - Chapter 7 - Plot Guidance - eccentricities and particularities of individual plots which would not be covered by the preceding 6 chapters.

## **Demolition**

- 5.9 As illustrated in the submitted Demolition Plan (dwg ref. 503-PTA-MP-XX-DR-A-5406), it is intended that all buildings currently across the Site will be demolished and that this is agreed as part of the outline part of the application.
- 5.10 The demolition of the existing buildings and Site preparation will be carried out on a phase-by-phase basis as the decant allows, in order to ensure that existing residents can be located into new blocks seamlessly as far as possible. This reflects the Applicant's "one move" intention for existing residents ensuring that inconvenience and potential upheaval is minimal.

## New Housing

5.11 This application proposes up to 2,170 new homes, with up to 867 affordable homes. Table 6 below shows the breakdown within Phase 1 and across the rest of the Outline part of the Proposed Development.

Table 6: Proposed Housing Provision

	Unit size	Social rent	Shared equity	Private	Total			
<b>Phase 1 (Detailed)</b>	1 Bed Flat	54	11	102	167			
	2 Bed Flat	43	5	137	185			
	3 Bed Flat	36	12	31	79			
	3 Bed Maisonette	4	2	2	8			
	3 Bed House	0	0	0	0			
	4 Bed Flat	2	0	0	2			
	4 Bed Maisonette	4	0	0	4			
	4 Bed House	4	0	0	4			
	5 Bed House	2	0	0	2			
	6 Bed Maisonette	1	0	0	1			
	SUB-TOTAL	<b>150</b>	<b>30</b>	<b>272</b>	<b>452</b>			
<b>Outline Phases – Indicative</b>	1 Bed Flat	244	9	456	709			
	2 Bed Flat	287	32	404	723			
	3 Bed Flat	41	0	127	168			
	3 Bed Maisonette	2	20	30	52			
	3 Bed House	6	9	14	29			
	4 Bed Flat	1	0	0	1			
	4 Bed Maisonette	9	0	0	9			
	4 Bed House	27	0	0	27			
	5 Bed House	0	0	0	0			
	3 Bed Maisonette	0	0	0	0			
	SUB-TOTAL	<b>617</b>	<b>70</b>	<b>1,031</b>	<b>1,718</b>			
<b>Overall Totals</b>								
<b>TOTAL</b>	<b>Social</b>	<b>767</b>	<b>Shared</b>	<b>100</b>	<b>Private</b>	<b>1,303</b>	<b>Overall</b>	<b>2,170</b>

5.12 The housing mix for the outline part of the application is indicative, not fixed and represents the illustrative masterplan for up to 2,170 homes. The unit mix will be reviewed on a Phase by Phase basis to take account of decant needs/local housing needs, market changes, demographic changes and other variables such as unforeseen demand and conversely, lack of demand for specific unit types. The Applicant has and will continue to work with residents to provide them with the accommodation they need. There will be ongoing opportunities to engage with residents in the future and respond to changes as Reserved Matters Applications for each Phase come forward. As such, to ensure that units being delivered reflect local tenant re-housing need and market pressures at the time, 2,170 homes represents the maximum number of new homes but there is flexibility to alter the mix in order to respond to these pressures for each individual phase.

5.13 Table 7 sets out the indicative uplift in housing on the Application Site split by tenure, unit numbers, habitable room and floor area based on the maximum of 2,170 units.

Table 7: Indicative Uplift in Housing

Tenure		Units	Habitable Rooms	Sqm (GIA)
Social Rent	Existing	675	2,335	43,927
	Proposed	767	2,350	67,240
	Uplift	92	+15	23,313
Shared Equity	Existing	0	0	0
	Proposed	100	365	10,551
	Uplift	100	+365	10,551
Private (incl. existing leaseholders)	Existing	157	710	12,591
	Proposed	1303	3,762	108,420
	Uplift	1146	+3,052	95,829
TOTAL	Existing	832	3,045	56,518
	Proposed	2170	6,477	186,211
	Uplift	1338	+3,432	+129,693
Total Affordable Homes		867	2,715	77,791
Net Additional Affordable Homes		+192	+380	+33,864

5.14 In terms of affordable housing, a viability appraisal has been undertaken and it is proposed that this Hybrid Application delivers 40% affordable housing provision by unit or 33.5% based on habitable rooms. The tenure split would be 767 social rent homes and 100 shared equity, which equates to an 88.5%/11.5% split based on units and a 87%/13% split based on habitable rooms.

### **Housing Quality**

- 5.15 All units have been designed to meet or exceed the housing design standards within the Mayor of London's Draft Good Quality Homes for All Londoners SPG (October 2020).
- 5.16 90% of the new dwellings will meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'. 10% of the new dwellings will meet Building Regulation requirement M4 (3) 'wheelchair use dwellings' and will be built as wheelchair accessible, or easily adaptable for wheelchair use.

### **Non-Residential Uses**

- 5.17 The Site currently has 1,948sqm of non-residential floorspace and the proposals would deliver up to 2,935sqm of non-residential floorspace including:
- 290 sqm office floorspace (Use Class E);
  - 1,395 sqm retail/commercial floorspace (Use Class E/Sui Generis); and
  - 1,250 sqm community floorspace (Use Class F2).
- 5.18 An additional 987sqm of non-residential floorspace is considered to be a substantial uplift. It is envisaged that the non-residential floorspace is located primarily within Block C, G and K at ground floor level facing onto Cambridge Road or concentrated around the Madingley Gardens open space.
- 5.19 All non-residential floorspace will have ground floor access, thereby maximising active frontages.

### **Building Heights**

- 5.20 Vertical limits of Development Zones (dwg ref.503-PTA-PP-XX-DR-A-5306) identifies the upper limits for heights within the areas of built development. As set out in the Design and Access Statement and associated Design Guidelines, this parameter plan sets the maximum permitted height/vertical massing that is allowed across different parts of the Masterplan and is summarised within Table 8 below.

Table 8: Maximum Heights of Proposed Buildings

Plot	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

- 5.21 The Vertical Limits Parameter Plan directs the tallest buildings toward the north of the Site, facing onto Cambridge Road and towards the centre of the Site. The height declines from these high points towards the eastern, southern and western edges of the Site.
- 5.22 As defined within the Design Guidelines, Block C1 & C2 and Block K1 & K2 are identified as 'special' Townscape Marker buildings within the masterplan that assist with way-finding and placemaking. Block F2 and Block J5 are defined as Gateway buildings and these respond to external stimuli and mark a transitional threshold into the Site from the south.

### Density

- 5.23 The density of the existing Site and as proposed, calculated using the methodology described in the Mayor's Housing SPG, is set out in Table 9 below.

Table 9: Net Residential Density Calculation

Input	Existing	Proposed
Gross Site Area	8.86 hectares (ha)	
Residential GIA	56,518 sqm (97%) <sup>3</sup>	212,440 sqm (98.7%)
Non-Residential GIA	1,948 sqm (3%)	2,700 sqm (1.3%)
Net Residential Site Area (after the commercial % is deducted)	8.6 ha	8.74 ha
Number of dwellings	832	2,170
Number of habitable rooms (hr)	3,045	6,477
Density (dwellings per hectare)	832u / 8.6ha = 97dph	2,170u / 8.74ha = 248dph
Density (habitable rooms per hectare)	3,045hr / 8.6ha = 354 hr/ha	6,477hr / 8.74ha = 741hr/ha

<sup>3</sup> This does not include ancillary residential floorspace, parking or plant areas.

- 5.24 If you deduct the proposed Madingley Gardens and Cambridge Grove Open space from the masterplan site area then this gives a net residential area of 8.15ha. The density of the masterplan on this basis would be 266dph.

### **Appearance**

- 5.25 The masterplan seeks to use ideas from the local context as a guide to inform the identity of a new community. The referencing of local architectural motifs and decorations has been an important foundation to inform the façade treatment for the new buildings.
- 5.26 The proposed appearance of buildings seeks to use a variety of external colours and materials which will be unified by character traits on building facades, to bind together a collection of buildings.
- 5.27 External facing materials will primarily be brick, to be in keeping with the wider area. A selection of traditional, robust materials like brick will ensure a timeless character to the buildings. The proposed masterplan intends to create diversity through different architectural treatments to individual buildings and facades, as expressed within the Design Guidelines.
- 5.28 Changes from one Block to another will be subtle to ensure a progressive evolution of design across the development.
- 5.29 Along with colour, the other key variable across the masterplan will be articulation. Building façades could be expressed with a predominantly vertical or predominantly horizontal orientation of articulation. Buildings along the primary trafficked route (Washington Way) are horizontally articulated to emphasise the primary route. Buildings along the other routes and around Cambridge Grove Gardens are vertically oriented and provide a calm backdrop to predominantly pedestrianised cycling routes.
- 5.30 The use of colour and articulation will aid wayfinding for key routes and will add to the creation of a sense of place. Buildings which occupy a special position within the townscape (such as marker buildings) have been identified as 'Foreground' buildings.
- 5.31 The difference between Foreground and Background buildings can be strong or subtle. Incorporating additional detailing, texture and articulation at a finer grain than background buildings or using special materials and higher quality finishes will enhance these building façades

- 5.32 The Design Guidelines provide additional information and define the parameters for how and where colour should be used within the masterplan to establish consistency and change.

### **Open Space**

- 5.33 The quality of the proposed built environment sees a dramatic improvement on the existing Estate. The existing spaces of Madingley and Fordham are integrated into the new masterplan along with a new square at Cambridge Grove.
- 5.34 The aim of the landscape is to create a significant green uplift for the area, promoting Healthy Streets and a natural environment within a dense urban context. Through the creation of tree-lined planted streets, gardens and planted swales, every part of the new neighbourhoods will be significantly greener than the existing Estate.
- 5.35 In respect of open space and public realm, while accommodating more than double the existing homes, the proposals maintain a similar area of publicly accessible open space at a third, and of built form, with a quarter of the Site. Reconfiguring the building typologies and internalising the majority of parking allows a reduction of road areas by a third and the creation of new shared Semi-private space at podium level.
- 5.36 Together with the architectural typologies, landscape character areas help define the different neighbourhoods, bringing strong identity and a sense of place. The specific characteristics of the spaces will be articulated by the choice of materials, plant species, architectural features and street furniture.
- 5.37 In order to provide a clear definition of ownership and responsibility, and to buffer ground-level dwellings from the public spaces which surround them, a consistent 'garden wall' boundary condition will be developed for the whole masterplan, developing a neighbourhood language of walls, fences, paving and planting in a similar way to the surrounding streets.
- 5.38 A well designed furniture and lighting scheme will enhance the resident and visitor experience while providing function and purpose. The character areas are enhanced by a palette of suitable types of furniture and lighting bringing together the landscape, public realm and architecture. The proposed lighting types will make a safe and pleasant night time environment. It will also reinforce the way finding and circulation strategies, giving emphasis to the primary circulation routes and highlighting special features.

- 5.39 The proposed design of hard landscaping materials has been informed by appearance and durability. The predominant paving types are concrete slabs and pavers utilising permeable paving where possible. A combination of these materials could be used for pavements, roads and pedestrian priority areas. The remainder of carriageways can be tarmac lined with concrete conservation kerbs. All of the paving will work to complement the architectural typologies while building upon the character areas.
- 5.40 The provision of abundant green space is fundamental in improving the wellbeing of residents and in promoting healthy living. The proposed layout of the public realm and the articulation of the architecture provides views to green spaces from every home.
- 5.41 The parameter plans and the Design Guidelines identify Madingley Gardens and Cambridge Grove Park<sup>4</sup> as the main areas of publicly accessible open space. Madingley Gardens is located within Phase 1 and more detail on this open space are included below.
- 5.42 Cambridge Grove Park sits at the heart of the masterplan, lined by the two public routes running from north to south (Chesterton Road and Burritt Road) as well as the main east to west route through the Site.
- 5.43 The Principal Route, Willingham Way is the primary distribution route and principal trafficked road running centrally through the Masterplan. The green public routes include Washington Way, Chesterton Road and Burritt Road and provide supporting north:south connectivity across the Site. Neighbourhood streets comprise the east:west connecting streets through the Site and boundary streets.
- 5.44 The main open spaces of Madingley Gardens and Cambridge Grove Park are complemented by ecology gardens (Fordham Gardens & Burritt Road) which provide space for community gardens, wildlife corridors and swales, and these areas provide enhanced biodiversity at the Site boundary. Courtyard gardens are also provided at a podium level or at grade around the buildings.
- 5.45 The new open spaces will help to create high quality green neighbourhoods that are easily accessible to residents and the public to enjoy.

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<sup>4</sup> The names of the open spaces and streets are illustrative only and to aid description only at this stage.



Figure 11: Masterplan Overview – Routes and Open Spaces

- 5.46 A balance of good sized tree and shrub planting with proper spacing will be used to established a more mature landscape and public realm. Future phasing will consider the use of temporary landscapes to hide construction hoarding as and when required. Public spaces within the phase will be built in progression with the completion of each building rather than all the landscape spaces left at the end of each parcel.

### Play Spaces

- 5.47 The submitted Design and Access Statement outlines the quantum and range of children’s play space that will be provided across the Site. The development will provide a good balance between traditional open landscape with informal playable features, and enclosed, programmed play space with dedicated equipment. The play space provision would be in accordance with the Mayor of London’s Play and Informal Recreation Supplementary Planning Guidance (September 2012) with doorstep play (0-5 year olds), local playable spaces (0-11 year olds) and youth spaces (12+ years old) located across the masterplan.

5.48 A Multi Use Games (MUGA) will be provided within Madingley Gardens, as part of Phase 2 of the redevelopment once the existing Madingley Tower is demolished. The MUGA will form a key part of the community and has been prominently located next to the new community centre to assist with management and maintenance of the space, but to also ensure that it can be used for community events in the future. Additional raised amenity and play gardens are proposed for those within each building. This also works to conceal further parking.

5.49 In terms of play space provision, the 2,170 homes proposed and assumed unit mix would generate an estimated yield of 978 children – with a subsequent play space provision requirement of 9,774sqm, which would be broken down as follows:

- Doorstep/LAP – 2,933sqm;
- LEAP – 3,910sqm; and
- NEAP – 2,933sqm.

5.50 Accordingly, the estimated play space provision proposed across the masterplan is illustrated in Table 10 below (Note: this is an estimate and subject to variation based on the detailed unit mix within each Reserved Matters Application).

Table 10: Play space provision across the Masterplan Area

Phase	1	2	3	4	5
Block	B, C, E	A, D, P	G, K	H, M, Q	F, J, L, N
Sqm	2,289	1,626	2,333	1,450	2,078
					<b>9,776sqm</b>

## Trees

5.51 In terms of tree provision, as part of this application a comprehensive Tree Survey and Arboricultural Report has been compiled which has assessed the location and quality of all trees across the Estate.

5.52 Proposals have sought to maximise retention by moving buildings and roads within the masterplan. The masterplan facilitates the retention and replacement of trees, allowing a total of 444 trees in the proposed development. 140 of the existing 211 trees will be retained while more than doubling the number of homes on the Site.

- 5.53 There are currently 211 trees and the Applicant has sought to retain as many trees as possible across the Site, and prominent trees such as the memorial tree and willow tree by Piper would be retained within the scheme. However, 71 trees are proposed to be removed but no category A trees. Of the trees to be removed 44 have been categorised as C, 3 as category U and 24 category B. The majority of these trees need to be removed to allow for the construction of the proposed buildings.
- 5.54 Over 250 new trees will be planted in streets, gardens and open spaces, almost doubling the current number of trees across the existing Estate. The new tree planting will diversify the range of species and habitats, introducing a new generation that will provide sustained canopy cover into the future.

### **Biodiversity and Urban Greening**

- 5.55 The masterplan provides an abundance of green space that works to maximise viable tree retention, and provide suitable enhanced ecology and green amenity space.
- 5.56 A high-level assessment of the likely change in ecological value of the Application Site has been undertaken and it is estimated a net gain of 6.99 biodiversity units could be achieved, which constitutes a 96.26% net gain.
- 5.57 In respect of soft landscaping, planting areas are maximised and also have functional biodiversity gains to promote corridors of movement for fauna to thrive. Functional amenity spaces are hard wearing yet allowing for a variety of flexible uses. All of these are interconnected by a series of ornate planted streetscapes, front gardens and walkways that make for a wonderful accessible green grid and infiltration of nature into the Site.
- 5.58 In line with the current London Plan (LP Policy 5.10) and Draft London Plan (Policy G5), Urban Greening has been used as a tool to contribute to the installation of high quality landscape and green infrastructure within the Site and in the London context. A calculation of the baseline Urban Greening Factor shows a score of 0.318 which is well below the target of 0.40 for a large residential area.
- 5.59 In terms of the Urban Greening Factor, it is estimated that the masterplan area could achieve an Urban Greening Factor score of 0.414, thereby taking the Site above the Draft London Plan requirements.

## Car Parking and Cycle Parking

5.60 The development proposes the phased removal of all the existing car parking spaces on Site and reprovision on a plot by plot basis. The applicant proposes a total of 868 car parking spaces within the Site, which is a ratio of 0.4 spaces per dwelling. Car parking will be provided both on-street and on-plot in podium/basement car parks.

Table 11: Car Parking Provision by Block

Block	Dwellings	No. Parking Spaces	Ratio
A	118	49	0.4
B	44	18	0.4
C	202	40	0.2
D	222	58	0.3
E	206	68	0.3
F	94	46	0.5
G	285	98	0.3
H	228	95	0.4
J	92	44	0.5
K	279	180	0.6
L	87	27	0.3
M	127	40	0.3
N	125	79	0.6
P	55	20	0.4
Q	6	6	1.0
<b>Total</b>	<b>2170</b>	<b>868</b>	<b>0.4</b>

5.61 As shown above, the parking provision across individual Blocks will vary, this is a result of Site specific design constraints within each Block. However, overall the provision on a Site wide basis will be 0.4 spaces per unit.

5.62 To accommodate the needs of Blue Badge holders the applicant proposes providing 3% of all spaces as accessible parking bays. It is intended that each accessible space is located as close as possible to building entrances i.e. the most convenient location for Blue Badge holders either living, working or visiting the proposed buildings. It is intended that each reserved matters application will demonstrate that an additional 7% of spaces has the potential to be provided throughout the masterplan should they be required. This will likely be achieved by converting landscaped areas into accessible parking spaces.

5.63 20% of all spaces will be active Electric Vehicle Charing Points (EVCP), and 80% of all spaces will have passive EVCP, thus future proofing the expected switch to electric cars.

- 5.64 In terms of cycle parking, this will be designed to comply with the standards in the Draft London Plan (2019) and the London Cycle Design Standards (2016). Details will be brought forward as part of each reserved matters application but it is envisaged that circa 4,026 cycle parking spaces could be provided as part of the regeneration project.

### **Energy and Sustainability Strategy**

- 5.65 Details of how the Application has been devised with sustainability at its forefront both during construction and operation and are set out in the submitted Energy, Sustainability, Circular Economy and Whole Life Carbon Statements. This includes measures incorporated into the design and management of the buildings across the Site in order to minimise resource wastage, utilise renewable energy sources where practicable, and ensure residents can make choices that are in the interests of the environment and their neighbours.
- 5.66 Gas boilers are being provided within the Energy Centre in Block E. The preferred energy strategy is to connect to the RBKUT Heat Network once available, with this providing 99% of the heat and the gas boilers providing a top up when necessary. If a connection to the RBKUT Heat Network does not become available, then the alternative strategy would be an onsite Air Source Heat Pump solution with gas boiler top up.
- 5.67 The submitted energy assessment demonstrates that the proposed regeneration could achieve a 63% reduction in CO2 emissions beyond the Building Regulations 2013 baseline.

### **DETAILED ELEMENT - PHASE 1 (BLOCK B, C AND E)**

- 5.68 The detailed Phase of the Application consists of three development Blocks, B, C and E, it also includes the new community centre, office floorspace and flexible retail/commercial floorspace.

### **Residential Provision**

- 5.69 452 new homes are proposed within Phase 1, with 180 (40% by unit) of the new homes proposed as affordable homes (150 social rent and 30 shared equity) and the remaining 272 private homes. The mix of homes and tenure split is shown within Table 12 below.

Table 12: Phase 1 Residential Provision and Mix (B = Bed, F = Flat, H = House and M = Maisonette)

Block	Tenure	1BF	2BF	3BF	3BM	4BF	4BM	4BH	5BH	6BM	Sub Total
<b>Block B</b>	Social Rent	13	23	2			2				40
	Shared Equity	2			2						4
	Private										0
<b>Block C</b>	Social Rent	18	18	9							45
	Shared Equity	4									4
	Private	52	79	22							153
<b>Block E</b>	Social Rent	23	2	25	4	2	2	4	2	1	65
	Shared Equity	5	5	12							22
	Private	50	58	9	2						119
<b>Total</b>		<b>167</b>	<b>185</b>	<b>79</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>452</b>
<b>%</b>		<b>37%</b>	<b>41%</b>	<b>19.2%</b>		<b>2.2%</b>			<b>0.4%</b>	<b>0.2%</b>	

5.70 Phase 1 will comprise of 1,392 habitable rooms of which a total of 604 habitable rooms would be in affordable tenure which equates to a 43.4% affordable provision on a habitable room basis. Of this provision, 16.6% would be shared equity and 83.4% would be social rent.

### Residential Amenity

5.71 The proposed homes have been designed to comply with the National Minimum Space Standards and the Housing Quality Design Standards within Module C of the Good Quality Homes for All Londoners SPG (October 2020). 90% of the proposed units comply with Building Regulations M4(2) and 10% comply with Building Regulations M4(3).

5.72 All of the new homes will have access to private amenity space in the form of balconies and gardens with semi-private landscape podiums and gardens.

### Non-Residential Uses

5.73 Block C will contain the following non-residential floorspace:

- 290 sqm office floorspace (Use Class E);
- 395 sqm retail/commercial floorspace (Use Class E/Sui Generis)<sup>5</sup>; and
- 1,250 sqm community floorspace (Use Class F2).

<sup>5</sup> This could be a supermarket, retail, restaurant or drinking establishment.

5.74 The office workspace and retail units are located on the ground floor of Block C as shown below. The community floorspace is prominently located over the ground and first floor within Block D with dual frontage onto Cambridge Road and Madingley Green.

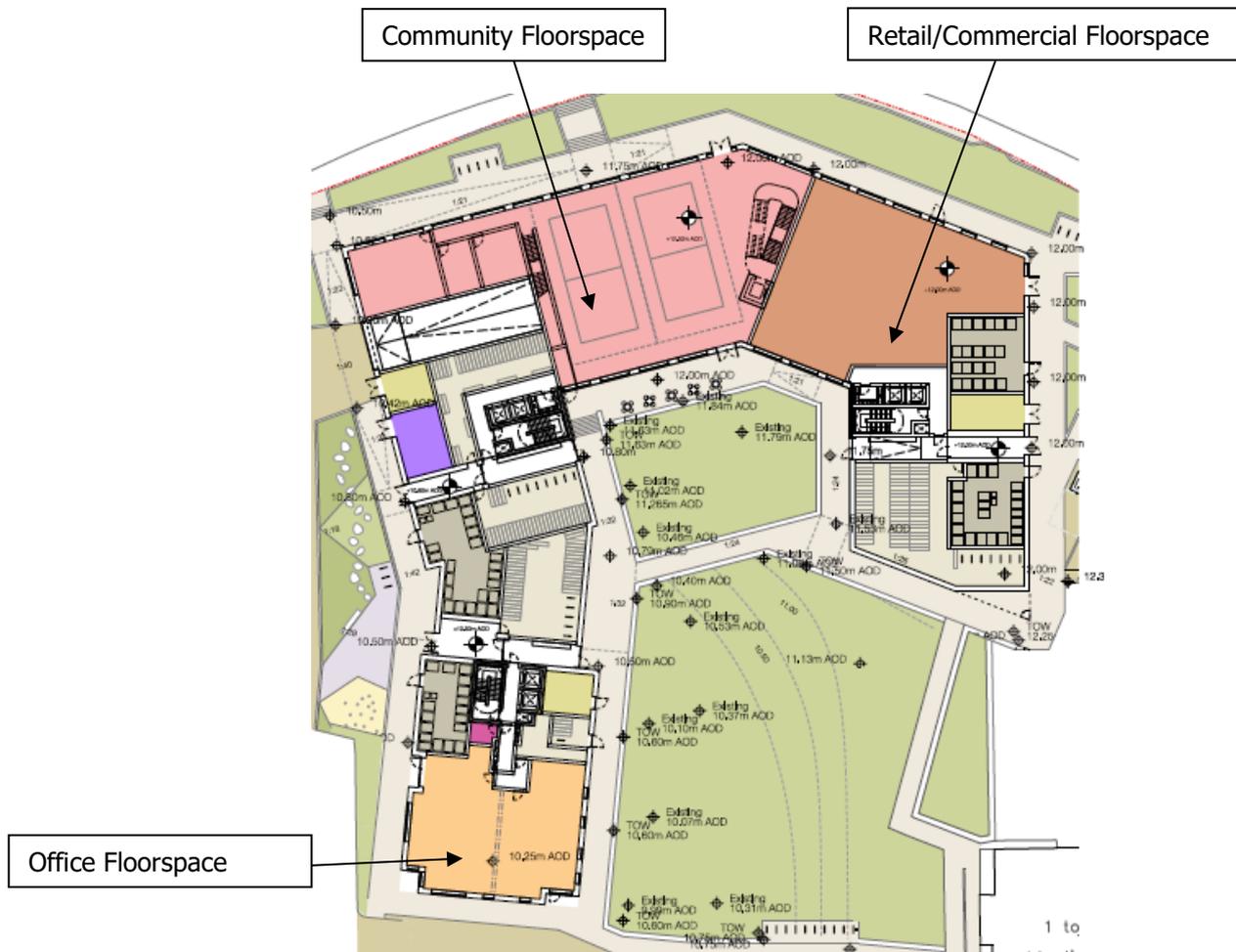


Figure 11: Block C Non-Residential Floorspace

### Scale and Layout

5.75 Phase 1 is divided across two parts of the masterplan, with Block C situated at the north of the Site next to the Hawks Road and Cambridge Road Junction. Block B and E form the south western part of the Site next to the Rowlls Road and Piper Road.

- 5.76 As the gateway building into the Site, Block C is defined as a 'special' Townscape Marker building within the masterplan that assists with way-finding and placemaking. The building would have a 13 storey part on the north western corner (Block C1), with a 12 storey part (Block C2) to the east and a 10 storey part (Block C3) to the south. A 2 storey plinth connects the 3 parts of the building and frames the Madingley Garden Open space.
- 5.77 The layout of Block C enables part of the Washington Piper Green Route to be delivered to the west of the Block and for this public realm improvement to merge with the enhanced setting to the north of Block C between the building and Hawks Road/ Cambridge Road.
- 5.78 Block B is a 6 storey building with 6<sup>th</sup> storey element that is set back. Block E is a podium Block, with a shared landscaped amenity space within the middle of the building at first floor level. Block E1 and E2 sit at the north of the building and are 12 storeys in height, with 3 x 4 storey townhouses between. This arrangement is replicated at the southern end of the building with an 11 storey Block (E3) and 8 storey Block (E4) with 3 x 4 storey townhouses between.
- 5.79 The layout of Block B and Block E enables a southern section of the Washington:Piper Green Route, including the Piper Grove open space, to be delivered within the first phase of development.

### **Appearance**

- 5.80 The material palette of all Phase 1 buildings has been selected to have a sympathetic relationship with the surrounding context whilst setting the tone for the wider development. Brick cladding is used as the predominant material for its robustness and proximity to the existing surrounding context. In contrast with the existing Cambridge Road Estate, Blocks B, C and E will include a range of brick tones, carefully selected to express the building articulation at plinth, courtyard and setback level. This differentiation of colour will provide variety to the building appearance and streetscape, helping to break down the scale of the building mass. The variations in colour will also accentuate each facade as belonging to a distinctive building element, a specific street setting, an individual home.
- 5.81 A consistent range of metal tones will be used for window frames, balcony railings and soffits, shopfronts and residential entrances. The palette has been influenced by materials observed in the surrounding neighbourhood streets to ensure that the Phase 1 buildings create interesting and engaging facades, grounded with a sense of place.

## Density

- 5.82 The density of Phase 1 has been calculated using the methodology described in the Mayor's Housing SPG and is set out in Table 13 below.

Table 13: Phase 1 Net Residential Density Calculation

Input	Proposed
Phase 1 Area	2.21ha
Residential GIA	42,192 sqm (95.9%)
Non-Residential GIA	1,819 sqm (4.1%)
Net Residential Site Area (after the commercial % is deducted)	2.12ha
Number of dwellings (u)	452
Number of habitable rooms (hr)	1,392
Density (dwellings per hectare)	452u / 2.12ha = 213 u/ha
Density (habitable rooms per hectare)	1,392hr / 2.12ha = 657 hr/ha

## Trees

- 5.83 A total of 10 trees are proposed for removal within Phase 1, with 7 classified as C Category trees and 3 as B Category trees. 36 of the trees growing within the Phase 1 area have been retained and 56 new trees are proposed.

## Landscaping, Open Space and Play Space

- 5.84 The landscape component of Phase 1 comprises of new streets and public realm spaces as well as private external amenity areas and shared landscape courtyards. They respond to the sitewide landscape principles and the street character hierarchy.
- 5.85 Madingley Green is included within the detailed part of the Application and is a prominent open space that has the potential to host community events. Mature trees will be retained in the space and interspersed with playable features. The paved surfacing around the community building could be used for outdoor seating and games. Climbing walls are proposed on the façade of Block C to add play elements and create a connection between the building and green space.
- 5.86 Piper Grove open space is proposed between Block B and E, which forms a key part of the Washington:Piper green route from north to south through the masterplan. The Piper Gove open space will include planting, seating and play space. The retained Willow tree will help to create a sense of place from the outset and will be reinforced with further tree planting.

5.87 The landscape proposals for the first and second floor courtyards has been designed to fulfil the following criteria:

- Integrate play areas;
- Provide spaces for enjoyment which allow for a variety of uses;
- Offer views of green spaces and lush planting to the residential properties within Block E and C and to the streets and surrounding properties, contributing for the overall greenery of the development;
- Create a natural buffer to the residential terraces and internal spaces at first floor, thereby protecting their privacy; and
- Offer identical gardens (tenure blind).

5.88 The proposed design response on the upper floor amenity areas for Block C and E is for a series of gardens where a straight line of residential terraces surrounds an organic structure of paths, planters and play areas. The main activity will be focused on the centre of the courtyards and will comprise a levelled play area surrounded by planters on all four sides. The planters will integrate a series of grasses, shrubs and tree planting in order to create a green background to the activities in the courtyard. They will provide visual amenity while giving a sense of protection and privacy: they allow residents to feel overlooked by surrounding properties (and consequently safe) yet not overly exposed. Benches will be integrated in the design of the courtyard, inviting use of the gardens by all residents as a space for gathering as well as relaxation.

5.89 Phase 1 includes 2,289sqm of play space, which would be provided as follows:

- Doorstep/LAP – 686.8sqm;
- LEAP – 915.7sqm; and
- NEAP – 686.8sqm;

5.90 Block C has an estimated child yield of 71.5 which corresponds to a requirement to provide 715sqm. Block B has an estimated child yield of 37.8 which corresponds to a requirement to provide 378sqm. Block E has an estimated child yield of 119.6 which corresponds to a requirement to provide 1,196sqm.

- 5.91 Block C and E will provide dedicated play areas in each courtyard in addition to those at ground level. The play areas in Phase 1 have been designed to combine formal play adequate for the age group with informal play opportunities, paths and seating areas. This informal combination encourages the use of the courtyard gardens for a variety of purposes and by residents of all ages, instigating social contact between residents and a sense of community.

### **Biodiversity**

- 5.92 The baseline ecological value of the Phase 1 area is 1.98 biodiversity units. Under the development proposals, Phase 1 of the Proposed Development stands to result in a net gain of 1.4 biodiversity units associated with area-based habitats from predevelopment levels.
- 5.93 Phase 1 is therefore predicted to achieve 3.38 biodiversity units which represents a 70.77% net gain.
- 5.94 Biodiverse green roofs are proposed at roof level on some of the buildings within Phase 1.

### **Transport, Highways and Parking**

- 5.95 Blocks B and E will benefit from new pedestrian infrastructure in and around the Blocks providing access to existing infrastructure on Washington Road, Rowlls Road and Willingham Way. The Washington:Piper Green Route is a new pedestrian route running north / south linking Washington Road and Rowlls Road. This will also provide emergency vehicle access as well as access for service / refuse vehicles only.
- 5.96 Vehicular access to Block B will be served from Rowlls Road, with a new access and parking directly from the road. Block E will be served from Willingham Way. A new vehicular access is created from Willingham Way which will serve on-street parking to the south of Block E and the entrance to the undercroft car park. The undercroft parking exits to the north of Block E becomes a new street with on-street parking served from a new access onto Willingham Way.

- 5.97 New on-street parking is provided on the western side of Willingham Way, with the alignment of Willingham Way temporarily altered (under Phase 1 before the masterplan is completed in Phases 4 and 5) in order to retain access to the residential properties to the east of Block E and to retain access to the parking area between Graveley and Impington Court.
- 5.98 The existing vehicular access at the corner of Rowlls Road and Piper Road is closed off to allow the creation of part of the Washington Piper Green Route, a green walking /cycling Route that will run from north to south through the masterplan. All of the existing dwellings will retain vehicular access to their properties.
- 5.99 Block C will benefit from new pedestrian infrastructure from the residential, retail/workplace and community uses on all sides of the Block providing access to existing infrastructure on Washington Road, Hawks Road, Cambridge Road and St Peters Road. New footways give access to the new green space and link to Madingley, and Eureka Road.
- 5.100 The northern end of Washington Road is amended to provide vehicular access to an underground car park which will serve Block C. The turning head will be amended in line with the masterplan vision. Loading for the commercial uses will occur from St Peters Road with a layby provided on the western side of the road.
- 5.101 Access to Wimpole Close and the Hawks Road Clinic is retained under the Phase 1 proposals, with the priority changing as Washington Road bends westwards into Wimpole Close. With a priority junction for the section of Washington Road which will serve the Block C.
- 5.102 In terms of Car parking within Phase 1, 126 car parking spaces will be provided for the 3 Blocks, with 24 provided for Block B, 38 spaces for Block C, and 55 spaces at Block E. In line with the Intend to Publish Draft London Plan 3% of all spaces will be accessible spaces. 20% of all spaces will have active electric vehicle charging points and 80% will have passive infrastructure provided. Two parking spaces will be provided for car club spaces.
- 5.103 The Phase 1 Cycle Parking provision would be as shown within Table 14 below and has been designed to comply with the London Cycle Design Standards (2016).

Table 14: Phase 1 Cycle Parking Provision

Land Use	Phase 1	
	Long Stay	Short Stay
Residential (C3)	821	14
Office (B1)	4	1
Flexible Retail / Commercial	4	20
Community Use		13
Additional Cycle Parking Spaces		10
<b>Total</b>	<b>829</b>	<b>58</b>

## Energy and Sustainability

- 5.104 The Site wide energy plant would be located on the ground floor of Block E within Phase 1. This would be a gas boiler network for the interim until connection to the Kingston district heating network is possible. PV Panels on the roofs of the buildings are also proposed (Block C1, C2, B, E1, E2 and E3).
- 5.105 The submitted energy assessment demonstrates that the detailed Phase 1 component of application could achieve a 62% reduction in CO2 emissions beyond the Building Regulations 2013 baseline. However, to deliver zero carbon homes, the remaining carbon emissions would need to be covered by a carbon offset payment of £299,271.
- 5.106 In terms of the non-residential floorspace, this will be designed and constructed to shell and core to achieve BREEAM 'Excellent' rating under the New Construction 2018 scheme.
- 5.107 Sustainability measures that have been incorporated into the design of Phase 1 include:
- Overheating: The scheme has been designed to ensure overheating risk was reduced to acceptable levels in accordance with CIBSE TM59:2017 requirements;
  - Water efficiency: 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;
  - Waste and recycling: Adequate facilities will be provided for domestic and construction related waste, including segregated bins for refuse and recycling;
  - Circular Economy: The principles of a circular economy shall be incorporated into the development, where possible;

- **Materials:** 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;
- **Flood Risk and SUDs:** The Proposed Development Site lies in a low flood risk zone and will benefit from SUDs such as living roofs, permeable paving and geo-cellular storage;
- **Security:** Consultation with Secure BY Design has taken place and will continue to do so as Phase 1 is constructed to ensure the development is safe and secure for its residents;
- **Sound insulation:** The dwellings are to target an improvement on Building Regulations Part E through party walls and floors; and
- **Sustainable construction:** The Site will aim to achieve a 'Beyond Best Practice' score with the Considerate Constructors Scheme and will closely monitor construction site impacts.

## **6.0 CONFORMITY OF THE PROPOSED DEVELOPMENT WITH PLANNING POLICY**

### **Overview**

6.1 In accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004, and section 70(2) of the Town and Country Planning Act 1990, the planning policy framework relevant to the determination of the application comprises the adopted Development Plan and relevant material considerations. Where the Development Plan contains relevant policies, applications for development must be made in accordance with the plan, unless material considerations indicate otherwise.

6.2 At the time of writing this statement, the Statutory Development Plan comprises the following documents:

- The London Plan: The Spatial Development Strategy for London Consolidated with Alterations Since 2011 (March 2016) ('London Plan 2016');
- RBK Core Strategy Development Plan Document (adopted April 2012); and
- South London Waste Plan (adopted January 2012).

6.3 In the event of a conflict between the provisions of these documents, and in accordance with Part 3 of the PCPA, such conflict must be resolved in favour of the most recently published or adopted document, in this case the London Plan (2016).

6.4 Other material considerations include:

- The National Planning Policy Framework (2019);
- Planning Policy Guidance;
- The Mayor London's Estate Regeneration Good Practice Guidance (February 2018);
- The Mayor of London, Housing SPG (March 2016);
- The Mayor of London, Homes for Londoners Affordable Housing and Viability SPG 2017 (August 2017);
- The Mayor of London's Shaping Neighbourhoods: Play and Informal Recreation SPG (September 2012);
- The Mayor of London's Sustainable Design and Construction SPG (April 2014);
- The Mayor of London's Draft Good Quality Homes for All Londoners SPG (October 2020);
- The Mayor of London's Draft Public London Charter (October 2020);

- The Mayor of London's Draft Circular Economy Statement (October 2020);
- The Mayor of London's Draft Whole Life Carbon Assessments (October 2020);
- The Mayor of London's Draft "Be Seen" Energy Monitoring Guidance (October 2020);
- The Mayor of London's Draft Circular Economy Statement (October 2020);
- Building Regulations Part M, Volume 1: Dwellings – 2015 edition including 2016 amendments; and
- Cambridge Road Estate Strategic Development Brief (July 2017).

6.5 RBK also have a series of adopted Supplementary Planning Documents (SPDs) including: Affordable Housing SPD (May 2013), Access for All: Designing Inclusive Buildings SPD (2005), Sustainable Transport SPD (May 2013), Residential Design (July 2013, amended November 2013) , Financial Viability in Planning SPD (December 2016) and Planning Obligations SPD (February 2017).

### **Emerging Policy**

6.6 The draft replacement London Plan was published on 29<sup>th</sup> November 2017. The Examination in Public on the London Plan was held between 15<sup>th</sup> January and 22<sup>nd</sup> May 2019 and following this the current Consolidated Suggested Changes version of the plan was published (July 2019). The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8<sup>th</sup> October 2019.

6.7 Following a period of Examination and review, the Mayor's Intend to Publish version of the London Plan is now available and targeted for adoption in Winter 2021. Whilst it does not currently form part of the Development Plan, as it nears full adoption, it is a material consideration and holds some weight in the decision-making process. Its draft policies set out the "direction of travel" for current strategic policy in Greater London. It has therefore been referenced in this section as appropriate.

6.8 RBK are currently preparing a new Local Plan which will replace the adopted Core Strategy. The Council undertook early engagement consultation (Regulation 18) in May to July 2019. The Publication draft of the Local Plan was due to be published for consultation in Spring 2020, but the Local Development Scheme has slipped, presumably due to COVID 19. An updated LDS was presented to Cabinet on 30 July 2020, which set out a new timetable for the production of the Local Plan. The updated timetable proposes consultation on the Local Plan First Draft in Q4 2020, followed by Recommencement

Consultation on the Local Plan Regulation 18, in Q2 2020. At the time of writing, the Local Plan First Draft consultation document has not been published for consultation.

### **Planning for the Future**

6.9 The Government have recently published a White Paper titled 'Planning for the Future' which sets out its proposals for significantly changing the UK's current planning system.

6.10 This document is currently out for public consultation, however, it sets a clear steer for the Government's direction of travel to streamline and modernise the planning process, bring a new focus to design and sustainability, improve the system of developer contributions to infrastructure, and ensure more land is available for development where it is needed.

6.11 The consultation paper includes the following proposals:

- Much-needed homes will be built quicker by ensuring local housing plans are developed and agreed in 30 months – down from the current 7 years it often takes.
- Every area to have a local plan in place - currently only 50% of local areas has an up-to-date plan to build more homes.
- The planning system will be made more accessible, by harnessing the latest technology through online maps and data
- A new simpler national levy to replace the current system of developer contributions which often causes delay – this will provide more certainty about the number of affordable homes being built.
- The creation of a fast-track system for beautiful buildings and establishing local design guidance for developers to build and preserve beautiful communities.

6.12 The main planning considerations that need to be assessed in the determination of this planning application are:

- Principle of Development
- Affordable Housing
- Housing Mix
- Housing Quality
- Non-Residential Uses
- Residential Amenity
- Microclimate

- Design
- Site Layout
- Townscape
- Heritage
- Density
- Access and Movement
- Car and Cycle Parking
- Children's Play Space
- Green Infrastructure and Open Space
- Biodiversity, Ecology and Trees
- Air Quality
- Noise
- Water Resources (Flooding and Drainage)
- Energy and Sustainability
- Socio-Economic Considerations
- Health Impact Assessment
- Fire safety

### **Principle of Development**

- 6.13 The Mayor of London is seeking 'Good Growth' through his New London Plan which will result in sustainable growth that works for everyone. The Good Growth principles include building strong and inclusive communities, making the best use of land, creating a healthy city, delivering the homes Londoners need and growing a good economy.
- 6.14 Kingston is identified as an Opportunity Area within the Draft London Plan (2019), with the Cambridge Road Estate recognised as an area where there is significant scope for change.
- 6.15 The Core Strategy explicitly states that in terms of the majority of new housing in the borough, outside of Kingston Town Centre, the Council will first promote the regeneration of the Cambridge Road Estate.
- 6.16 Policy H1 of the Draft London Plan (2019) sets out a new ten-year housing target across all London boroughs. The draft policy requires 522,870 new homes across London with the RBK ten-year housing target increasing to 9,640 dwellings, which is equivalent to 944 new dwellings per annum (dpa).

- 6.17 Policy 3.3 (Increasing London's Housing Supply) of the adopted London Plan (2016) identifies that 'at least' 42,000 net additional homes should be provided across London annually. Policy CS 10 (Housing Delivery) of the Core Strategy refers to the London Plan housing target for the borough of 6,424 dwellings for the period from 2015-2025 which is equivalent to 643 new dwellings per annum (dpa). This is almost double the previous rate of 375 dpa in the 2011 London Plan. It recognises the need for more houses in London in order to promote opportunity and provide a real choice for all Londoners in a way that meet their needs at a price they can afford.
- 6.18 Policy 3.5 (Optimising Housing Potential) states that taking into account local context and character, the design principles outlined in Chapter 7 of the Plan, and public transport capacity, development should optimise the potential of available sites.
- 6.19 Policy CS10 of the Core Strategy states 'the Council will take full advantage of opportunities to deliver new housing and will seek to ensure that a broad mix of accommodation options are available to residents and that a range of local housing needs are met.' Policy CS10 also states 'the Council will seek to meet and exceed the Borough's annual housing target' and in particular, maximise the delivery of affordable housing. New housing should be delivered in the most sustainable locations, and with the associated infrastructure necessary to support it.
- 6.20 RBK cannot demonstrate a five year supply of housing land as required by the NPPF, and therefore, the tests set out in paragraph 11d above (the titled balance) must be applied, and given considerable weight in the determination of this planning application. In such circumstances, footnote 7 of the NPPF establishes that the policies of the development plan which are most important for determining the application are out-of-date. Paragraph 11(d) of the NPPF therefore applies in this case and is given considerable weight in determining this application:

*11 d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

- 6.21 With regards to the local economy, the Council will encourage the provision of local employment opportunities suitable for all residents, especially in the vicinity of the Cambridge Road Estate. Cambridge Road Estate is identified as a Local Centre that should provide everyday goods and services (retail, community and business) that are easily accessible to local residents and reduce the need to travel.
- 6.22 The Applicant has undertaken comprehensive community consultation in accordance with the Mayor of London's Estate Regeneration Good Practice Guidance, which culminated in a positive ballot result for the comprehensive regeneration of the Estate. As set out within the submitted Rehousing Strategy, all existing social rent tenants are guaranteed a right to return to the Site and all resident Leaseholders/Freeholders will have an opportunity to purchase a new property within the redevelopment.
- 6.23 In accordance with Policy 3.14 in the London Plan (2016) and Policy H8 in the Draft London Plan (2019), there is no overall loss of housing, including affordable housing and a net uplift in housing provision would be achieved as shown within Table 7 above.
- 6.24 The Proposed Development is for a residential led, mixed use scheme in a residential area, and thus is considered an appropriate use of land, compatible with surrounding land uses. Non-residential uses are proposed to enhance existing provision and add to the creation of a sustainable development. Therefore, the principle of development is compliant with the Development Plan, emerging Draft London Plan (2019) and the Mayor of London's Estate Regeneration Good Practice Guidance.

### **Affordable Housing**

- 6.25 Paragraph 62 of the NPPF requires Planning Policies to specify the type of Affordable Housing required and set policies for meeting this need on site, unless off-site provision or an appropriate financial contribution in lieu can be robustly justified and agreed approach contributes to the objective of creative mixed and balanced communities.
- 6.26 Draft London Plan (2019) Policy H4 (Delivering Affordable Housing) and page 5 of the Mayor's Affordable Housing and Viability SPG sets a strategic target for 50% of all new homes delivered across London to be affordable. Policy H8 in the Draft London Plan (2019) and the Mayor's Affordable Housing and Viability SPG requires Estate Regeneration Schemes to follow the viability tested route.

- 6.27 Policy 3.11 (Affordable Housing Targets) of the adopted London Plan (2016) requires boroughs to set an affordable housing target having regard to housing need assessments and a realistic assessment of supply.
- 6.28 At a local level, Core Strategy Policy CS10 seeks to maximise delivery of affordable housing provision, and Policy DM15 (Affordable Housing) reiterates the need to provide the maximum reasonable amount of affordable housing, subject to viability considerations. Sites of 10 or more units should provide at least 50% of the units as affordable housing, with a tenure split of 70:30 between Social/ Affordable Rent and Intermediate Provision. Proposals that do not meet these requirements should be supported by the submission of a financial viability appraisal.
- 6.29 The Strategic Development Brief (July 2017), seeks to ensure that the redevelopment provides a minimum of 653 social rent homes and 100 shared equity homes (753 in total). It advocates the need to deliver higher levels of socially rented housing where possible and multi-tenure distribution of homes across the development. The development should be designed to be tenure blind.
- 6.30 The scheme proposes 40% affordable housing across the Application Site. This equates to 867 units. The proposed tenure split of affordable homes is 88.5% social rent and 11.5% shared equity. This equates to 767 social rent homes and 100 shared equity homes respectively.
- 6.31 As part of the overall 867 units, the detailed element of the application proposes 150 social rent homes and 30 shared equity homes. The tenure split in phase 1 is 83.5% social rent and 16.5% shared equity.
- 6.32 Whilst the tenure split proposed is different to policy DM15, this has been informed by detailed discussions with the Council's Housing Officer, and is reflective of the housing need of existing CRE residents who will be rehoused as part of the Proposed Development.
- 6.33 The Applicant has submitted a viability assessment in support of this planning application, which demonstrates that the scheme is delivering the maximum viable uplift in affordable housing provision.

6.34 It is therefore considered that this proposal is in full accordance with the intent and outcomes of policies DM15 and CS10 of the RBK Local Plan, and it allows the maximum amount of affordable housing to be delivered in accordance with the London Plan (2016), Draft London Plan (2019) and the Mayor's Affordable Housing and Viability SPG (2017). In addition to this, the submitted application exceeds the affordable housing requirements expressed within the Strategic Development Brief and the Phase 1 details demonstrate that a high quality, tenure blind and multi-tenure development can be delivered.

### **Housing Mix**

6.35 The NPPF (2019) requires a range of size, type and tenure of housing to address the need of different groups in the community, including affordable housing, families with children, older people and students. NPPF paragraph 72 seeks to ensure that the size and location of homes will support a suitable community and ensure that a variety of homes are provided.

6.36 Policy H10 (Housing Size Mix) of the Draft London Plan (2019) states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, the policy further states that applicants should have regard to the nature and location of the site, the aim to optimise housing potential and the role of one and two bedroom units in freeing up family housing. With regards to low cost rental housing, the Policy states the following:

*"boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs. This guidance should take account of:*

*1) evidence of local housing needs, including the local housing register and the numbers and types of overcrowded and under-occupying households*

*2) other criteria set out in Part A, including the strategic and local requirement for affordable family accommodation*

*3) the impact of welfare reform*

*4) the cost of delivering larger units and the availability of grant."*

6.37 Policy 3.8 (Housing Choice) of the adopted London Plan (2016) requires developments to incorporate a mix of unit sizes and types and provide a minimum of 30% of dwellings as 3 or more-bedroom units. The policy further states that this should be achieved, unless it can be robustly demonstrated that this would be unsuitable or unviable.

- 6.38 Core Strategy Policy CS10 (Housing Delivery) states that the Council will take full advantage of opportunities to deliver new housing. New housing should be delivered in the most sustainable locations, and with the associated infrastructure necessary to support it. CS10 also seeks to ensure that a broad mix of accommodation options are available to residents and that a range of local housing needs are met. Alongside this, the supporting text in Core Strategy para 6.102 acknowledges that "...not all sites will be suitable, or allow for significant amounts of family housing...".
- 6.39 Policy DM13 (Housing Mix and Quality) requires a minimum 30% of homes provided are 3-bedroom or larger, unless this can be justified.
- 6.40 The Strategic Development Brief seeks to ensure that the regeneration of the Estate creates a new model for family living and that family units (3 bed or more) are evenly distributed across tenures and blocks. A significant proportion of the family units should be provided on the ground floor and policy compliant levels of family housing should also be provided.
- 6.41 The housing mix for the outline part of the application is indicative, not fixed and represents the illustrative masterplan for up to 2,170 homes. The unit mix will be reviewed on a Phase by Phase basis to take account of decant needs/local housing needs, market changes, demographic changes and other variables such as unforeseen demand and conversely, lack of demand for specific unit types. The Applicant has and will continue to work with residents to provide them with the accommodation they need. There will be ongoing opportunities to engage with residents in the future and respond to changes as Reserved Matters Applications for each Phase come forward. As such, to ensure that units being delivered reflect local tenant re-housing need and market pressures at the time, 2,170 homes represents the maximum number of new homes but there is flexibility to alter the mix in order to respond to these pressures for each individual phase.
- 6.42 With regards to Phase 1, 100 3bed+ homes are proposed (22%), whilst this is below 30%, the provision of family 3 bed+ family housing within this Phase has been informed by detailed discussions with the Council's Housing Officer to understand the size of units required in order to enable existing residents to be rehoused within the first Phase. This reflects local needs for family affordable housing, with 53% of the 3 bed+ provision being social rent tenure within Phase 1, whilst balancing the need for the scheme to be financially viable and maximising the delivery of additional affordable housing. For example, if the number of 3 bed+ private units increased then this would reduce the additional affordable housing provision proposed.

- 6.43 In terms of the design/location of the 3 bed+ units within Phase 1, Block E and Block B have been designed to maximise the number of maisonettes on the ground floor.
- 6.44 It is considered that the Proposed Development would deliver a range of housing types and size and would ultimately help to create a mixed and balanced community in the long term in accordance with the aims of strategic and local planning policy. Each Phase/Reserved Matters Application will be informed by current local housing needs/evidence to determine an appropriate housing mix, similar to Phase 1, that responds to current needs/demands during the course of the regeneration project. We suggest that a planning condition regarding the unit mix for future reserved matters applications is attached to any forthcoming planning permission.

### **Housing Quality**

- 6.45 London Plan Policy 3.5 (Quality and Design of Housing Developments) states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. The policy adds that the design of new dwellings should take account of "factors relating to 'arrival' at the building and the 'home as a place of retreat', have adequately sized rooms and convenient and efficient room layouts". Draft London Plan (2019) Policy D6 also describes housing standards including internal and external private space. The Mayor of London has published Draft Housing Design Standards to support Policy D6 within the Draft Good Quality Homes for All Londoners SPG (October 2020).
- 6.46 Policy DM13 (Housing Mix and Quality) requires developments to demonstrate that they have been designed to provide adequate internal space appropriate to the intended number of occupants, in accordance with the London Plan.
- 6.47 Policy 3.8 of the London Plan 2016 states that 10% of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. In support of this position Standard 11 of the Mayor's Housing SPG 2016 states that 90% of new build housing should meet Building Regulation requirement M4(2) "accessible and adaptable dwellings" with the remaining 10 per cent meeting Building Regulation requirement M4(3) "wheelchair user dwellings".
- 6.48 Draft London Plan (2019) policy D4 advises that dual aspect dwellings with opening windows on at least two sides have many inherent benefits. Single aspect dwellings should be avoided where possible.

- 6.49 The Strategic Development Brief, requires compliance with the Design Standards contained with the following documents:
- Building Regulations;
  - DCLG Technical Housing Standards – Nationally Described Space Standard (March 2015);
  - London Plan (2016);
  - London Plan 'Housing SPG' (March 2016);
  - The Mayor's 'Play and Informal Recreation SPG' (2012);
  - Kingston Local Development Framework (Core Strategy 2012); and
  - Kingston Supplementary Planning Guidance (Sustainable Transport SPD / Residential Design Guide SPD).
- 6.50 The Strategic Development Brief also states that single aspect north facing units are unacceptable and that all 3 bed homes should be dual aspect.
- 6.51 All of the homes will be fully compliant with National Space Standards set out in the London Plan and the Council's policies with regard to accessible units. The proposals would also comply with the most recent version of the Mayor's Design Standards as set out within the Draft Good Quality Homes for All Londoners SPG (October 2020).
- 6.52 The internal living environment created has been thought out considerably to ensure a very high quality. The daylight and sunlight considerations for future occupants have been designed into the proposal such that a good level of adherence to the BRE guidelines is expected.
- 6.53 The access to sunlight for the future occupants has also been considered, ensuring flats have dual aspects and maximising the ability to receive sunlight at various times of the day and year.
- 6.54 Each dwelling within Phase 1 would have direct access to private amenity space that either meets or exceeds the London Plan standards. With regards to private open space, RBK requires a higher standard than the London Plan, and the proposal seeks to achieve this within the site's communal provision, as per the Residential Design SPD. The masterplan has been designed so there are no single aspect north facing units and within Phase 1 the following provision of dual aspect homes is achieved:

Table 15: Phase 1 – Dual Aspect Provision

Phase 1	Dual aspect provision	
<b>All homes</b>	284/452	63%
<b>2 Bed +</b>	247/285	87%
<b>3 Bed +</b>	90/100	90%
<b>4 Bed +</b>	10/10	100%
<b>Maisonettes</b>	10/12	83%
<b>Houses</b>	6/6	100%

6.55 90% of the 3 bed+ units would be dual aspects units within Phase 1 which is considered to be very good level of provision for a scheme of this nature and scale.

### **Non-Residential Uses**

6.56 The Application proposes the loss of the Bull and Bush Hotel, Piper Community Hall, Surbiton Rifle Club and three office-related uses (Tadlow House, CRERA and CREST). These buildings cumulatively provide approximately 40 Full Time Equivalent (FTE) jobs.

6.57 The Proposed Development would re-provide employment floorspace by way of 290sqm of flexible office floorspace (Use Class E), 1,395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis) and 1,250sqm of community floorspace (Use Class F2).

6.58 The proposed replacement employment floorspace and increased job creation is consistent with the requirements of Policy CS11 and Policy DM17. The Proposed Development will have a beneficial effect on unemployment within the Borough, which currently stands at 4,000 residents.

6.59 Policy DM19 seeks to support local shops and resist their loss (particularly convenience shops) in Local Centres and outside designated centres. The Application Site is not designated as a local or district centre. The Proposed Development facilitates a cumulative increase in retail floorspace, and in line with DM20, seeks to co-locate retail and community facilities. The proposed non-residential uses are of an appropriate scale and have been planned positively, seeking to minimise any negative impact. Therefore, they are considered compliant with DM19 and DM20.

6.60 With regards to the community floorspace, Core Strategy Policy CS16 and DM24 resist the net loss of community facilities and support the provision of new facilities. The Strategic Development Brief echoes this requirement and the Proposed Development would fully comply with the existing 390sqm of floorspace being substantially enhanced in terms of quality and quantity with a new 1,250sqm community centre proposed within Phase 1.

The existing community space at Piper Hall will be demolished and a new community centre will be constructed as part of the Phase 1 works. A temporary facility on or adjacent to the Estate will be provided for the period between demolition of Piper Hall and the completion of the new community centre to allow service providers the opportunity to continue to operate with minimum disruption.

### **Residential Amenity**

- 6.61 Paragraph 127 of the NPPF states, amongst other things, planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and further users.
- 6.62 Policy DM10 of the RBK Core Strategy states development should 'have regard to the amenities of occupants and neighbours, including in term of privacy, outlook, sunlight/daylight, avoidance of visual intrusion and noise and disturbance.
- 6.63 The Mayor's Good Quality Homes for All Londoners SPG highlights that 18-21m separation distances have been used to achieve visual separation between dwellings in the past but these 'yardsticks' should not be adhered to rigidly as they can limit the variety of urban space and housing types proposed.
- 6.64 Kingston's Residential Design SPD advises that:
- A separation distance of no less than 21m shall normally be maintained between facing windows of habitable rooms.
  - A separation distance of 7.5m shall be maintained between new habitable room windows and the boundary to neighbouring properties or 15m between new habitable room windows and the flank wall of a neighbouring property.
  - Where the site topology, landscape features or adequate screening is in place it may be appropriate to relax these distances.

- 6.65 The SPD notes in para. 1.09 that it is not specifically intended for major schemes, but that *"is expected that for major housing schemes (or development proposals with a significant proportion of housing) the general principles and design standards set out in this SPD will apply, for example, with regard to amenity space standards. Proposed major or regeneration-led development will be expected to be progressed through a development brief or Planning Performance Agreement (PPA) in conjunction with the Council's Development Management service."*
- 6.66 The Strategic Development Brief seeks to ensure that designs minimise overlooking of adjacent dwellings. Overlooking of habitable rooms in neighbouring buildings should be kept to a minimum and the privacy of the individual home respected.
- 6.67 The horizontal limits of development parameter plan controls the proximity of the Proposed Development from existing buildings surrounding the Site and generally sets distances of 18m to 21m. The Design Guidelines complement this and sets a mandatory requirement of no less than 18m between the building line of a masterplan building and an existing residential building. This would reflect the discussions that the Applicant has had at the pre-application stage as part of the PPA and would ensure that privacy and amenity is respected in accordance with the NPPF, RBK Core Strategy, Mayor's Housing SPG and Strategic Development Brief.

## **Microclimate**

### Daylight, Sunlight and Overshadowing

- 6.68 There are no national planning policies specifically relating to daylight and sunlight.
- 6.69 London Plan (2016) Policy 7.6Bd seeks to ensure that proposals do not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.
- 6.70 Policy DM10 of the LDF Core Strategy, 2012 seeks to safeguard residential amenity with regards to privacy, outlook, sunlight/daylight, and avoidance of visual intrusion.
- 6.71 The BRE Guidelines are only guidelines which should be used flexibly and not as a rigid set of rules. In the introduction to the BRE 'Site Layout for Daylight and Sunlight: A Guide to Good Practice' (2011) it states the following:

*"The guide is intended for buildings designers and their clients, consultants and planning officials. The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is one of many factors in site layout design".*

- 6.72 The Draft Good Quality Homes for All Londoners SPG (2020) echoes the BRE statement above and states the following:

*"Decision-makers should recognise that fully optimising housing potential on sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.*

*Guidelines should be applied sensitively to higher density development, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances, the need to optimise housing capacity, and the scope for the character and form of an area to change over time.*

*The BRE guidelines apply nationwide, and the default numerical targets provided are purely advisory."*

- 6.73 It should be noted that the outline parameter plans represent a maximum envelope of development that has been assessed as part of the Environmental Statement submitted with the Planning Application and the results represent the worst case scenario. A standalone report has been produced to assess the illustrative masterplan, which shows significant improvement over the parameter plans for daylight and sunlight levels.
- 6.74 In terms of daylight to surrounding properties assessed within the Environmental Statement, on completion and operation of the Proposed Development (Outline Parameter Plans), of the 1814 windows assessed for 'Vertical Sky Component' (VSC), 911 (50.2%) would meet the BRE criteria for VSC. Of the 1314 rooms assessed for NSL, 782 (59.5%) would meet the BRE criteria for 'No Sky Line' (NSL). Of the 150 buildings assessed, 74 are considered to experience Negligible to Minor Adverse effects which are considered not significant. The remaining 76 are considered to experience Moderate to Major Adverse effects, which are considered significant.

- 6.75 In terms of sunlight to surrounding properties assessed within the Environmental Statement, on completion and operation of the Proposed Development, of the 710 rooms assessed for sunlight, 437 (61.5%) would meet the BRE's criteria for both annual and winter 'Probable Sunlight Hours' (PSH) and are therefore considered to experience a Negligible effect. Of the 89 buildings assessed, 84 are considered to experience Negligible to Minor Adverse effects which are considered not significant. The remaining 5 buildings are considered to experience Moderate Adverse effects, which are considered significant.
- 6.76 In terms of the Proposed Development's effects upon the overshadowing of amenity spaces surrounding the Site assessed within the Environmental Statement, of the 138 amenity areas assessed in relation to overshadowing, 131 (94.9%) would meet the BRE Guidelines criteria and are considered to experience a Negligible effect, which is considered not significant. The remaining seven amenity areas are considered to experience Moderate to Major Adverse effects, which are considered significant.
- 6.77 During the iterative design process of the Development, design tools were utilised to minimise the impacts of daylight, sunlight and overshadowing to surrounding sensitive receptors as much as possible. A number of significant adverse effects have been reported prior to the implementation of any additional mitigation measures, as the assessment has been provided for the maximum parameters of the Development for Phases 2 to 5, which represents the absolute worst-case of these elements of the Development being fully built out. The likely significant effects will be mitigated through the detailed design to include articulation of the buildings, meaning there would be a reduction in the massing overall and therefore a reduction in the magnitude of impact to surrounding receptors that experience significant effects.
- 6.78 The standalone Daylight, Sunlight and Overshadowing Impacts to Neighbours Report submitted in support of the Planning Application, presents a worked example of the residual impacts as a result of the Illustrative Masterplan. The BRE compliance levels of the Illustrative Scheme, summarised from the standalone Daylight, Sunlight and Overshadowing Impacts to Neighbours Report are presented below in Table 16, where it can be seen that the BRE compliance rates improve considerably when compared against the Outline Parameter Plans.

Table 16: BRE Compliance levels of the Development vs. the Illustrative Scheme

	VSC	NSL	APSH	Overshadowing
<b>Total assessed</b>	1814 windows	1314 rooms	710 rooms	138 amenity areas
<b>Maximum Parameter Scheme BRE compliance (Environmental Statement)</b>	911 (50.2%)	782 (59.5%)	437 (61.5%)	131
<b>Illustrative Scheme BRE compliance (Standalone Report)</b>	1307 (72.1%)	1042 (79.3%)	648 (91.3%)	137

- 6.79 As with most large-scale regeneration schemes, significant adverse residual effects are expected due to increased density, where the surrounding buildings often overlook undeveloped sites and thus enjoy uncharacteristically high levels of daylight. The residual effects of the Development following 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. However, owing to the scale of the Development, isolated significant adverse effects are still likely to occur following full implementation of Development.
- 6.80 The Development gives rise to significant adverse effects in terms of daylight, sunlight and overshadowing to isolated areas, however this is inevitable for a regeneration scheme such as the Proposed Development, where there is an increase in density within the Site to provide an uplift in new homes within the borough. The Site is identified as an Opportunity Area capable of supporting development within the Draft London Plan (2019) and the Core Strategy (2012) identifies the Site as regeneration area with scope for significant change and future housing growth.
- 6.81 In terms of the Daylight/Sunlight performance of the new homes proposed within Phase 1, acceptable levels of daylight within the scheme would be achieved, with 1,123 (84%) of the 1,341 habitable rooms seeing the levels of Average Daylight Factor (ADF) recommended or above, and 55% of the proposed living rooms seeing good levels of Annual and Winter Probable Sunlight Hours (PSH). Where levels of light lower than recommended are seen, this is often a result of the provision of balconies in conjunction with adjacent massing. In such conditions, a balance needs to be struck, as advocated by policy, between daylight/sunlight levels, private amenity and density which the design of Phase 1 achieves. It is considered that Phase 1 represents a scheme that would generally provide good levels of daylight/sunlight for future residents. Detailed daylight/sunlight assessments would need to be prepared and submitted for any future reserved matters

applications and this requirement could be secured via an appropriately worded planning condition.

- 6.82 With regards to overshadowing across the illustrative masterplan, 68% of the open space receives direct sunlight for at least two hours on 21st March, exceeding BRE's recommendation of 50%. As illustrated by Table 17 below, the majority of the open spaces that fails to meet the BRE recommendation would achieve it a few days later in April, thereby meaning that between mid-April to Mid-August the open space will receive adequate sunlight when residents are most likely to use these spaces.

Table 17: Overshadowing Assessment Results

AREA REF.		AMENITY TYPE	AREA SEEING +2HRS OF SUNLIGHT (%)	DATE 50% OF THE AREA IS MET (BRE CRITERIA IS 21 <sup>ST</sup> MARCH)
<b>Public Realm</b>				
	Combined	Public	70	
C1	Plot C MUGA	Public	69	13 <sup>th</sup> March
	Square	Public	67	9 <sup>th</sup> March
<b>Detailed Plots</b>				
B	Plot B Amenity	Communal	100	All Year
C2	Plot C Terrace	Communal	94	24 <sup>th</sup> January
C3	Plot C Terrace	Communal	19	2 <sup>nd</sup> April
E	Plot E	Communal	60	7 <sup>th</sup> March
<b>Outline Plots</b>				
A	Plot A Podium	Communal	93	28 <sup>th</sup> January
D	Plot D Podium	Communal	42	25 <sup>th</sup> March
F	Plot F Garden	Communal	94	All Year
G	Plot G Podium	Communal	9	12 <sup>th</sup> April
H	Plot H Podium	Communal	31	22 <sup>nd</sup> April
J	Plot J Podium	Communal	82	12 <sup>th</sup> February
K	Plot K Podium	Communal	58	16 <sup>th</sup> March
<b>Site-Wide Overall</b>			<b>68</b>	

- 6.83 As shown within Table 17 above, all of the open spaces within Phase 1 receive above 2hrs of sunlight on the 21<sup>st</sup> March apart from the Block C3 semi-private amenity terrace, which would achieve the recommended BRE standard a few days later on the 2<sup>nd</sup> April.
- 6.84 It is considered that the Proposed Development would result in acceptable and sufficient levels of daylight and sunlight experienced by dwellings within the Proposed Development and dwellings surrounding the Proposed Development in accordance with the adopted Development Plan. The vast majority of windows assessed comply with the BRE Guidelines, however as acknowledged above the policy framework recognises the need for flexibility and the need to take account of site specific circumstances, whilst avoiding unacceptable harm but fully optimising housing potential on large sites.

#### Wind Microclimate

- 6.85 A wind microclimate assessment has been undertaken and is included within the submitted Environmental Statement. The construction of the Development will result in wind conditions suitable for sitting to walking for ground level pedestrian use during the windiest season. There will be negligible effects during the construction phase. During the operation phase, within the detailed Phase 1 element there are 37 no. balconies that have wind conditions suitable for standing – one level above the amenity use – that provide a minor adverse effect and are to be mitigated. There are five locations across the Site with instances of strong winds exceeding the safety threshold that require mitigation.
- 6.86 A range of mitigation measures have been identified and agreed during a number of mitigation workshops, and through changes to the detailed design of the buildings (detailed Phase 1 balconies and terraces) and proposed landscaping plan (retained and new trees) all minor adverse effects have been reduced to negligible in relation to pedestrian wind comfort.
- 6.87 The only residual effects relate to four spots where 'unsafe frail' strong winds are identified (Adjacent to Buildings P1, P2, K1 and M1 (outline element of the Development)). These locations are very localised and would be mitigated through the use of additional localised planting and screens to reduce the strong wind level to walking. This is shown in the illustrative masterplan but would need to be detailed in the respective reserved matters applications and verified through further CFD simulations at each reserved matters application stage.

- 6.88 Overall, wind conditions at the Proposed Development associated with pedestrian comfort on the Site will be negligible.

### **Design**

- 6.89 The NPPF (2019) notes that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Part 12 of the NPPF outlines the requirement for good design and sets out, at Paragraph 127, that development, amongst other things 'will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and are sympathetic to the local character and history, including the surrounding built environment and landscape setting'.
- 6.90 Chapter 7 of the London Plan (2016) sets out the Mayor's policies on a number of issues relating to London's places and spaces. Policy 7.2 (An Inclusive Environment) requires all new development in London to achieve the highest standards of accessible and inclusive design, while Policy 7.4 (Local Character) states that 'development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings'.
- 6.91 Policy 7.6 (Architecture) of the London Plan (2016) further states that 'architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context'.
- 6.92 The Draft London Plan (2019) sets out guidance regarding high quality design within Policy D4. It advocates the use of masterplans and design codes to help bring forward the highest quality development and place-making. It also advocates the need for thorough design scrutiny including design review.
- 6.93 Policy DM 10 (Design Requirements for New Developments) of the RBK Core Strategy requires development proposals to incorporate principles of good design. Developments should respect, maintain and enhance the prevailing typology, density, scale, layout, height, form and character of the area. Developments should also have regard to building lines and key features such as roof forms, window format, building materials and design detailing of elevations.

- 6.94 London Plan Policy D9 states that tall buildings may be appropriate in the Borough's town centres; however, some parts of these areas will be inappropriate or too sensitive for such buildings.
- 6.95 Policy DM 11 (Design Approach) further sets out that developments should make a positive contribution to protecting and enhancing the local character of the area. The policy does state that the Council will adopt a more flexible approach to new development where the existing development lacks any identifiable or cohesive character and/or is located in a lower quality environment. New development should be supported by a contextual statement that demonstrates a clear understanding and analysis of the local character of the area.
- 6.96 Policy CS8 (Character, Heritage and Design) seeks to protect the primarily suburban character of the Borough. The council will require good design and will seek to ensure that new development: Recognises distinctive local features and character; Has regard to the historic and natural environment; Helps enhance locally distinctive places of high architectural and urban design quality; Accords with neighbourhood 'strategies for delivery' set out under 'character design and heritage'; and Relates well and connects to its surroundings.
- 6.97 A key objective of the Council has been to put the community at the heart of the regeneration project and this is expressed within the Strategic Development Brief through the need to engage with all residents on all aspects of the regeneration from masterplanning through to the individual housing needs. The Strategic Development Brief highlights the need for the design process should be undertaken carefully in order to respect the surrounding context of the Site and existing attributes of the Estate.
- 6.98 The masterplan and detailed proposals have been subject to early, extensive and ongoing engagement with resident's and an extensive pre-application design review process (with the Council and the GLA), coupled with 3 independent design review panel sessions. This has resulted in a design-led approach being adopted from the outset and the masterplan has evolved iteratively, as a result of the comprehensive feedback obtained, from the bid stage through to post ballot as expressed within the Masterplan Design and Access Statement Volume 1 submitted with this planning application. This has helped to positively shape the masterplan and inform the high quality, place sensitive architecture that is proposed.

6.99 To meet the abovementioned policy objectives and to respond to feedback and suggestions of the community and other consultees during the extensive engagement process that informed the design-led approach, the key design principles of the masterplan are as follows:

- Connecting with the wider community;
- Healthy streets;
- A variety of homes;
- Every home has a view to a green open space;
- Maximising daylight through orientation;
- Well-being - balconies and outdoor space;
- A series of characters and neighbourhoods;
- Townscape;
- Safety and pride; and
- Journey to your home.

6.100 A Design Code/Guideline has been created and submitted with this planning application. It is suggested that compliance with the Design Guidelines is secured through a planning condition, which puts in place controls to ensure that high quality architecture and design comes forward, and to provide sufficient flexibility to allow architectural interpretation whilst providing the Council with sufficient assurance that the development will be carried out in accordance with the planning permission and to the high standards expected of the Estate Regeneration Project.

6.101 It is considered that the Proposed Development represents a high quality of design and would comply with the Development Plan, emerging requirements of Policy D4 as expressed within the Draft London Plan (2019) and the objectives of the Strategic Development Brief.

### **Site Layout**

6.102 As set out above, Section 12 of the NPPF highlights the need to create high quality buildings and places and paragraph 127 states that decisions should ensure that developments:

- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

6.103 Policy 3.5 in the London Plan (2016) requires new housing developments to be of the highest quality internally, externally and take account of the surrounding physical context. Policies 7.1, 7.3, 7.4 and 7.6 provide further detail on place shaping and specify that developments should:

- be designed so that the layout, tenure and mix of uses interface with the surrounding land;
- reinforce and enhance the character, legibility, permeability and accessibility of a neighbourhood;
- reduce the opportunities for crime and contribute to a sense of security;
- have regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass;
- be of the highest architectural quality;
- be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm;
- not cause unacceptable harm to surrounding buildings;
- provide high quality indoor and outdoor spaces that integrate well with the surrounding streets and open spaces; and
- optimise the potential of sites.

6.104 Policy D4 and D6 in the Draft London Plan (2019) seek to ensure that the layout of schemes:

- form a coherent, legible and navigable pattern of streets and blocks;
- engender street based activity and provide a sense of safety;
- maximise active frontages onto public facing sides of a development, where appropriate wrapping around inactive frontages;

- provide privacy and adequate daylight for residents;
- be orientated to optimise opportunities for visual interest through a range of immediate and longer range views, with the views from individual dwellings considered at an early design stage;
- provide clear and convenient routes with a feeling of safety;
- help reduce noise from common areas to individual dwellings; and
- help meet the challenges of a changing climate by ensuring homes are suitable for warmer summers and wetter winters.

6.105 Policy DM 10 (Design Requirements for New Developments) of the RBK Core Strategy requires development proposals to incorporate principles of good design. Developments should respect, maintain and enhance the prevailing typology, density, scale, layout, height, form and character of the area. Developments should also have regard to building lines and key features such as roof forms, window format, building materials and design detailing of elevations.

6.106 The Strategic Development Brief identifies the following key routes and links between:

- The Estate and Kingston;
- The Estate and cemetery;
- The Estate and Wimbledon and New Malden;
- The Estate and Norbiton;
- The Estate and university;
- The Estate and school;
- The Estate and surgeries; and
- The Estate and hospital.

6.107 The Strategic Development Brief seeks to ensure that Streets are carefully thought through, and that the streets look and feel different. There should be a coherent street pattern, easy to navigate through and way-find, with clear defined edges and boundaries. New development must also provide a network of well-lit, visible footpaths for safer movement across the Estate in the future. There should be particular care taken in view of human experience. The predominant mode will inevitably alter the nature of the spaces proposed and the necessity for different types of transport will differ depending on the context it functions within, for example, some routes might be predominantly vehicular and a similar but more pedestrian friendly route might be provided nearby. The way to navigate through the Estate should be clearly legible. While there should be continuity in with the existing cycling, walking and vehicular routes, the design should not be

monotonous, but aid wayfinding through carefully articulated corners and frontages, as well as locators at the end of routes.

6.108 The parameter plans, Design Guidelines and Phase 1 details would help to create a layout that establishes a series of routes, streets and spaces across the Site. There are 4 primary north-south routes each with their own defined character, with Willingham Way being the primary vehicular route through the masterplan. The primary routes establish places of movements which:

- Animate the streets through a rich mix of community uses, retail, leisure and homes;
- Stimulate life and passive observation throughout the day; and
- Create a safe and accessible public realm.

6.109 The Design Guidelines includes character guidance for the primary north-south routes to help ensure that these four key spaces within the masterplan, create sufficient difference between elements to generate interest, whilst also maintaining a sufficient degree of commonality to retain a shared identity of place. Within each neighbourhood a shared Design Palette unifies individual façades / buildings to create a neighbourhood which is distinct to assist in orientation, navigation and belonging.

6.110 East-west routes permeate between the north-south routes to create a legible layout and facilitate permeability across the Site. Public green spaces are interspersed across the masterplan, thereby introducing opportunities for social activity and rest, whilst benefitting from active frontages and passive surveillance that engenders a sense of safety. Dispersion of the green open spaces and semi-private spaces across the masterplan helps will climate change adaptation as well.

6.111 The layout of the buildings proposed would optimise opportunities for visual interest through the Site from north to south and east to west.

6.112 The layout of the Proposed Development would meet the Policy objectives of the NPPF, London Plan (Policies 3.5, 7.1, 7.3, 7.4 and 7.6), RBK Policy DM10, Draft London Plan (2019) Policies D4 and D6 as well as the principles within the Strategic Development Brief.

## Townscape

6.113 The NPPF and national PPG seeks to ensure that development proposals utilise sustainable modes of transport. The London Plan (2016) also supports the development of tall buildings in opportunity areas and in areas with good access to public transport.

6.114 Tall buildings should relate well to the surrounding area, contribute to improving the permeability of a site and the wider area and make a significant contribution to local regeneration (Policy 7.7 in the London Plan). London Plan (2016) Policy 2.13 (Opportunity Areas and Intensification Areas) and Policy 7.7 highlight that:

Development proposals within Opportunity Areas should:

- i) Seek to optimise residential and non-residential output and densities;
- ii) Contribute towards meeting (or where appropriate, exceeding) the minimum guidelines for housing;
- iii) Realize scope for intensification associated with existing or proposed improvements in public transport accessibility; and
- iv) Integrate development proposals to the surrounding areas especially areas for regeneration.

Tall buildings should generally be limited to locations within Opportunity Areas or town centres with good access to public transport.

6.115 London Plan (2016) Policy 7.7 adds that proposals for tall buildings should:

- *Not adversely affect the character of an area via the bulk, scale and massing proposed;*
- *Relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm, particularly at street level;*
- *Include the highest standards of architecture and design;*
- *Have ground floor uses that provide a positive relationship with the surrounding streets; and*
- *Contribute towards improving the permeability of the site and wider area; and*
- *Individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance.*

- 6.116 Draft London Plan (2019) Policy D9 highlights the need to fully take of the potential visual impact, functional impact, environmental impact and cumulative impact of tall buildings in the decision making process. Draft London Plan (2019) Policy D4 also emphasises the importance of undertaking Design Review/Scrutiny prior to submission.
- 6.117 Policy CS8 in RBK's Core Strategy states that "tall buildings may be appropriate in the borough's town centres", however, some parts of these may be too sensitive to accommodate such buildings. Any proposals for tall buildings should be brought forward in accordance with the English Heritage/CABE guidance on tall buildings.
- 6.118 The Strategic Development Brief highlights the need for the form and massing of the new development to be determined during the bidding, masterplanning and design process and that careful consideration should be given to the location of tall buildings and relationship with the wider townscape context.
- 6.119 Local context is important when determining if the scale of the Proposed Development is appropriate. In our view, the scale of the Proposed Development respects the local character whilst optimising the potential of the Site. The proposed heights have been subject to design scrutiny by Council Officers, GLA Officers, Design Review Panel and subject to comprehensive public consultation.
- 6.120 The design of the Development has evolved as part of an iterative design process and has also been informed by the findings of the baseline townscape and visual amenity conditions. A robust Townscape and Visual Impact Assessment has been prepared and submitted as part of the Environmental Statement submitted in support of this Planning Application.
- 6.121 The Townscape and Visual Impact Assessment concludes that there will not be any significant residual adverse visual effects experienced once the development is completed. Following a review of the identified cumulative schemes it is considered that significant townscape and visual cumulative effects are unlikely to arise due to a combination of the scale of developments proposed and the distance from the Site.
- 6.122 In conclusion, it is considered that the Site can accommodate the Development without giving rise to unacceptable townscape and visual effects. The Proposed Development would be in accordance with London Plan Policies 2.13 and 7.7 and RBK's Core Strategy Policy CS8, as well as other material considerations such as the NPPF, Draft London Plan (July 2019) and the Strategic Development Brief.

## **Heritage**

- 6.123 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. In addition, London Plan Policy 7.8. and Policy HC1 of the Draft London Plan (2019) states that development should conserve heritage assets and avoid harm.
- 6.124 RBK Policy DM12 seeks to ensure that development proposals preserve or enhance existing heritage assets within the borough.
- 6.125 The Applicant has undertaken a Heritage Assessment which concludes the Proposed Development will result in no harm to the locally or nationally designated heritage assets surrounding the Site.

## **Density**

- 6.126 The NPPF (paragraph 122 and 123) provides national guidance on achieving appropriate densities, stating that development should make efficient use of land, taking into account: need for housing; local market conditions; availability and capabilities of existing and proposed infrastructure; area’s character as well as promoting regeneration; and good design.
- 6.127 Paragraph 123 of the NPPF advises that “Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site”.

6.128 Policy D3 of the Draft London Plan (Optimising site capacity through the design-led approach) requires that all development must make the best use of land by following a design led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity. A design-led approach to optimising site capacity should be based on an evaluation of the site's attributes, its surrounding context and its capacity for growth to determine the appropriate form of development for that site. The higher the density of a development, the greater the level of design scrutiny that is required, particularly qualitative aspects of the design, as described in Policies D2, D3 and D4 of the Draft London Plan (2019).

6.129 The proposed modifications made by the Secretary of State, in considering Policy D3 of the Draft London Plan, notes that "Higher density developments should be promoted in areas that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. Where there are existing clusters of high density buildings, expansion of the clusters should be positively considered by Boroughs. This could also include expanding Opportunity Area boundaries where appropriate.

6.130 Policy 3.4 in the London Plan (2015) seeks to ensure that the housing potential of sites is optimised and states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Table 3.2 in the London Plan relates to the setting of a Place and the PTAL Level. The density ranges in Table 3.2 should not be applied mechanistically, and should be considered as a starting point when determining the optimum housing potential of a particular site.

6.131 Whilst the character/setting of existing neighbourhoods surrounding the Site are suburban, we consider that the character of the Site is urban as set out in the London Plan (2015) and defined below:

***'Urban – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District Centre or, along main arterial routes.'***

6.132 Parts of the Site are PTAL 4, which the maximum density is 260dph as specified within Table 3.2 in the London Plan. Policy 3.7 in the London Plan states that on sites of “over five hectares or capable of accommodating more than 500 dwellings should be progressed through an appropriately plan-led process to encourage higher densities and coordinate where necessary provision of social, environmental and other infrastructure and create neighbourhoods with a distinctive character, sense of local pride and civic identity..... The planning of these areas should take place with the engagement of local communities and other stakeholders.”

6.133 The application Site is located on an arterial route and contains characteristics commonly found in urban areas, including some four/five storey residential maisonette development and retail/commercial use. The Estate also features four 15 storey towers, which are distinctive structures in the skyline from the surrounding area.

6.134 National Planning Practice Guidance seeks to avoid building homes at low densities and to use minimum density standards where appropriate. The density matrix framework currently in the London Plan is proposed to be removed from the Draft London Plan. It will be replaced by Policy GG2 Making the best use of land, which directs “To create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:

- A) *enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.*
- B) *prioritise sites which are well-connected by existing or planned public transport.*
- C) *proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.*
- D) *applying a design-led approach to determine the optimum development capacity of sites”*

6.135 The Strategic Development Brief advocates development within the 170 to 230dph range.

- 6.136 The proposal is for 2,170 units, with 6,477 habitable rooms (average 3 rooms per unit). To ensure adequate housing delivery the adopted London Plan Policy 3.4 requires that developers 'optimise housing output' taking into account local character and public transport capacity. Broad density ranges for different types of location are set out in London Plan Table 3.2. For a site with urban characteristics and a Public Transport Accessibility Level of 4, the appropriate density range is 70-260dph for schemes with 2.7-3.0 habitable rooms per unit, and 200-700 habitable rooms per hectare. The proposal would equate to 248dph and 741 habitable rooms per hectare.
- 6.137 In addition to the above, Draft London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable sites through their Development Plans and planning decisions, especially on sites with existing or planned public transport access levels (PTALs) of 3-6 or which are located within 800m of a station.
- 6.138 Policy D2 of the Draft London Plan relates to Infrastructure requirements for sustainable densities and omits the density matrix (Table 3.2) from the current London Plan in favour of a design-led approach and consideration of future planned levels of infrastructure. Draft Policy D2 states that:
- A. "The density of development proposals should:
    - 1) consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels
    - 2) be proportionate to the site's connectivity and accessibility by walking, cycling, and public transport to jobs and services (including both PTAL and access to local services).
  - B. Where there is currently insufficient capacity of existing infrastructure to support proposed densities (including the impact of cumulative development), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time"
- 6.139 Within the local area, surplus capacity has been identified within local primary healthcare infrastructure, sufficient to accommodate the needs of the Development. There is currently a surplus of primary school places within proximity of the Site sufficient to accommodate the needs of the Development. However, there is a current deficit of secondary places. The Site has been identified as located in a borough benefiting from a high volume of quality public open space, not only in the form of two large Royal Parks but also in closer proximity to a range of playgrounds, playing fields, parks and gardens. Further detail is provided in Section 6 of the accompanying Environmental Statement.

6.140 With regards to public transport capacity, the overall impact of the development upon the London wide transport networks is not considered to be significant. The proposals will result in increases to the number of trips on the local public transport networks. However, given the high PTAL of the Site and the wide range of services and destinations which can be accessed from within a short walk from the Site, once these trips have been distributed across the wide range of services and destinations, the overall impact of the development is not considered to be significant on local public transport services.

6.141 In relation to the local road network, the proposals would result in a net reduction in the vehicle trips to and from the Site.

6.142 National and regional policy seeks to significantly boost the supply of market and affordable housing and emphasises that the potential of sites with good access to public transport is optimised in order to meet housing needs. The Draft London Plan further seeks to increase housing supply and as part of ensuring 10 year housing targets are met.

6.143 The proposed density would comply with the current London Plan on a dwelling basis but is slightly above the policy guidance on a habitable room basis. It is also just above the guidance within the Strategic Development Brief. However, the density is considered to be appropriate because:

- The Site is an allocated Opportunity Area where policy seeks to optimise the potential for new housing. The scale of development proposed means it can define its own characteristics and accommodate higher density development without harming the surrounding suburban character;
- The Proposed Development has been informed by a design-led approach and scrutiny;
- The submitted ES Addendum and Transport Assessment, as summarised above, demonstrates that local infrastructure has capacity to support the additional homes proposed; and
- Pedestrian and cycle connectivity will be improved for the wider community which will encourage greater use of sustainable transport modes.

6.144 The whole Site is within 800m of a train station and is therefore an entirely appropriate location for higher density housing development in accordance with Policy H1 in the Draft London Plan (2019). As set out above, sufficient infrastructure capacity exists and it is considered that the housing density proposed on this Site is wholly appropriate and would make best use of land. Therefore, the proposal would be in accordance with the objectives of London Plan and Draft London Plan, and Policies DM10 and DM11 of the Local Plan.

### **Access and Movement**

6.145 Section 9 of the NPPF sets out the Government's policies with regard to transport. Paragraph 109 of the National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.146 Chapter 6 of the adopted London Plan (2016) provides the regional guidance for transport. Policy 6.1 (Strategic Approach) seeks to encourage the "closer integration of transport and development", while supporting "development that generates high levels of trips at locations with high public transport accessibility and/or capacity".

6.147 London Plan Policy 6.3 (Assessing Effects of Development on Transport Capacity) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. The cumulative impacts of development on transport requirements must be taken into account.

6.148 Core Strategy Policies CS5, CS6, DM8 and DM9 are used to assess the potential impact of new development upon the surrounding highway network. The policies aim to reduce the need to travel by locating major trip generating development in accessible locations well served by public transport.

6.149 Policy DM10 states that development proposals should have regard to local traffic conditions and highway safety and ensure that they are not adversely affected. Policy DM9 states that new development should not contribute to congestion or compromise highway safety.

6.150 A Transport Assessment accompanies the planning application, as required by TfL's Transport Assessment Best Practice Guidance.

- 6.151 The Proposed Development includes the demolition of the existing Estate including the removal of all existing footways, paths, and roads, including the stopping of existing highway. The accompanying parameter plans and illustrative masterplan seek to enhance movement connections in and around the Site, by creating new east to west, and north to south connections. The parameter plans will facilitate access and movement including routes for pedestrians, cycles, vehicles and locations of new access points.
- 6.152 The masterplan greatly improves the Site PTAL rating by improving connectivity to public transport services, with more direct walking and cycling routes. The parking is appropriate to the Site's PTAL, accessibility to local facilities and is in accordance with the Draft London Plan (2019). Neither will it result in any overspill parking onto surrounding residential areas.
- 6.153 The impact of vehicular trips is positive with the Proposed Development resulting in a net reduction of trips than the existing scenario, due to the current unrestricted parking available. The likely trip generation is approximately 141 vehicles in the AM peak, and 128 in the PM peak and 1137 across the day.
- 6.154 The Proposed Development is forecast to generate an additional 190 walking trips in the AM peak and 221 in the PM peak, with and 50 additional cycling trips in the AM peak and 58 additional trips in the PM peak.
- 6.155 The Proposed Development seeks to undertake a number of significant improvements to the public realm in and around the immediate vicinity of the Site which will significantly improve the overall pedestrian and cyclist environment these include:
- The creation of new public spaces that will allow people to spend time, sit and relax.
  - New pedestrian / cycle routes throughout the masterplan increasing pedestrian and cycle permeability.
  - A significant increase in the number of active frontages, on all new internal streets increasing the natural surveillance of public space within the vicinity of the Site.
  - New streets and footways with carefully selected and designed materials to align with the new public space.
  - The provision of short stay cycle parking evenly distributed throughout the Site to encourage cycling.
  - New carriageway design and landscaping to result in slower vehicle speeds which has the potential to improve the overall air quality of the Site.

6.156 In recognition of the uplift in people travelling to and from the Estate the following additional mitigation is also proposed:

- Appropriate financial contribution towards amending the design and subsequent construction of Go Cycle scheme to accommodate the 10m pedestrian crossing and relocation of the bus stops.
- Appropriate financial contribution towards extending the Go Cycle scheme.

6.157 It is considered that the Proposed Development will create a more attractive and safe environment with active frontages, which contributes to the local economy in providing public spaces for residents to enjoy, a permeable network of walking and cycle routes, which are safe and with no significant changes in level as required by the Development Plan.

#### Servicing & Refuse

6.158 The development will accommodate delivery and servicing trips onsite.

6.159 London Plan Policy 5.7 (waste capacity) requires the provision of suitable waste and recycling storage facilities in all new developments.

6.160 Three loading bays are proposed within the Site. All bays can accommodate a 12m rigid vehicle. Vehicle tracking will be provided for each reserved matters application demonstrating that each phase can accommodate refuse vehicles.

6.161 Residential refuse collection will occur on-street as shown on the submitted drawings. Refuse collection for the new buildings will be in the basement and/or ground floor bin stores. Refuse bins will be rolled out for collection. The distance from the bin storage to the collection point will be determined at reserved matters stage, but will be within the recommended distance of 15m. This arrangement has been discussed with officers at RBK and is deemed to be acceptable, and consistent with Policy 5.7.

6.162 The Transport Assessment concludes that the Proposed Development will have a non-material impact on the local highway network and it is considered that there are no transport related grounds why planning permission for the Proposed Development should not be granted.

6.163 Therefore, it is considered that the proposal has adequate regard to local traffic conditions and seeks every opportunity to minimise impact on the local area including by seeking to reduce car dependency of residents. The proposal is considered to accord with Policy DM10 in this regard.

### **Car and Cycle Parking**

6.164 The adopted London Plan (2016) Policy 6.13 (Parking) states that the Mayor will seek to ensure an appropriate balance is struck between promoting new development and preventing excessive car parking.

6.165 Policy DM9 (Managing Vehicle Use for New Development) of the RBK Core Strategy requires all new developments to comply with car parking standards and implement parking management schemes. It seeks to ensure that new development does not give rise to congestion or compromise highway safety. It requires all new developments to comply with car parking standards and implement parking management schemes.

6.166 Policy CS7 states that car use should be managed to ensure sustainability, road safety and reduce congestion, including car club schemes and the provision of electric vehicle charging points and managing on and off-street parking provision to promote sustainability and residential amenity.

6.167 Draft policy T6 (Vehicle Parking) of the London Plan (2019), states that car-free development should be starting point for all development proposals in places that are well-connected by public transport.

6.168 The Draft London Plan (2019) requires 20% of all spaces to have active Electric Vehicle Charging Points (EVCP), and 80% of all spaces will have passive EVCP, thus future proofing the expected switch to electric cars.

6.169 The Draft London Plan (2019) also requires accessible parking to be provided at 3% of total capacity initially, with the potential for this to be increased to 7% of total capacity in future, subject to demand.

6.170 The Strategic Development Brief highlights that car parking provision should be in accordance with Policy and that new development should mitigate the impact of surface car parking on the public realm. It also highlights the need to include electric car charging points and car club bays.

- 6.171 The Proposed Development will help reduce the reliance on the private car in accordance with the Draft London Plan (2019) and encourage active travel through the provision of cycle parking. The Site's proximity to public transport facilities will offer a realistic alternative to the car.
- 6.172 A parking ratio of 0.4 spaces per dwelling is proposed, with a total of 868 spaces across the masterplan. Car parking will be provided throughout the Site, on-street, in parking courts and within basement and podium parking within the curtilage of individual building plots.
- 6.173 Measures proposed to manage parking include provision of car club spaces, electric vehicle charging points, cycle parking, and a restriction on new residents purchasing permits for nearby controlled parking zones.
- 6.174 In accordance with the Draft London Plan (2019), 20% of all spaces will be active Electric Vehicle Charging Points (EVCP), and 80% of all spaces will have passive EVCP. Accessible parking to be provided at 3% of total capacity initially, with the potential for this to be increased to 7% of total capacity in future, subject to demand.
- 6.175 Details on the management of the shared car park, primarily used by occupiers of the flats and disabled drivers, would be set out in a finalised Car Park Management Plan to be secured by pre- occupation condition.
- 6.176 It is acknowledged that parking stress on local roads in the vicinity is high. However, the provision of a car club, for which free membership would be secured for new residents for a minimum 3- year period and 10 hours free use, together with a S106 agreement to preclude future residents from obtaining a resident parking permit should parking restrictions be later introduced and a contribution towards cpz introduction, is considered sufficient mitigation to support the level of car parking being proposed across the masterplan.
- 6.177 Phase 1 will provide 117 car parking spaces across the three blocks, with 24 provided for Block B, 38 spaces for Block C, and 55 spaces at Block E. These will be managed in accordance with Section 4.6 of the accompanying Transport Assessment.
- 6.178 In line with the draft London Plan 3% of all spaces will be accessible spaces. 20% of all spaces will have active electric vehicle charging points and 80% will have passive infrastructure provided. Two parking spaces will be provided for car club spaces.

6.179 The cycle parking provision within Phase 1 will be accessed at grade from the street level and distributed throughout each Block. Cycle parking is to be provided within Phase 1 as follows:

- 821 long term secure residential spaces;
- 14 short term residential visitor spaces;
- 8 long term non-residential secure spaces; and
- 44 short term non-residential visitor spaces.

6.180 The proposal accords with the parking and cycle parking standards as per the Draft London Plan (2019) and reflects the objectives of the Development Plan and Strategic Development Brief to shift to more sustainable modes of transport.

6.181 It is also be noted that a Travel Plan and Car Parking Management Plan have been submitted within this application package.

### **Children's Play Space**

6.182 London Plan Policy 3.6 seeks to ensure that all children and young people have safe access to good quality, well designed, secure and stimulating play and informal recreation space. Paragraph 3.41 further states that developments which meet the appropriate size thresholds should provide playspace, which should "normally be made on-site."

6.183 The Mayor's SPG "Providing for Children and Young People's Play and Informal Recreation" requires play facilities to meet the needs of the expected child population through the provision of 10sqm of playable space per child.

6.184 RBK Policy DM13 states that appropriate play space provision should be provided within new developments.

6.185 Landscaping details have been submitted with this application, including proposed landscaping design and a breakdown of the communal open space areas including existing and proposed demands, and formal and informal children's play provision. In total however, the amount provided across the masterplan is 9,780sqm, which is in accordance with the Mayor's play space requirements.

## **Green Infrastructure and Open Space**

- 6.186 The Application seeks to deliver high quality green infrastructure across the Site, consisting of green routes, neighbourhood streets, public gardens and semi-private landscaped podium spaces of varying scale and nature. As set out above within section 5, and within Volume 1 of the Design and Access Statement substantial enhancements to the landscaping and open spaces across the Site are proposed. In terms of the Urban Greening Factor, it is estimated that the Masterplan area could achieve an Urban Greening Factor score of 0.414.
- 6.187 London Plan Policies 2.18, 5.10 and 7.5 require developments to make a positive contribution to London's network of open spaces. Draft Policy G1 in the Draft London Plan (2019) also requires green infrastructure to be fully integrated into new developments and Draft Policy G5 recommends an urban greening factor score of 0.4 for developments that are predominantly residential.
- 6.188 RBK Policies CS3 and DM5 requires enhanced and improved access to public spaces to be provided as part of new development.
- 6.189 The Strategic Development Brief highlights the need for development proposals to retain Madingley Green and Gardens as much as possible. It also states that residents expressed a desire for a central community space and green where children can safely play and be seen by surrounding buildings. A comprehensive landscape strategy is a key requirement, as well as the potential for positive interaction between the new community space and open space.
- 6.190 Green infrastructure has been integrated into the design and the Proposed Development would deliver a connected public realm that has retained part of Madingley Green and Fordham Gardens. The new community space fronts onto Madingley Green and would be delivered at the outset of the project within Phase 1 and is included within the detailed proposals. A central large open space (Cambridge Grove Gardens) is also proposed as part of the masterplan.
- 6.191 It is therefore considered that the Proposed Development would be in accordance with London Plan Policies 2.18, 7.5 and 7.17, RBK Policies CS3 and DM5, the Strategic Development Brief and the Draft London Plan (2019).

**Biodiversity, Ecology and Trees**

- 6.192 The NPPF requires planning decisions to help protect and enhance the natural environment.
- 6.193 RBK Policy CS3 details that the Council will protect and improve Kingston's natural and green environment.
- 6.194 Policy DM6 states that the Council will seek to ensure new development protect and promote biodiversity as part of sustainable design including via landscaping, tree planting and habitat enhancement. Major applications will require an ecological assessment.
- 6.195 Policy 7.19 of the London Plan 2016 states that wherever possible, development proposals should plan for nature and take opportunities for positive gains through the layout, design and proposed materials, to make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 6.196 The Strategic Development Brief highlights the need to retain as many trees on the Site as possible and in particular the prominent Willow tree between Tadlow and Pipe Hall.
- 6.197 The Application Site contains a number of trees and other vegetation, and an Arboricultural Impact Assessment has been prepared and submitted with this application.
- 6.198 Some trees would need to be removed to make way for the Proposed Development. The removal of these trees allows the retention of better-quality trees, and this was carefully considered as part of the layout design to minimise landscape and arboricultural impacts. The report notes that trees which make a positive contribution to the layout have been retained wherever possible.
- 6.199 In particular, the report identifies mature trees of some value to be retained and protected, particularly during the construction period via root protection areas. It is anticipated that these requirements would be secured via appropriate conditions in the event of planning permission.
- 6.200 An ecological assessment has also been prepared and submitted with this application. The assessment documents the methods and findings of the Phase 1 habitat survey and desktop study carried out at the site, and subsequently provides an appraisal of the likely ecological effects of the proposals.

- 6.201 In terms of faunal use of the Site, a number of trees have been identified that support bat roosting features, whilst the Site also provides opportunities for common birds and mammals (including Hedgehog).
- 6.202 The Application Site has the potential to support a number of protected species including:
- Low potential to support foraging bats.
  - Moderate potential to support roosting bats.
  - Confirmed presence of nesting birds.
  - Low potential to support west European hedgehog.
- 6.203 A non-statutory site (Kingston Cemetery Site of Importance for Nature Conservation) lies within 20 metres of the Application Site.
- 6.204 A number of measures are recommended to safeguard trees, bats and nesting birds, whilst recommendations are also made with respect to Hedgehogs, in the unlikely event that they are present at the Site.
- 6.205 These include the production of a Construction Environment Management Plan (CEMP), scheduling Site clearance outside of the nesting bird season where possible, or where not possible, following a check of any suitable nesting bird habitat by a suitably qualified ecologist prior, provision of bird and bat boxes to compensate for lost opportunities and provision of soft landscaping designed with local biodiversity in mind.
- 6.206 Biodiversity Net Gain measures are proposed, which have been selected to compliment local conservation objectives and provide habitat for the stag beetle, bats, black redstart and house sparrow. To contribute to delivering this, ecological enhancement recommendations are made, including:
- Provision of extensive, substrate-based biodiverse roofs on suitable flat roof areas;
  - Biodiverse roof enhancements to provide additional invertebrate habitat features;
  - Wildflower turf incorporated on any 'amenity grassland' areas;
  - Wildlife friendly soft landscaping in public realm; and
  - Diverse tree planting.
- 6.207 Additional enhancement recommendations include provision of additional bird nest boxes and bat boxes across the Site.

- 6.208 A high level, overarching Ecological Management Plan is proposed for the Site. The Site wide EMP would detail the high-level ecological mitigation and enhancement measures to be implemented on Site as part of the development, with individual EMPs on a phase by phase basis.
- 6.209 It is considered that these recommendations would be secured via appropriate conditions on any grant of planning permission.
- 6.210 It is noted that extensive landscaping is proposed for the Site, including lawn, hedge and shrub planting, new tree planting and formal and natural play areas.
- 6.211 The Proposed Development has sought to minimise impacts and is considered unlikely to result in significant harm to biodiversity. A substantial net gain in biodiversity value is also predicted. Mitigation and enhancement measures are proposed and thus the proposals are considered to meet the Council's objectives as per policies CS3 and DM6.

### **Air Quality**

- 6.212 RBK has declared an AQMA for nitrogen dioxide that covers the whole Borough. The Council has since developed an Air Quality Action Plan (Royal Borough of Kingston upon Thames, 2016). This sets out 24 actions to improve air quality within the Borough, covering themes including encouraging public transport, traffic management, reducing emissions from cars and freight vehicles, sustainable transport (cycling and walking), implementation of travel plans, development control and monitoring of air quality.
- 6.213 Policy 7.14 of the London Plan 'Improving Air Quality' addresses the spatial implications of the Mayor's Air Quality Strategy and how development and land use can help achieve its objectives. It recognises that Boroughs should have policies in place to reduce pollutant concentrations, having regard to the Mayor's Air Quality Strategy. Policy SI1 of the Draft London Plan (2019), 'Improving Air Quality' states that "*Development plans, through relevant strategic, site specific and area-based policies should seek opportunities to identify and deliver further improvements to air quality and should not reduce air quality benefits that result from the Mayor's or boroughs' activities to improve air quality*".
- 6.214 RBK Policy CS1 refers to Climate Change Mitigation and states that: "*The Council will [...] ensure that all development (including extensions, refurbishments and conversions) is designed and built to make the most efficient use of resources, reduce its lifecycle impact on the environment and contribute to climate change mitigations and adaptation by [...] reducing levels of pollution; air, water noise and light...*"

- 6.215 The air quality impacts associated with the proposed residential development have been assessed. The assessment has demonstrated that future residents of the development will experience acceptable air quality, with pollutant concentrations below the air quality objectives.
- 6.216 The development will have no adverse effects on local air quality conditions, and does not introduce new exposure within an area of poor air quality, thus no additional mitigation has been proposed for the operational impacts.
- 6.217 A range of measures have been recommended for the construction phase of the development to ensure no undue air impacts such as dust emissions. It is anticipated these would be implemented via a condition upon approval.

### **Noise**

- 6.218 Paragraph 170 of the NPPF 2019 requires that planning decisions should prevent new development from contributing to unacceptable levels of noise pollution. Furthermore, paragraph 180 sets out that planning decisions should ensure new development is appropriate, and should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development, and avoid noise that gives rise to significant adverse impacts on health and the quality of life.
- 6.219 Draft London Plan (2019) Policy D14 seeks to ensure that new developments mitigate and minimise the potential adverse impacts of noise on health and quality of life. RBK Policy DM1 requires new developments to minimise noise impact in line with industry best practice.
- 6.220 An Environmental Noise Assessment has been submitted to support the application, which details the noise surveys that have been undertaken to understand the ambient noise levels at the Site. This concludes that the proposed design and layout of the Site, and its use for residential dwellings, would achieve the required noise levels to be considered acceptable and therefore no mitigation measures are required.
- 6.221 Therefore, the Proposed Development would be acceptable as it would not contribute to unacceptable levels of noise pollution or result in adverse noise impacts on future residents.

## **Water Resources**

- 6.222 Paragraph 162 of the NPPF states that local authorities, when determining any planning applications should ensure that flood risk is not increased elsewhere and where appropriate, applications should be supported by a site-specific flood risk assessment.
- 6.223 Policy 5.13 in the London Plan (2016) and Policy SI13 in the Draft London Plan (2019) seek to ensure that development proposals include SuDS that aim to return water run-off rates back to greenfield levels and manage surface water runoff as close to source as possible.
- 6.224 Policy DM4 relates to flooding and seeks to ensure that new development includes SuDS within schemes to reduce surface water runoff rates.
- 6.225 A Flood Risk Assessment (FRA) and a Sustainable Drainage Statement (SDS) have been prepared for this proposal and submitted with this application. The Site is located entirely within Flood Zone 1 and is not in a groundwater source protection zone.
- 6.226 The submitted report demonstrates that the Proposed Development is not at significant risk of flooding subject to the recommended flood mitigation strategies being implemented. These mitigation measures are proposed to ensure that any increase in flood risk as a result of climate change does not affect the Proposed Development or have a detrimental impact on neighbours.
- 6.227 Mitigation measures proposed include the setting of residential ground floor levels, flood warning systems and flood evacuation plan for the non-residential development, and drainage systems and their maintenance measures to ensure that the Site is safe for use for the lifetime of the development
- 6.228 The FRA concludes that development will not increase flood risk to the wider catchment. The proposed surface water run off will be controlled and appropriate SUDS techniques have been proposed to attenuate flows in order to discharge water at approved rates of 10.0 l/s.
- 6.229 The Phase 1 development will increase the foul flow to the public sewer due to the increased number of dwellings. Thames Water has confirmed that there is sufficient capacity in the existing system to accommodate the proposed increase in flow.

6.230 The Proposed Development would accord with the measures set out in Policy DM4, London Plan Policy 5.13, Policy SI13 in the Draft London Plan and the NPPF.

### **Energy and Sustainability**

6.231 The NPPF promotes a presumption in favour of sustainable development which is seen as a golden thread running through both plan making and decision taking.

6.232 Draft Policy SI2 (Minimising greenhouse gas emissions) of the London Plan (2019) stipulates that in meeting the zero-carbon target, a minimum onsite reduction of at least 35% beyond Building Regulations is expected. Residential development should aim to achieve 10 per cent, and non-residential development should aim to achieve 15 per cent through energy efficiency measures.

6.233 Draft Policy SI3 (Energy Infrastructure) of the London Plan (2019) states Major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system. The heat source for the communal heating system should be selected in accordance with the following heating hierarchy:

- a) Connect to local existing or planned heat networks;
- b) Use zero-emission or local secondary heat sources (in conjunction with heat pump, if required);
- c) Use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network);
- d) Use ultra-low NOx gas boilers.'

6.234 Draft Policy SI4 (Managing Heat Risk) seeks for energy strategies to demonstrate how they intend to reduce the risk of internal overheating, in line with the cooling hierarchy.

6.235 Policies 5.1 and 5.2 of the London Plan (2016) seek to mitigate climate change and achieve an overall reduction in London's carbon dioxide emissions through a range of measures including less energy, supplying energy efficiently and using renewable energy.

6.236 Policy 5.3 (Sustainable Design and Construction) of the London Plan (2016) states that development proposals should demonstrate that sustainable design standards are integral to the proposal. This should include:

- *Minimising carbon dioxide emissions across the Site, including the building and services (such as heating and cooling);*
- *Avoid internal overheating and contributing to the urban heat and island effect;*
- *Promoting and protecting biodiversity and green infrastructure; and*
- *Design features such as green roofs can enhance biodiversity, absorb rainfall, improve the performance of the building, reduce the urban heat island effect and improve the appearance of a development.*

6.237 The current RBK Core Strategy was adopted in April 2012, as is largely out of date with regards to energy policy. Specific energy targets within this plan are based on Code for Sustainable Homes (CfSH), which has now been discontinued. Until such time as a new Local Plan is adopted, energy targets should be in line with the latest London Plan Policy targets.

6.238 The Strategic Development Brief highlights the need to comply with relevant London Plan and RBK policy and that a redevelopment of this size and scale should benefit from a CHP system.

6.239 An Energy and Sustainability Statement prepared by Hodkinson has been submitted with this application and concludes that the estimated CO<sub>2</sub> emissions of the development have been calculated using SAP 10.0 carbon emission factors, which are more up to date than the carbon emission factors in current SAP 2012 methodology, and reflect the decarbonisation of the electricity Grid.

6.240 A range of advanced *Be Lean* energy efficiency measures are proposed, including energy efficient fabric, mechanical ventilation with heat recovery, thermal bridging, communal gas boilers for heat and hot water, LED lighting and sub-metering for non-residential uses. This allows the development to achieve a reduction of 13% in Regulated CO<sub>2</sub> emissions for the residential development and 20% for the non-residential development.

6.241 In accordance with the Energy Hierarchy, the feasibility of heating infrastructure as a Be Clean measure has also been carefully examined. Following a site analysis, a site wide heating network with a plant room located at the base of Block E will be present. This is to enable the connection to the wider heat network that is being developed by the Royal Borough of Kingston Upon Thames. This heat network is expected to utilise heat pumps for heat generation. This development is intended to be the anchor site and is likely to be connected to this wider network. This achieves an onsite carbon reduction of 48%, exceeding the 35% required by Policy SI2 of the Draft London Plan (2019).

- 6.242 A range of Be Green renewable energy generating technologies have been considered. In line with Policy SI2 renewables have been maximised through the application of low carbon heating and where safely and practicably feasible, application of photovoltaics.
- 6.243 The combination of Be Lean, Be Clean and Be Green measures proposed results in an overall 63% reduction in Regulated CO2 emissions over the Part L 2013 baseline.
- 6.244 London Plan policy requires that all major residential developments are subject to an additional offset payment to meet a 100% reduction in Regulated CO2 emissions to achieve the standard of Zero Carbon. This payment is made to the local borough's Carbon Offsetting Fund and is expected to be allocated to carbon reduction savings elsewhere in the borough.
- 6.245 The current adopted GLA carbon offsetting policy sets the offset payment price for residential development at £60 per tonne of Regulated CO2 per year, for a period of 30 years.
- 6.246 In line with London Plan policy, the Proposed Development will commit to offset Regulated CO2 emissions through a payment to the Royal Borough of Kingston upon Thames. The shortfall for the detailed phase of the application has been calculated as 175 tonnes CO2 per annum, resulting in an estimated offset payment of £315,521. For the remaining outline phases of the development the shortfall has been calculated as 659 tonnes CO2 per annum, resulting in an estimated offset payment of £1,501,496.

### **Socio-Economic Considerations**

- 6.247 The Site is located within an area evidenced to have high levels of deprivation, compared to the rest of the Borough, and London as a whole. In addition, low levels of public health are present which can affect the quality of life of existing residents.
- 6.248 The Proposed Development seeks to address this by enhancing the physical environment of the Application Site, in order to improve the life chances and opportunities of those living in the most deprived areas of Kingston.
- 6.249 The regeneration of CRE seeks to provide socio-economic opportunities for residents through the following measures:

- The creation of local employment, both during construction of the development and once the regeneration is complete, with CRE re-occupied. The Proposed Development could be expected to sustain 456 Full Time Employment jobs per month during construction, and between 78 and 104 jobs once complete, and operational.
- Further employment opportunities can be reasonably expected by indirect employment through the use of local suppliers of construction and process materials, plant and equipment, in addition to services through food and beverage outlets. The development is therefore anticipated to have a positive impact on seeking to reduce local unemployment.
- Provision of flexible commercial floorspace and retail/community floorspace. This will seek to meet local health needs, provide community facilities and seek to create a balanced and quality regeneration at CRE.
- Creation of local housing provision of up to 2,170 homes, including a mix of units, sizes and tenures all design to meet the modern, high quality needs of a diverse society, available to all of the community and thus creating a mixed and balance sustainable development.
- Access to green infrastructure - the Development provides an enlarged quantum of open space amounting to up to 51,214 sqm, including provision of up to 29,836 sqm of public accessible open space, up to 8,602 sqm of semi-private open space, and up to 12,776 sqm of privately demised open space.

### **Health Impact Assessment**

6.250 Chapter 8 of the NPPF, Promoting Healthy and Safe Communities, states that decisions should aim to achieve the following key features to a healthy and safe community:

- "Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use development, strong neighbourhood centre, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

- Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”

6.251 Policy GG3 in the Draft London Plan (2019) advocates the use of Health Impact Assessments.

6.252 For the Proposed Development, a Health Impact Assessment has been undertaken and assessed against 11 key health themes:

- Housing quality and design
- Access to healthcare services and other social infrastructure
- Access to open space and nature
- Air quality, noise and neighboured amenity
- Accessibility and active travel
- Crime reduction and community safety
- Access to healthy food
- Access to work and training
- Social cohesion and lifetime neighbourhoods
- Minimising the use of resources
- Climate change

6.253 The development has been designed to provide a high quality, attractive and healthy environment for future users. As part of the design of the development, a new community has been created which meets local housing need and enhances green infrastructure for the benefit of the occupants and of the local public. The proposed dwellings have been designed to be high quality and part of a new high quality community.

6.254 The assessment concludes that the development is found to have a positive health effect in relation to all the key health themes.

**Fire safety**

6.255 A Fire Statement is submitted as part of this planning application, as required by the Intend to Publish London Plan policy D12 which seeks to ensure that development proposals achieve the highest standards of fire safety. The Statement, which is prepared by a suitably qualified person, has addressed the requirements of the policy and confirms that the development is designed to achieve high standards of fire safety and is fully compliant with regulations.

**Planning Balance**

6.256 The Proposed Development would make a significant and positive contribution to the Borough's housing supply in terms of both market and affordable dwellings, in a sustainable location. It would regenerate a deprived Estate and improve the quality of life for a significant number of Kingston residents.

6.257 In the context of the Council's lack of five year housing land supply, paragraphs 11(d) and 73 of the NPPF are triggered by virtue of the presumption in favour of sustainable development and the tilted balance. This require Local Planning Authorities to grant planning permission without delay unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, or where other NPPF policies provide a clear reason for refusing the development.

6.258 The proposals represent a sustainable form of development, and there would be no adverse impacts that would significantly and demonstrably outweigh the benefits. As such the proposal complies with the NPPF, the London Plan 2016, Draft London Plan (2019), the Core Strategy and the Strategic Development Brief.

## **7.0 CIL, DRAFT HEADS OF TERMS AND CONDITIONS**

### **Community Infrastructure Levy (CIL)**

7.1 The Mayor of London adopted his new Mayoral CIL (MCIL2) charging schedule in February 2019 to help finance Crossrail 1 and Crossrail 2. As set out in the adopted MCIL2 Charing Schedule, RBK is located in MCIL2 Zone 2 which has a charge of £60 per sqm for all development.

7.2 RBK adopted a CIL Charging Schedule in November 2015. In respect of the Site, it is located in CIL Zone 3 and the relevant charges are as follows:

- Residential: £85 per sqm
- All other retail (A1-A5): £20 per sqm
- All other uses: £20 per sqm
- Public Services and Community Facilities: £0 per sqm

7.3 Section 155 of the Housing and Planning Act 2016 inserted Section 75ZA into the Town and Country Planning Act 1990 requiring the inclusion of information about financial benefits arising from developments to be included within any report made by an officer of the authority for the purposes of a non-delegated determination of an application for planning permission.

7.4 Therefore, it is considered that the Case Officer should report to Members the financial benefits arising from the Proposed Development, including:

- Financial contributions secured via the s106 legal agreement;
- Provision of a CIL contribution; and
- Additional Council Tax Revenue.

### **Planning Obligations and Heads of Terms**

7.5 The need for (and justification of) any planning obligations are to be considered on a case by case basis, having regard to the statutory 'tests' as now amplified within Regulation 122 of the Community Infrastructure Regulations. Planning Obligations must be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

7.6 The following Draft Heads of Terms have been discussed with the LPA prior to submission of the Planning Application and will be discussed further during the determination period of the Planning Application:

- Open Space and Play Space Provision;
- Travel Plan and Monitoring;
- Car Club;
- Parking Surveys;
- Cycling Improvements;
- Highways Stopping Up;
- Controlled Parking Zone – Restrictions on permit eligibility;
- Carbon Offset;
- Decentralised Energy Network and Alternative Energy Strategy;
- Affordable Housing;
- Wheelchair User Dwellings; and
- Management of Community Facilities.

7.7 Following registration of the Planning Application, we will seek to finalise Heads of Terms with the Council's Planning Officer, to allow the expedient submission of a draft Legal Agreement, well in advance of the Planning Application being presented to the Development Management committee.

### **Planning Conditions**

7.9 The list below covers some of the matters that we would envisage being covered by planning conditions attached to any forthcoming Planning Permission:

- Approved Plans
- Conformity with Parameter Plans and mitigation measures within the ES
- Conformity with Design Guidelines
- Amendments to Phasing Sequence
- Use Classes and Maximum Floorspace
- Reserved Matters Applications
- Unit Mix

- Demolition and Construction Environmental Management Plan (CEMP)
- Construction Logistics Plan
- Site Waste Management Plan
- Written Scheme of Investigation for Archaeology
- Service Management Plan
- Levels of Buildings, Roads, Parking Areas and Pathways
- Cycle Parking Details
- Piling Method Statement
- Hard Landscaping
- Soft Landscaping
- Details of Facing Materials including sample panel
- Detailed Remediation Strategy and Verification Plan
- Secure by Design
- Future Proofing for Heat Network
- Compliance with Energy Strategy
- Carbon Reductions
- Detailed Drainage Design
- BREEAM
- Overheating
- Sustainable Design and Construction Standards including Energy Monitoring
- Microclimate (Reserved Matters Applications)
- Drainage Strategy (Reserved Matters Applications)
- Fire Strategy (Reserved Matters Applications)
- Tree Protection Details
- Adapted and Adaptable Wheelchair Unit Details
- Car Parking Management Plan
- Travel Plan
- Estate Management Strategy

## 8.0 CONCLUSION

8.1 This Planning Statement has been prepared by Barton Willmore LLP on behalf of Cambridge Road (RBK) LLP to support a Hybrid Planning Application for the residential-led mixed use redevelopment of the Cambridge Road Estate. In accordance with section 38(6) of the PCPA, this Planning Statement demonstrates that the Proposed Development accords with the provisions of the Development Plan and identifies any key considerations material to the determination of this Application.

8.2 The Council initially started the Housing Regeneration programme in August 2015 and the submitted Application represents a significant milestone in the project that will enable the physical, social, economic and environmental regeneration of the Estate to commence in 2021. Extensive community engagement and involvement in accordance with the Mayor of London's Estate Regeneration Good Practice has underpinned the process to date and will continue to do so in the future as the regeneration project is implemented. Key milestones include:

- Comprehensive redevelopment and replacement of all homes being the preferred option following consultation in spring 2017;
- Residents shaping the Strategic Development Brief for the regeneration project that was published in July 2017;
- Resident representation and scrutiny in the selection of the preferred development partner; and
- The Resident Ballot - From the 820 eligible voters, a turnout of 86% was achieved, with 73% voting in favour of the regeneration proposals.

8.3 With regards to the Vision Statement for the successful regeneration of the Estate within the Strategic Development Brief, Table 18 below demonstrates how the submitted Planning Application will help to deliver this.

Table 18: Delivering the Vision for the Regeneration of the Estate

Vision Statement	How it is being Delivered
<p><b>Putting the community at the heart of the regeneration</b></p>	<p>The Applicant has placed the community at the heart of the proposals since August 2015 as demonstrated within the submitted Statement of Community Involvement. The design of the Proposed Development has evolved as part of an iterative design process and the submitted Planning Application has been shaped by the invaluable feedback received to date. Whilst the submission of this Planning Application is an important milestone in the regeneration of the Estate, the Applicant acknowledges the need to continue to the consultation and engagement journey as the project moves forward. The Community Board will be one of many groups that is fundamental to the ongoing dialogue and openness that is required to make the regeneration project a success.</p> <p>In the case of a successful planning application, the next steps would include:</p> <ul style="list-style-type: none"> <li>• Being in touch with residents in Phase 1 to start the rehousing process and support them with their move. Financial support will also be provided;</li> <li>• Talk to residents in a lot more detail about how construction will be managed sensitively, keeping any disruption to a minimum;</li> <li>• Involve residents in progressing the designs for the community centre, which will be a brilliant facility suitable for all to enjoy; and</li> <li>• Continuing to work with and support residents throughout the regeneration and continue to help with any questions residents have.</li> </ul>
<p><b>Provide a new model of family living</b></p>	<p>An improved range of home types and tenures will be delivered as a result of the Proposed Development and will compliment the network of routes, streets, open spaces and play areas that are proposed across the masterplan. Phase 1 includes family friendly flats, maisonettes and townhouses that have private balconies, terraces and shared amenity gardens.</p> <p>The unit mix will be reviewed on a Phase by Phase basis to take account of decant needs/local housing needs, market changes, demographic changes and other variables such as unforeseen demand and conversely, lack of demand for specific unit types. The Applicant has and will continue to work with residents to provide them with the accommodation they need. There will be ongoing opportunities to engage with residents in the future and respond to changes as Reserved Matters Applications for each Phase come forward.</p>
<p><b>Deliver a public realm led, high quality living environment</b></p>	<p>The masterplan will increase the provision of open space from 2.8ha to 3ha and an additional 0.8ha of semi-private open space is also proposed. Two larger areas of open space (Madingley Gardens and Cambridge Grove Park) are proposed that will serve the whole of the Site and surrounding community. These open spaces form part of a lattice of green routes, streets, open space, play space and semi-private amenity areas that contain existing and new trees across the Site, thereby creating a high quality sense of place that is public realm/landscape led.</p>

Vision Statement	How it is being Delivered
<p><b>Promote sustainable forms of travel and healthy living</b></p>	<p>A car lite scheme is proposed that will not increase car trips arising from the Site and the masterplan layout is predicted to help increase cycle usage and walking in the future. The scheme will also include cycle parking provision in accordance with the higher standards within the New Draft London Plan and 2 car club spaces are included within the detailed design for Phase 1.</p> <p>Volume 1 of the DAS includes an assessment of compliance against the Building for a Healthy Life Standards.</p>
<p><b>Transform the neighbourhood with high quality architecture and urban design</b></p>	<p>The masterplan is underpinned by the following design principles:</p> <ul style="list-style-type: none"> <li>• Connecting with the wider community;</li> <li>• Healthy streets;</li> <li>• A variety of homes;</li> <li>• Every home has a view to a green open space;</li> <li>• Maximising daylight through orientation;</li> <li>• Well-being - balconies and outdoor space;</li> <li>• A series of characters and neighbourhoods;</li> <li>• Townscape;</li> <li>• Safety and pride; and</li> <li>• Journey to your home.</li> </ul> <p>These principles underpin a placemaking approach to masterplanning that will help to create a distinctive sense of place and ultimately the creation of a place where people are proud to live, work and play.</p>

8.4 The table above demonstrates how the Vision for the Estate will be delivered and in addition to this, the majority of residents voted 'Yes' within the Ballot and supported the proposals to regenerate the Estate. The 'Yes' vote was underpinned by a number of commitments from the Applicant and Table 19 below demonstrates how the applicant is honouring these commitments.

Table 19: Honouring the Ballot Commitments

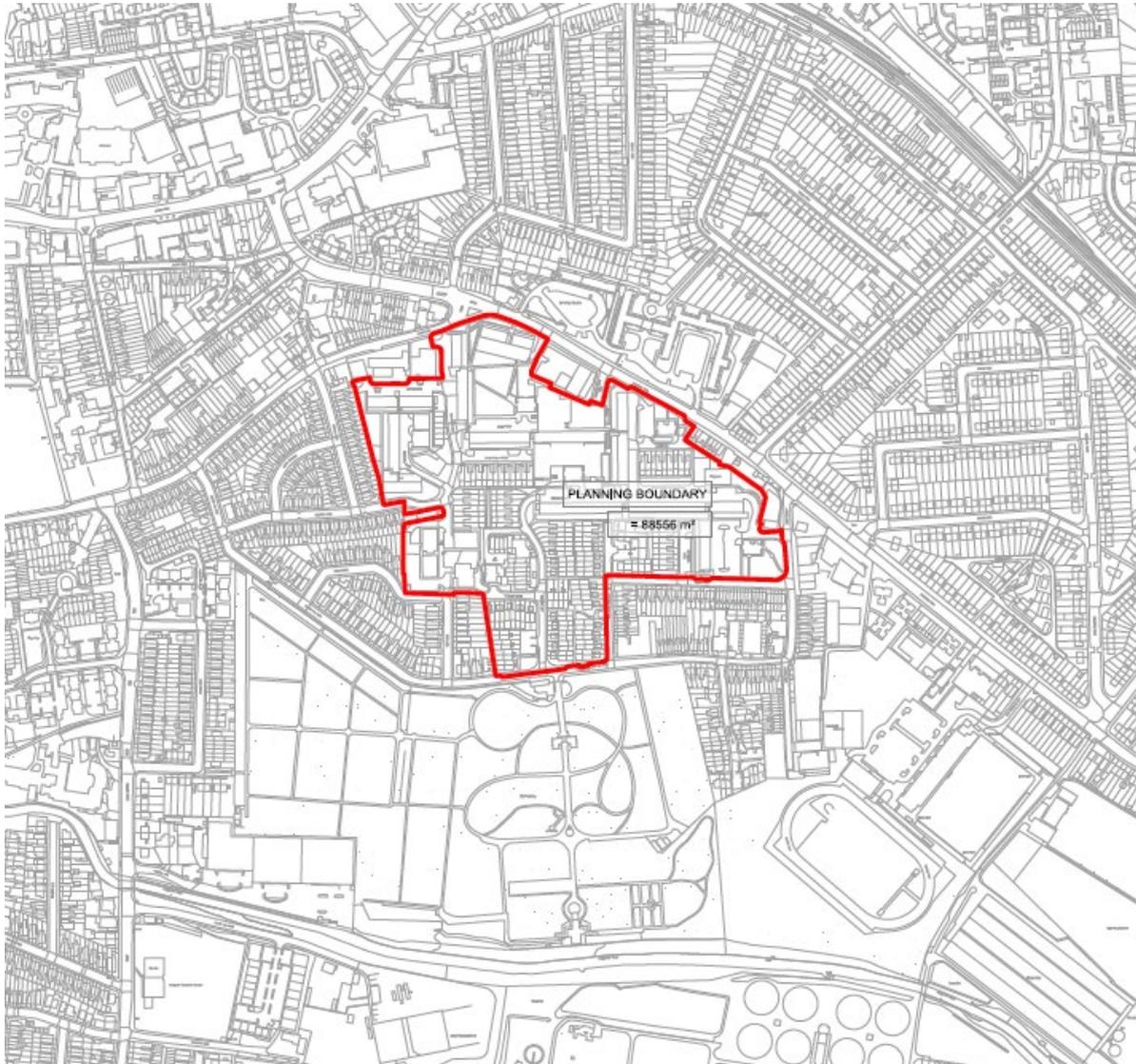
What Did a 'Yes' Vote mean	How this is being Delivered
<p>New secure homes, energy-efficient homes and homes which have the right number of bed spaces</p>	<p>The Application seeks outline approval for up to 2,170 new homes, including 452 new homes within Phase 1. Existing residents will have the right to move into a new secure home that complies with modern design standards and building regulations.</p> <p>The unit mix will be reviewed on a Phase by Phase basis to take account of decant needs/local housing needs and the Applicant will continue to work with residents to provide them with the accommodation they need.</p>
<p>A modern kitchen and bathroom</p>	<p>All homes will be provided with new modern kitchens and bathrooms.</p>

What Did a 'Yes' Vote mean	How this is being Delivered
A safer, more attractive estate	New high quality buildings and open spaces are proposed across the Site that reflect the iterative design process undertaken. The new public spaces, routes and streets have been designed to be attractive multifunctional spaces that are well used and feel safe.
Public spaces and play areas for everyone to enjoy	The masterplan is based on a lattice of green routes, streets, open space, play spaces and semi-private amenity areas that the whole community can use.
New reliable, accessible lifts	Each building core has 2 new lifts provided.
There will be more new Council homes than there are at the moment	An additional 192 affordable homes are proposed, with 92 of these being social rent.
A new neighbourhood that is designed to reduce antisocial behaviour and crime	The masterplan has been designed in accordance with the principles of Secure by Design to help prevent crime and create a safer community for people to live, work and play.
Modern community buildings	A new 1,250sqm community centre building that would be prominently located next to the new Madingley Gardens Open space is proposed within the first Phase of development.
A place for everyone to enjoy	Regeneration of the Estate would help to improve the physical environment, raise the aspirations and life chances, health and wellbeing of everyone living on the Estate. We also consider that the proposals would help to create a genuinely mixed, inclusive and balanced community for people to live.

- 8.5 In summary, this Planning Statement demonstrates that the principle of residential led redevelopment of the Site, non-residential uses including the re-provision of larger and better quality community facilities is acceptable from a planning policy perspective and aligns with the key objectives of the Development Plan, Draft London Plan, Strategic Development Brief and the Mayor of London's Good Practice Guide to Estate Regeneration to comprehensively redevelop the Estate and create a new high quality living environment for existing and future residents, with supporting social infrastructure.
- 8.6 The Proposed Development represents an opportunity to deliver a truly special and high-quality regeneration of the Cambridge Road Estate that will build and enhance its unique character, improve the quality of life of existing residents and create a place that people can be proud to live in and enjoy.

- 8.7 Based on the above and the supporting information that accompanies this Application, it complies with relevant planning policies and material guidance, delivers the strategic vision for the Site and honours the outcome of the resident's ballot vote. It delivers significant regeneration benefits to existing residents, the local community and the wider community within Kingston and London. The Applicant therefore respectfully requests that Planning Permission is granted on the basis that the Proposed Development accords with the Development Plan and other relevant material considerations weigh in favour of the regeneration proposals.

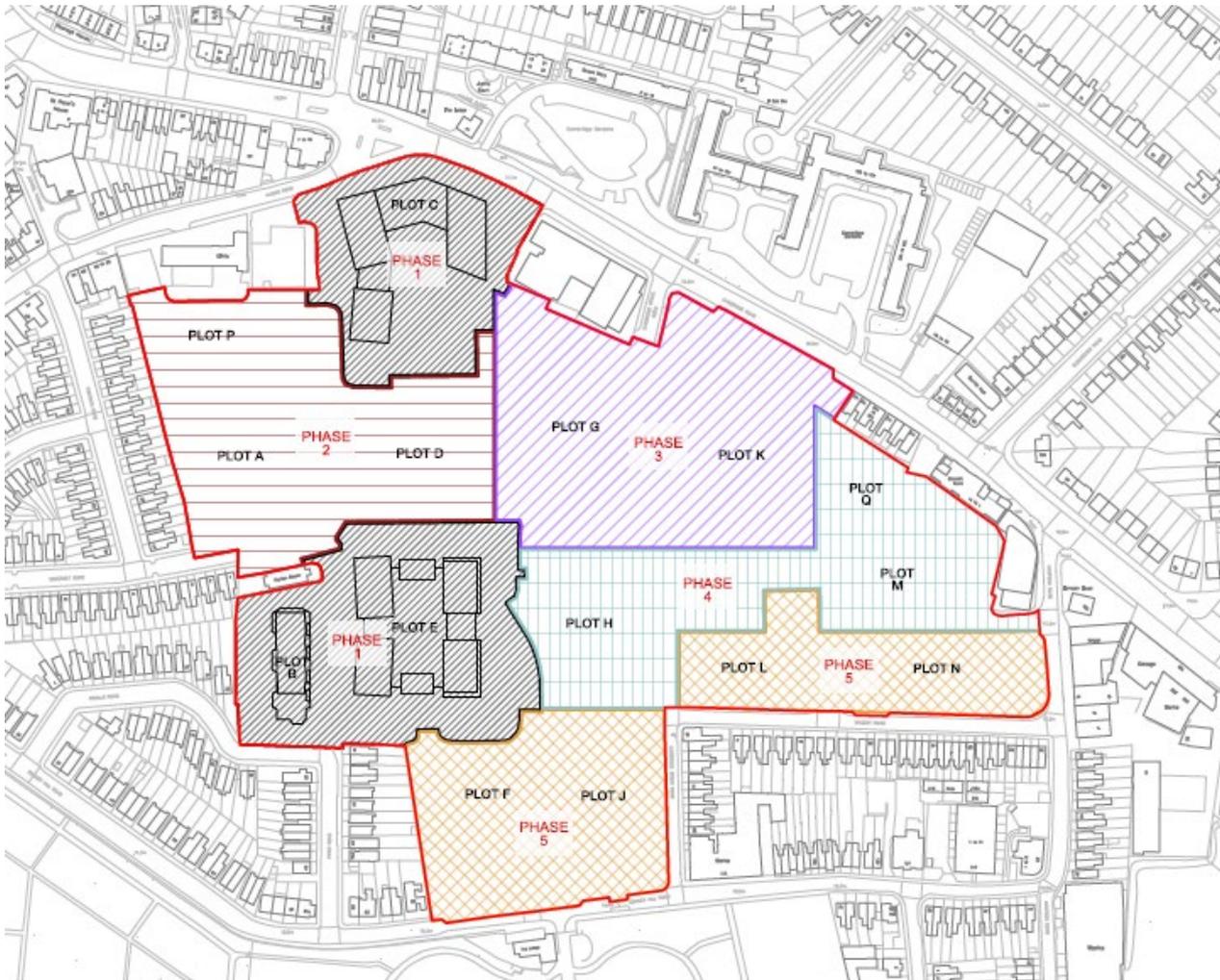
### Appendix 1: Site location plan



### Appendix 2: Illustrative Masterplan



### Appendix 3: Phasing plan



# 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

# Cambridge Road Estate



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