

# 6.0 Space Guidelines Washington : Piper

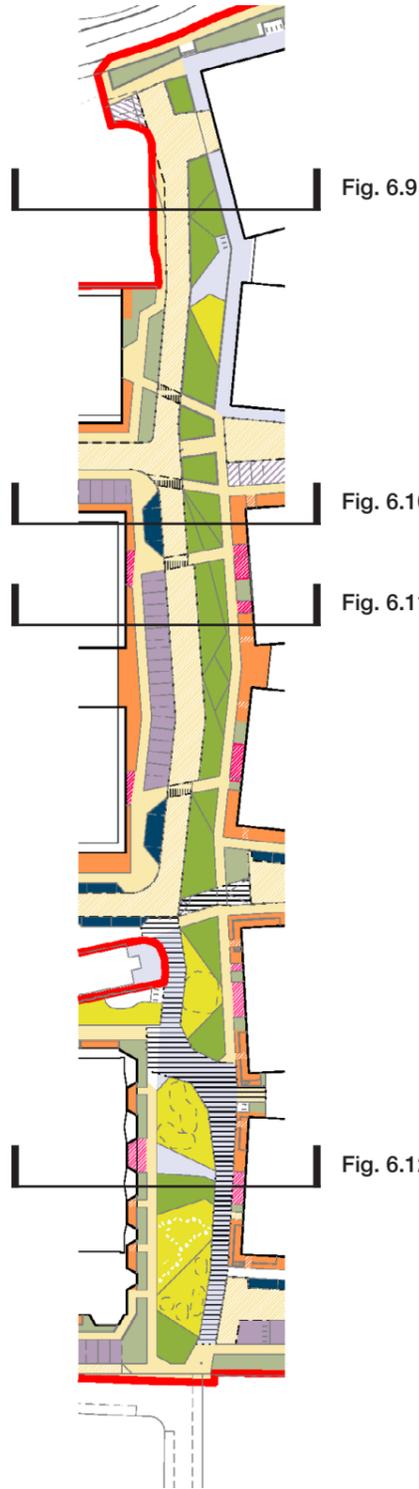
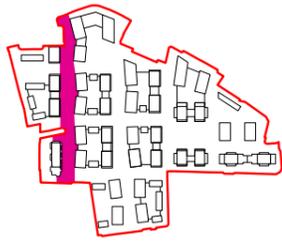


Figure 6.8: Street coding plan: along Washington : Piper.

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

### Legend:

- Planning boundary**
- Existing context**
- Primary trafficked roads**
- Home zone roads / secondary trafficked access ways**
- Emergency / service access route: Minimum 3.5m wide**
- Parking zone: Bay parking with intermittent planting**
- Parking zone: Bay parking**
- Parking zone: Planted street edge with intermittent parking**
- Parking zone: Parallel parking only**
- Flexible loading / parking**
- Demised off street parking**
- Pedestrian circulation zone**
- Doormat hardscape element**
- Communal entrance hardscape element**
- Hard landscaping**
- Activity zone: Interspersed play within landscaped areas**
- Private amenity zone / gardens**
- Buffer zone / street planting**
- Formal planting zone: Intensive planting**
- SUDS: Sustainable urban drainage and swales**
- Zones of permitted tree planting**
- Primary façade line (section diagrams)**
- Formal crossing point**
- Informal crossing point**

Figure 6.9: Street coding section: between the Clinic and Plot C.

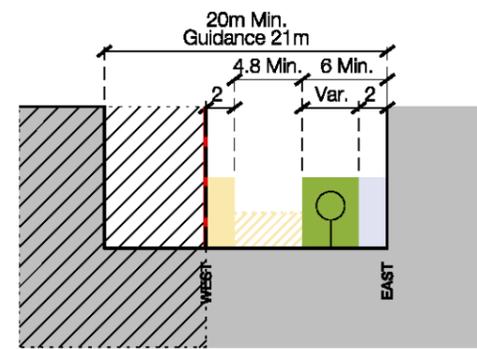


Figure 6.11: Street coding section: between Plot A and Plot D.

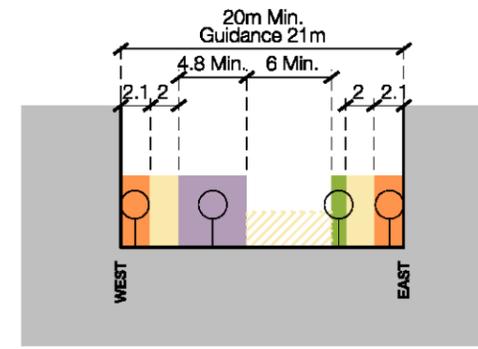


Figure 6.10: Street coding section: between Plot A and Plot D.

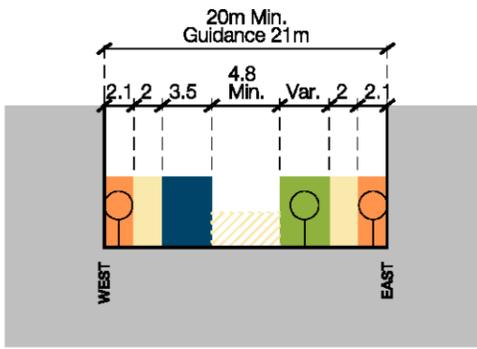


Figure 6.12: Street coding section: between Plot B and Plot F.

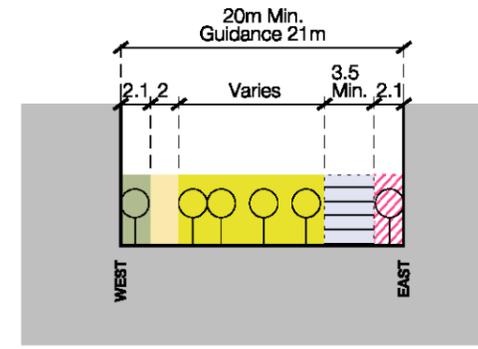


Figure 6.13: Street character precedents - green planted corridor.



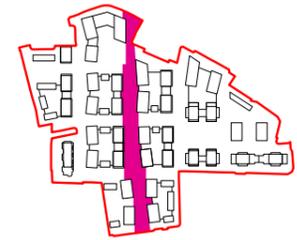
Figure 6.14: Street character precedents - supporting a variety of users.



Figure 6.15: Street character precedents - interspersed, informal play facilities

## 6.0 Space Guidelines

### Madingley : Willingham



#### 6.3 Madingley Avenue : Willingham Way

- 6.3.1 One of 4 key north:south axes, Madingley : Willingham (Madingley Avenue & Willingham Way) links Norbiton with Kingston Cemetery along a strong axis to reconnect Bonner Hill.
- 6.3.2 Madingley : Willingham is the principal organising element and north:south route through The Site. The route establishes the primary trafficked circulation route through The Site linking Cambridge Road to Vincent Road.
- 6.3.3 Madingley : Willingham is predominantly a residential route with semi-private front gardens, defensible spaces for homes and landscaping lining the route.
- 6.3.4 The character of Madingley : Willingham changes from north to south in response to adjacent uses.
- At the northern end of Madingley Avenue the route bounds the cultural hub in Plot C comprising of the community facilities for The Site and the restored Madingley Gardens.
  - The central portion of the route has a robustly residential character lined on both sides by accommodation.
  - South of the intersection with Vincent Road, Willingham Way is a quieter, non-trafficked route mediating between the trafficked central area and the Cemetery in the south.
- 6.3.5 Some areas of retail and workplace accommodation are clustered around the junction with Cambridge Road and Oakington Street in the north.
- 6.3.6 It is a route designed for circulation and a coming together of people with residential entrances, private gardens and public gardens lining the route.
- 6.3.7 Madingley : Willingham is characterised as a linear landscape route along which is strung a series of gardens and hard and soft landscaping running along the east side of the circulation zone.
- 6.3.8 Larger scale, linear buildings line both sides of the street providing a grandeur to the street.
- 6.3.9 The route is trafficked by vehicles, pedestrians and

- cyclists for two thirds of its length with the stretch south of Vincent Road restricted to pedestrians and cyclists only.
- 6.3.10 The route is comprised of a two-way vehicular trafficked carriageway with pedestrian circulation zones to the east and west.
- 6.3.11 A bold interspersed tree planting strategy reinforces the existing trees to establish an avenue along the length of the route.
- 6.3.12 A broadly consistent palette of tree planting is proposed for the central portion, with different tree categories proposed for each side of the street. Predominantly structural street trees line the west and native trees line the east to create a congruous visual appearance and calmness in the centre of The Site.
- 6.3.13 A series of slight kinks to the roadway works to retain existing trees along the road as important assets to the proposals. This allows for a variation in street widths to create different uses of green spaces focusing on SUDS, ecology and amenity.
- 6.3.14 Urban greening is maximised underneath trees by the addition of ornamental and native ground-cover planting to use for ecology and SUDs purposes while also adding visual and amenity value.
- 6.3.15 Perpendicular car parking is interspersed within the landscape and largely distributed along the eastern edge of the route.
- 6.3.16 Planting should be provided between parking areas to break up the repetitive nature of parking, soften streets and break-down expanses of hard surface.
- 6.3.17 **The design and configuration of the private amenity zone must align to the principles set-out within the Livery Guidelines (Chapter 4.0).**
- 6.3.18 Generous zones of hardscaping areas should be provided at entrances to non-residential uses.
- 6.3.19 **Pedestrian circulation zones must be incorporated on both sides of the street.**

- 6.3.20 To aid wayfinding and circulation there should always be one pavement (pedestrian circulation zone) which runs in a consistent line (north-south) and does not crank east or west.
- 6.3.21 **Material design and detail for Madingley : Willingham as a whole must be similar to create consistent hierarchy and visual coherency across the space.**
- 6.3.22 Ground floor homes include front gardens and defensible spaces which overlook the street adding safety and security.
- 6.3.23 Buildings should be set back to achieve separation of 21m (in accordance with the Horizontal Parameters identified in Section 2.10).
- 6.3.24 **Pedestrian Zebra crossings and other crossings must be incorporated. The strategic positions are identified on the adjacent diagram (refer to Fig. 6.17). These must be flush with the level of the road surface where they cross Madingley Avenue.**
- 6.3.25 A loading area should be incorporated in the north of Madingley Avenue to service non-residential uses in Development Plot C and G.
- 6.3.26 **The loading area must minimise vehicle intrusion into the landscape space at the north of Madingley Avenue.**

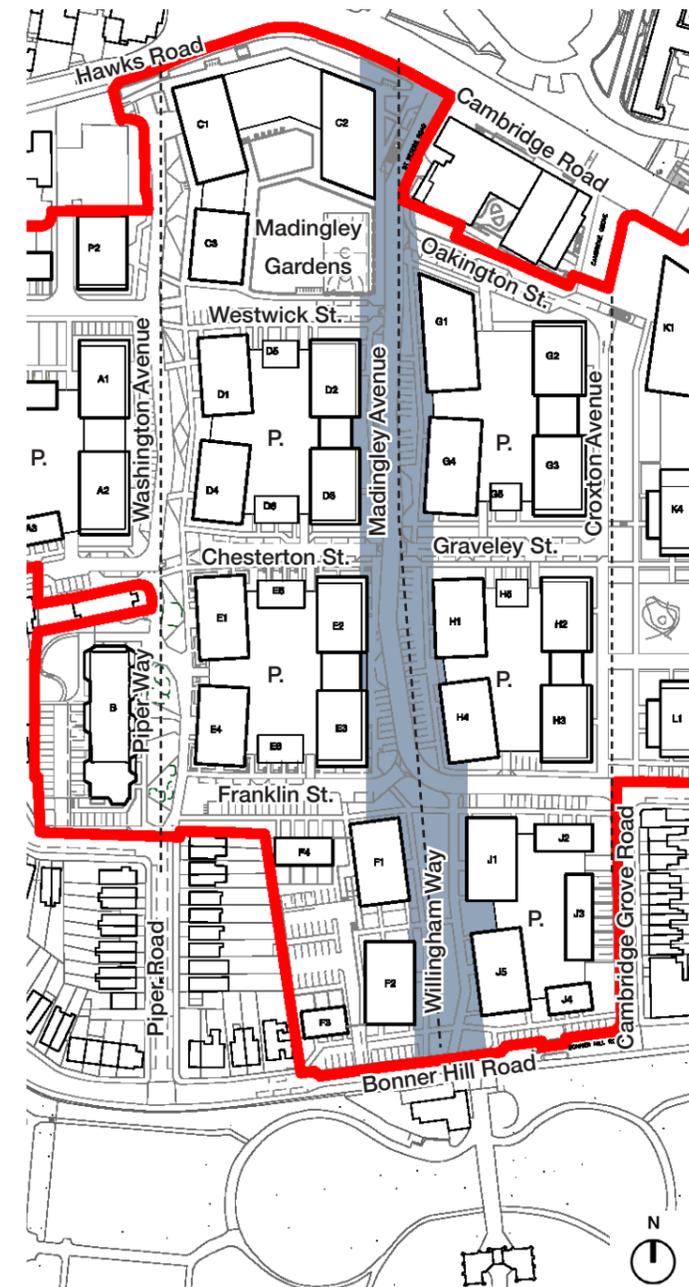


Figure 6.16: Madingley : Willingham location plan.

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

# 6.0 Space Guidelines Madingley : Willingham

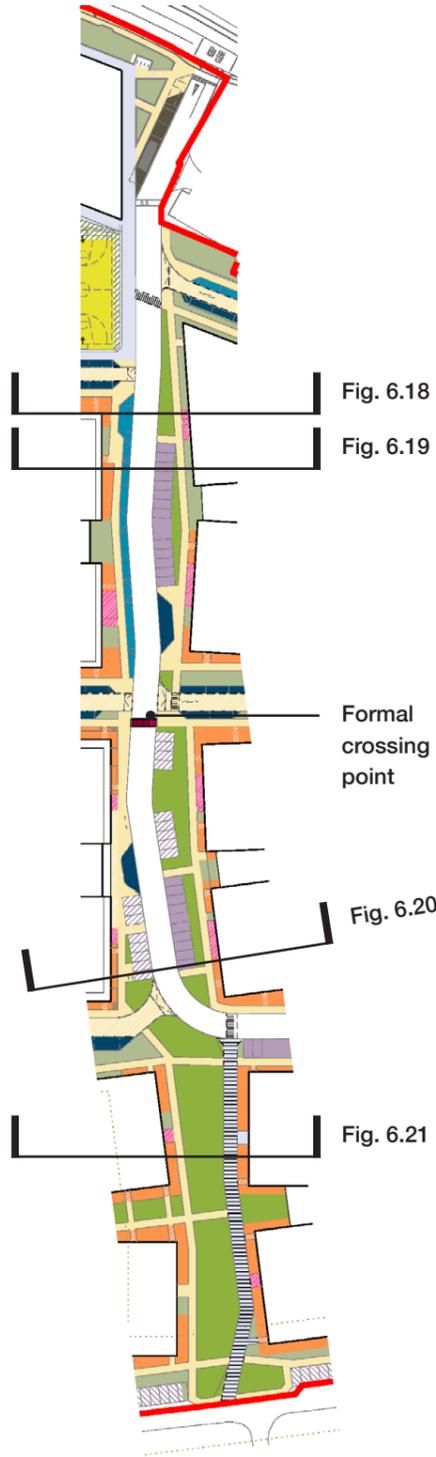
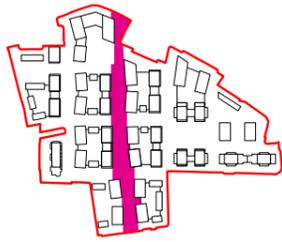


Figure 6.18: Street coding section: between Plot D and Plot G.

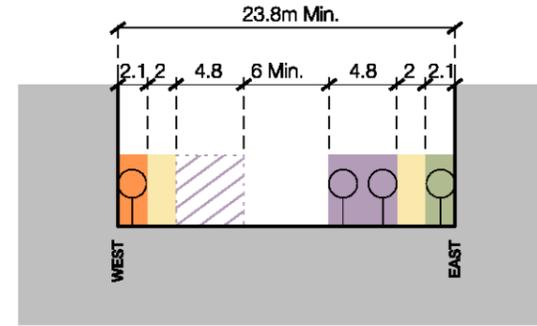


Figure 6.20: Street coding section: between Plot F and Plot H.



Figure 6.19: Street coding section: between Plot D and Plot G.

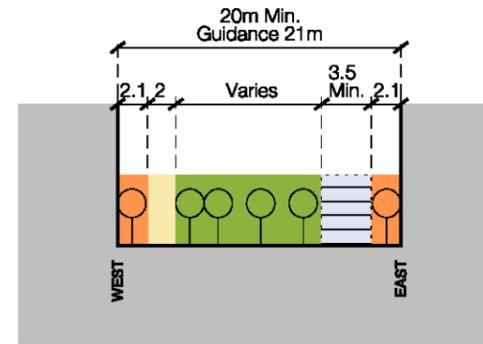


Figure 6.21: Street coding section: between plot F and Plot J.

**Legend:**

- Planning boundary**
- Existing context**
- Primary trafficked roads**
- Home zone roads / secondary trafficked access ways**
- Emergency / service access route: Minimum 3.5m wide**
- Parking zone: Bay parking with intermittent planting**
- Parking zone: Bay parking**
- Parking zone: Planted street edge with intermittent parking**
- Parking zone: Parallel parking only**
- Flexible loading / parking**
- Demised off street parking**
- Pedestrian circulation zone**
- Doormat hardscape element**
- Communal entrance hardscape element**
- Hard landscaping**
- Activity zone: Interspersed play within landscaped areas**
- Private amenity zone / gardens**
- Buffer zone / street planting**
- Formal planting zone: Intensive planting**
- SUDS: Sustainable urban drainage and swales**
- Zones of permitted tree planting**
- Primary façade line (section diagrams)**
- Formal crossing point**
- Informal crossing point**



Figure 6.22: Street character precedents - hard and soft spaces.



Figure 6.23: Street character precedents - tree lined circulation routes.



Figure 6.24: Street character precedents - Tree-lined hardspace.

Figure 6.17: Street coding plan: along Madingley : Willingham.

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

## 6.0 Space Guidelines

### Croxton Avenue

#### 6.4 Croxton Avenue

- 6.4.1 One of 4 key north:south axes Croxton Avenue links Cambridge Road with Vincent Road. The route is a key open space lined with active uses and provides a key linkage to Norbiton station (via the pedestrian crossing over Cambridge Road) and bus connections east and west.
- 6.4.2 Linking public transport with the existing roads to the south east of The Site, Croxton Way provides a clear, car-free wayfinding route through The Site.
- 6.4.3 This section outlines the Design Guidelines or coding for Croxton Avenue which is predominantly a residential route with semi-private front gardens, defensible spaces for homes and landscaping lining the route.
- 6.4.4 The character of Croxton Avenue changes from north to south in response to adjacent uses.
- At the northern end of Croxton Avenue the route bounds Cambridge Square with areas of flexible retail / commercial uses lining located in this area.
  - The central portion of the route is residential in character with buildings lined on both sides by accommodation.
  - The southern portion of the route is a solely pedestrianised area. Buildings line the west whilst the eastern edge opens up into Cambridge Grove Gardens providing a connection to the Vincent Road.
- 6.4.5 The route has been heavily influenced by the ambition to retain existing trees and enhance the banked landscape along the eastern edge which, with the new green space defines the character as an arboretum garden encouraging leisure activities among the trees.
- 6.4.6 Croxton Avenue is characterised a large linear landscape route which runs centrally between the linear buildings and is characterised by mature trees. Urban greening is maximised underneath trees with extensive ground cover plants and large planted borders.
- 6.4.7 The tree strategy along this route supplements the existing species with additional, native and specimen trees.

- 6.4.8 The route is predominantly an arterial pedestrian route however intermittent secondary vehicular access is incorporated within the northern zone to provide access to the podium car-park of Development Plot G.
- 6.4.9 No parking is provided along this route, the west of which comprises ground floor homes with front gardens and defensible spaces overlooking the street adding safety and security.
- 6.4.10 In the south westerly linear buildings present a grand front onto Cambridge Grove Gardens.
- 6.4.11 Within the northern section, a high level path along the eastern edge provides vistas across the street and down towards Cambridge Grove Gardens.
- 6.4.12 **The design and configuration of the private amenity zone must align to the principles set-out within the Livery Guidelines (Chapter 4.0).**
- 6.4.13 Generous zones of hardscaping areas should be provided at entrances to non-residential uses.
- 6.4.14 **Pedestrian circulation zones must be incorporated on both sides of the street.**
- 6.4.15 To aid wayfinding and circulation there should always be one pavement (pedestrian circulation zone) which runs in a continuous line (north:south) and does not crank east or west.
- 6.4.16 **Material design and detail for Croxton Avenue must be similar to that of Cambridge Grove Gardens for a consistent hierarchy and visual coherency within The Grove Character Area.**
- 6.4.17 Ground floor homes include front gardens and defensible spaces which overlook the street adding safety and security.
- 6.4.18 Buildings should be set back to achieve separation of 21m (in accordance with the Horizontal Parameters identified in Section 2.10).
- 6.4.19 Informal pedestrian crossings should be incorporated across access routes. The strategic

positions are identified on the adjacent diagram (refer to Fig. 6.26). **These must be flush with the level of the road surface where they cross Croxton Avenue.**

- 6.4.20 **Croxton Avenue sits within the 'Grove' Character Area and must conform to the guidance stipulated for this area where parity between spaces is required.**

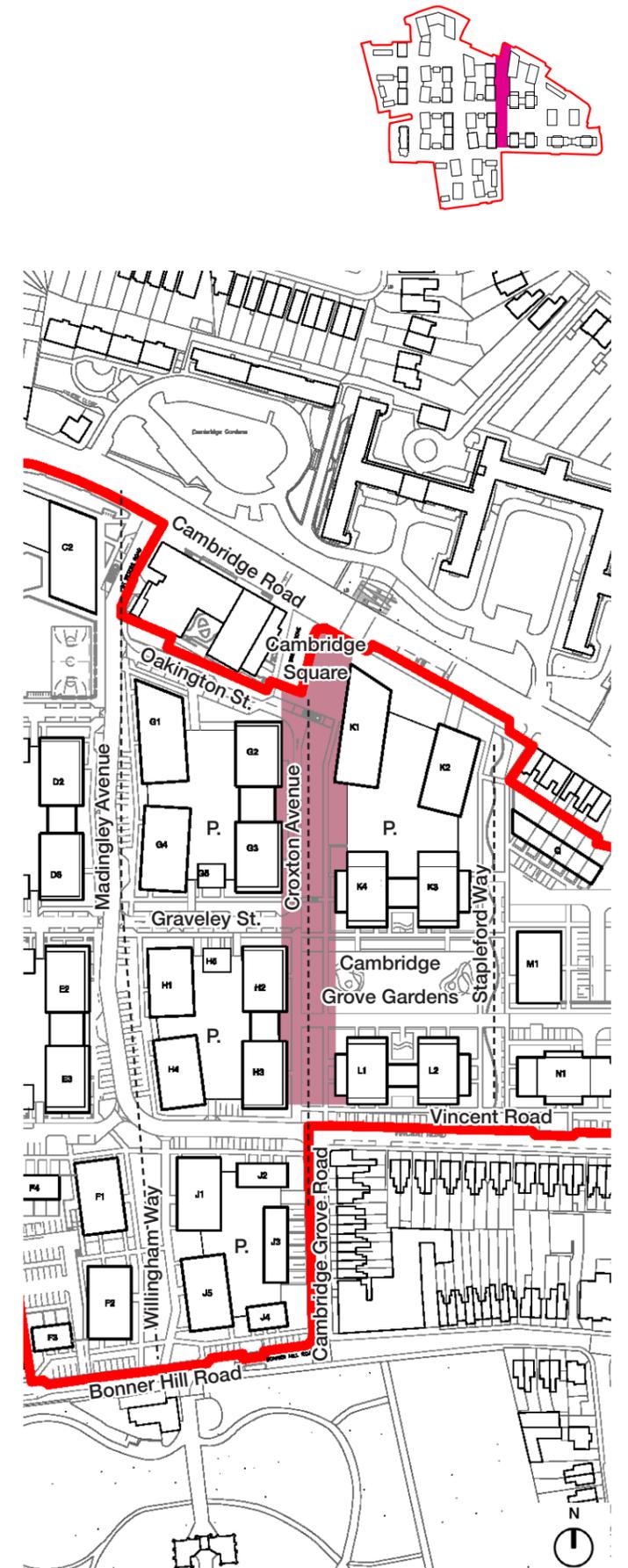


Figure 6.25: Croxton Avenue location plan.

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

## 6.0 Space Guidelines Croxtan Avenue

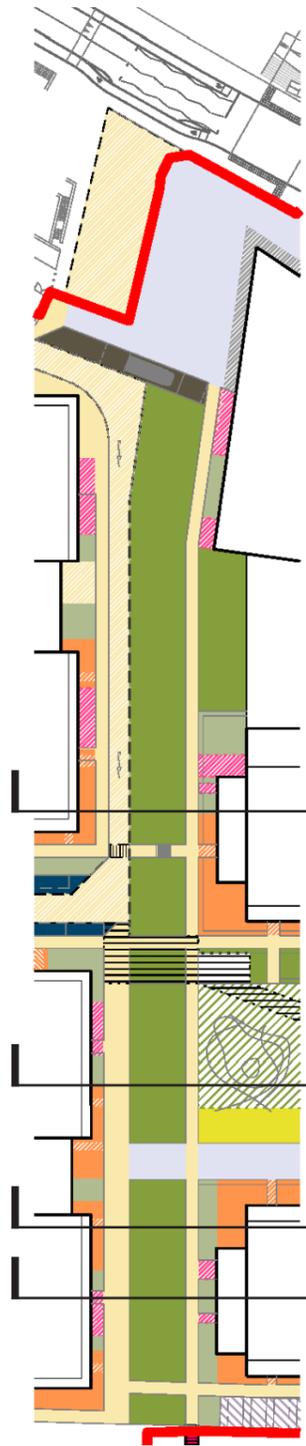
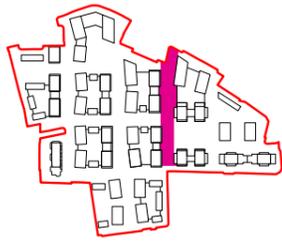


Figure 6.26: Street coding plan: along Croxtan Avenue.

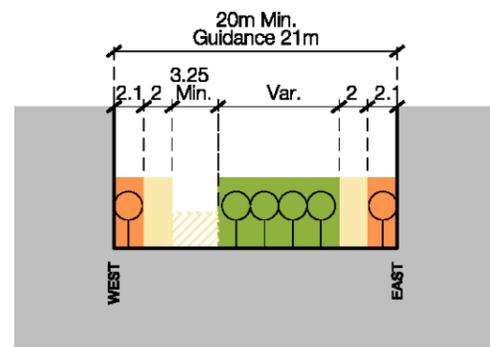


Figure 6.27: Street coding section: between Plot G and Plot K.

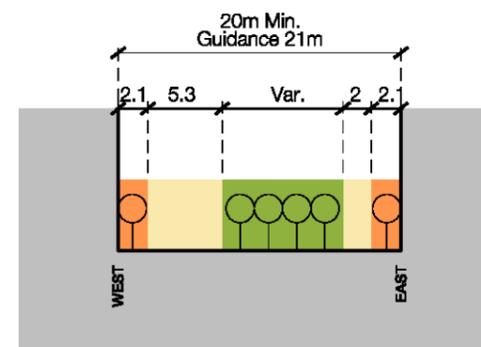


Figure 6.29: Street coding section: between Plot H and Plot L.

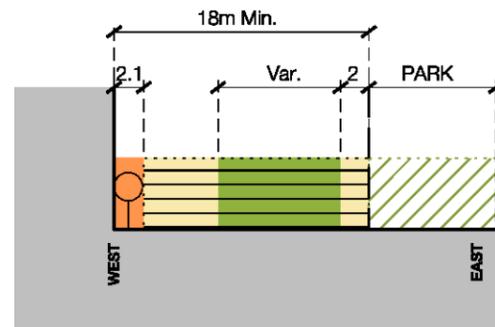


Figure 6.28: Street coding section: between Plot H and the Cambridge Grove Gardens.

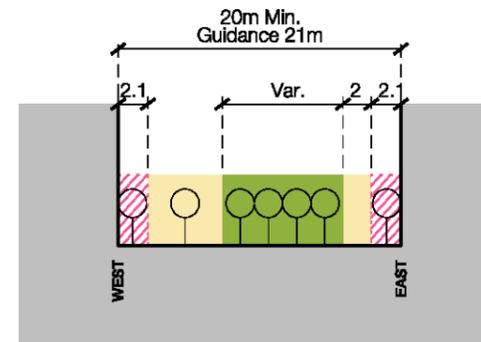


Figure 6.30: Street coding section: between Plot H and Plot L.

### Legend:

- |  |  |  |   |
|--|--|--|---|
|  | <b>Planning boundary</b>   |  | <b>Pedestrian circulation zone</b>                              |
|  | <b>Existing context</b>  |  | <b>Doormat hardscape element</b>                                |
|  | <b>Primary trafficked roads</b>                                    |  | <b>Communal entrance hardscape element</b>                      |
|  | <b>Home zone roads / secondary trafficked access ways</b>          |  | <b>Hard landscaping</b>   |
|  | <b>Emergency / service access route: Minimum 3.5m wide</b>         |  | <b>Activity zone: Interspersed play within landscaped areas</b> |
|  | <b>Parking zone: Bay parking with intermittent planting</b>        |  | <b>Private amenity zone / gardens</b>                           |
|  | <b>Parking zone: Bay parking</b>                                   |  | <b>Buffer zone / street planting</b>                            |
|  | <b>Parking zone: Planted street edge with intermittent parking</b> |  | <b>Formal planting zone: Intensive planting</b>                 |
|  | <b>Parking zone: Parallel parking only</b>                         |  | <b>SUDS: Sustainable urban drainage and swales</b>              |
|  | <b>Flexible loading / parking</b>                                  |  | <b>Zones of permitted tree planting</b>                         |
|  | <b>Demised off street parking</b>                                  |  | <b>Primary façade line (section diagrams)</b>                   |
|  |  |  | <b>Formal crossing point</b>                                    |
|  |  |  | <b>Informal crossing point</b>                                  |

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



Figure 6.31: Street character precedents - under-storey & woodland planting.



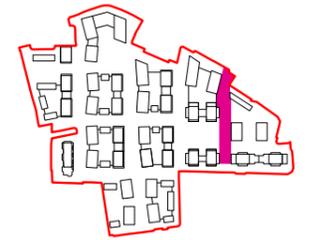
Figure 6.32: Street character precedents - woodland ecology corridor.



Figure 6.33: Street character precedents - A variety of routes through areas of tree planting.

## 6.0 Space Guidelines

### Stapleford Way



#### 6.5 Stapleford Way

- 6.5.1 One of 4 key north:south axes, Stapleford Way links Cambridge Road with Vincent Road.
- 6.5.2 The most natural of all north:south routes across The Site, Stapleford Way is a vehicle-free connection creating a 160m long biodiverse rain garden and capturing surface water and roof runoff from surrounding hard landscape and buildings.
- 6.5.3 This section outlines the Design Guidelines or coding for Stapleford Way which is predominantly a landscaped route with pockets of residential uses lining the route.
- 6.5.4 The character of Stapleford Way changes from north to south in response to adjacent uses.
- At the northern end of Stapleford Way the route bounds Cambridge Road with areas of retail buildings lining located at this junction. The route is residential in character and opens out towards the central green space with linear residential buildings lining the west side and smaller scale dwellings stitching into the rear of Cambridge Road in the east.
  - The central portion of the route is a solely pedestrianised area. Buildings line the east whilst the western edge opens up into Cambridge Grove Gardens.
  - South of Cambridge Grove Gardens the route connects with the existing Vincent Road running between the gables of two mansion block typologies. .
- 6.5.5 Stapleford Way is characterised by a meandering landscape route which runs north: south and bounds the eastern edge of the park.
- 6.5.6 A collection of natural SUDs wet and dry swale features of varying widths and depths combine in a continuous chain of natural planting, bridged by pedestrian links and accessible by steps and paths for exploration and informal play.

- 6.5.7 The landscape comprises primarily of a SUDS, planted ecology channel to provide potential attenuation and a natural ecology focused planting corridor (there will not be standing water except in severe rain storms).
- 6.5.8 The tree strategy along this route is designed to supplement the naturalistic expression of the space by incorporating Native trees in mixed groups which bound the biodiverse zone.
- 6.5.9 Waterfront trees like birch and willow make the most of the wetter setting, and dense planting provides habit and visual amenity.
- 6.5.10 No on-street parking is provided along this route.
- 6.5.11 The western run of buildings comprises ground floor homes with front gardens and defensible spaces overlooking the street adding safety and security.
- 6.5.12 **The design and configuration of the private amenity zone must align to the principles set-out within the Livery Guidelines (Chapter 4.0).**
- 6.5.13 **Generous zones of hardscaping areas should be provided at entrances to non-residential uses.**
- 6.5.14 **Pedestrian circulation zones must be incorporated on both sides of the route.**
- 6.5.15 **To aid wayfinding and circulation there must always be one pavement (pedestrian circulation zone) which runs in a continuous line (north-south) and does not crank east or west.**
- 6.5.16 **Material design and detail for Stapleford Way must be similar to that of Cambridge Grove Gardens for a consistent hierarchy and visual coherency within The Grove Character Area.**
- 6.5.17 Ground floor homes include front gardens and defensible spaces which overlook the street adding safety and security.

- 6.5.18 **Buildings should be set back to achieve separation of 21m (in accordance with the Horizontal Parameters identified in Section 2.10).**
- 6.5.19 The landscape along the route is designed with permeable paved surfaces, which can be linked to an underground water storage tank; or can be given a modest capacity for holding water in their substrate. Following saturation, pipes that are linked to the general drainage system take water off site.
- 6.5.20 **Stapleford Way sits within the 'Grove' Character Area and must conform to the guidance stipulated for this area where parity between spaces is required.**

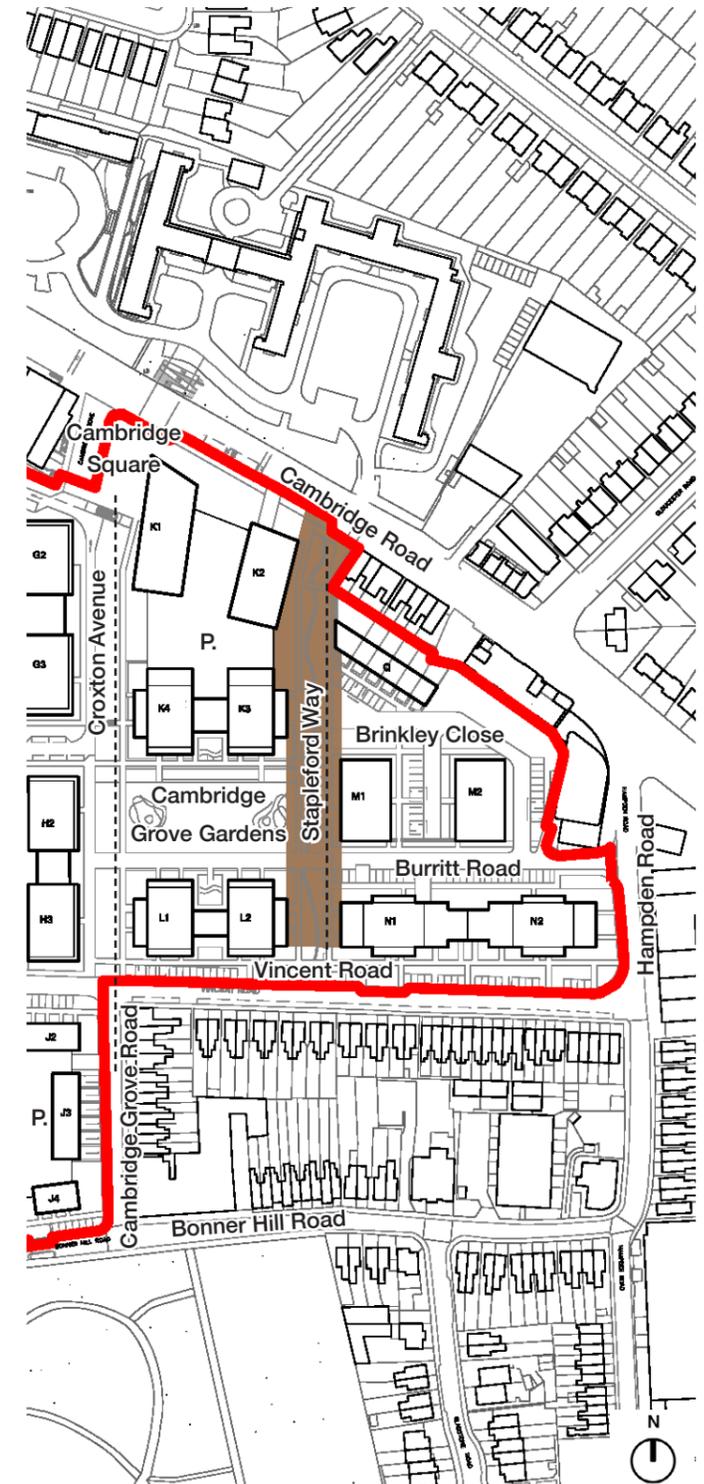


Figure 6.34: Stapleford Way location plan.

## 6.0 Space Guidelines Stapleford Way

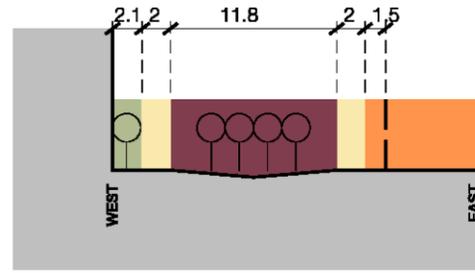
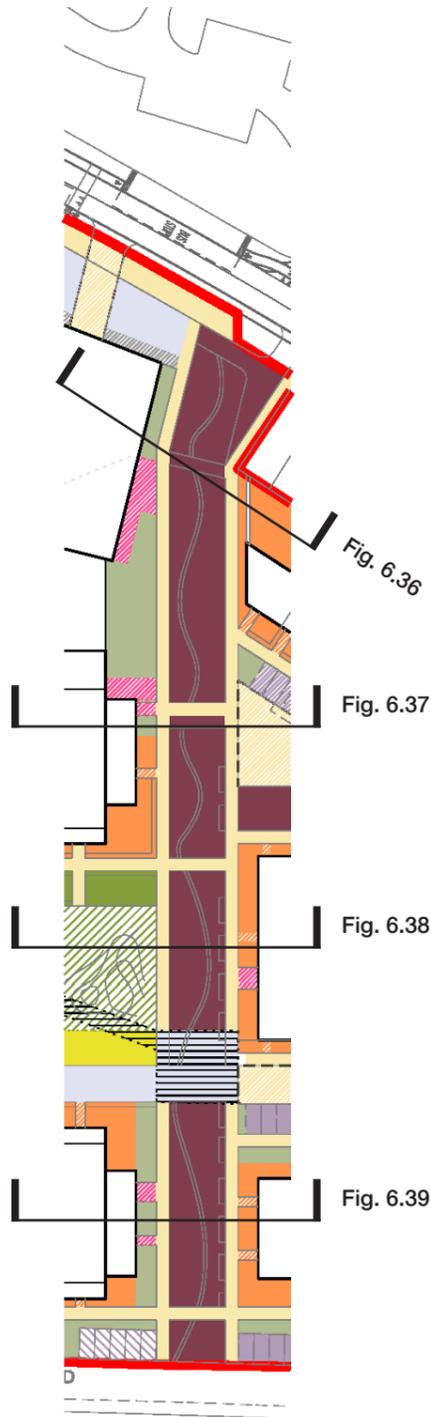
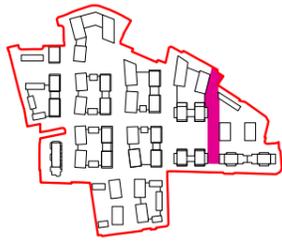


Figure 6.36: Street coding section: between Plot K and Plot Q.

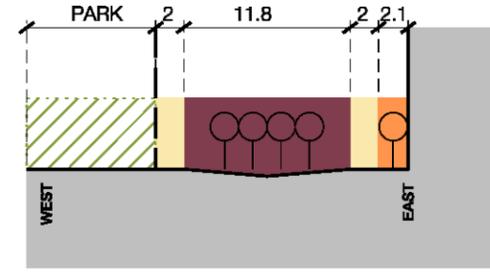


Figure 6.38: Street coding section: between the green space and Plot N.

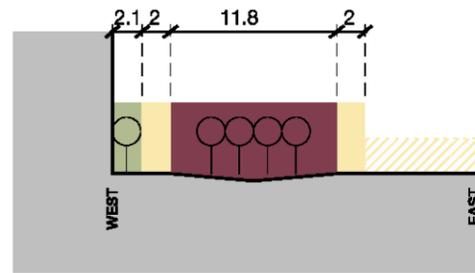


Figure 6.37: Street coding section: between Plot K and Plot Q.

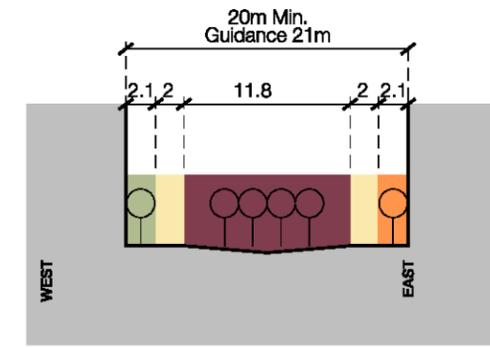


Figure 6.39: Street coding section: between Plot L and Plot N.

### Legend:

- Planning boundary**
- Existing context**
- Primary trafficked roads**
- Home zone roads / secondary trafficked access ways**
- Emergency / service access route: Minimum 3.5m wide**
- Parking zone: Bay parking with intermittent planting**
- Parking zone: Bay parking**
- Parking zone: Planted street edge with intermittent parking**
- Parking zone: Parallel parking only**
- Flexible loading / parking**
- Demised off street parking**
- Pedestrian circulation zone**
- Doormat hardscape element**
- Communal entrance hardscape element**
- Hard landscaping**
- Activity zone: Interspersed play within landscaped areas**
- Private amenity zone / gardens**
- Buffer zone / street planting**
- Formal planting zone: Intensive planting**
- SUDS: Sustainable urban drainage and swales**
- Zones of permitted tree planting**
- Primary façade line (section diagrams)**
- Formal crossing point**
- Informal crossing point**



Figure 6.40: Street character precedents - SUDS gardens on primary routes.



Figure 6.41: Street character precedents - SUDS gardens on local streets.



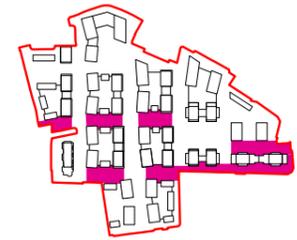
Figure 6.42: Street character precedents - SUDS gardens on local streets.

Figure 6.35: Street coding plan: along Stapleford Way.

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

## 6.0 Space Guidelines

### Neighbourhood Streets



#### 6.6 Neighbourhood Streets

6.6.1 Neighbourhood streets are distributed throughout the masterplan. Oriented east:west, the streets provide connections and permeability through The Site and link to the surrounding context.

6.6.2 Ground floor homes include front gardens and defensible spaces to activate and overlook streets adding safety and security.

6.6.3 Neighbourhood streets are designed to be flexible, supporting temporary closure to traffic to allow for neighbourhood play streets on weekends or public holidays.

6.6.4 With the exception of Vincent Road, neighbourhood streets are quieter residential settings which connect more public spaces. Streets are defined by front doors and access to car and cycle parking areas.

6.6.5 The streets incorporate a variety of vehicular trafficked, one and two-way access routes which typically give access to internalised, secure ground floor parking within Podium typologies.

6.6.6 A mix of parallel and perpendicular car parking is distributed along the streets.

6.6.7 **The design and configuration of the private amenity zone must align to the principles set-out within the Livery Guidelines (Chapter 4.0).**

6.6.8 Pedestrian circulation zones should be incorporated on both sides of the street.

6.6.9 The pedestrian circulation zone and materiality shall be expressed as continuous and must not be broken by access to demised, off-street parking or perpendicular parking (refer to Section. 3.23).

6.6.10 Planting between parking areas should be provided to break up the repetitive nature of parking, soften streets and break-down expanses of hard surface.

6.6.11 **Material design and detail for all Neighbourhood streets must be similar to create consistent visual coherency between the similar spaces.**



Figure 6.45: Street character precedents - quiet home zones.



Figure 6.46: Street character precedents - residential streets.



Figure 6.44: Street character precedents - green streets.

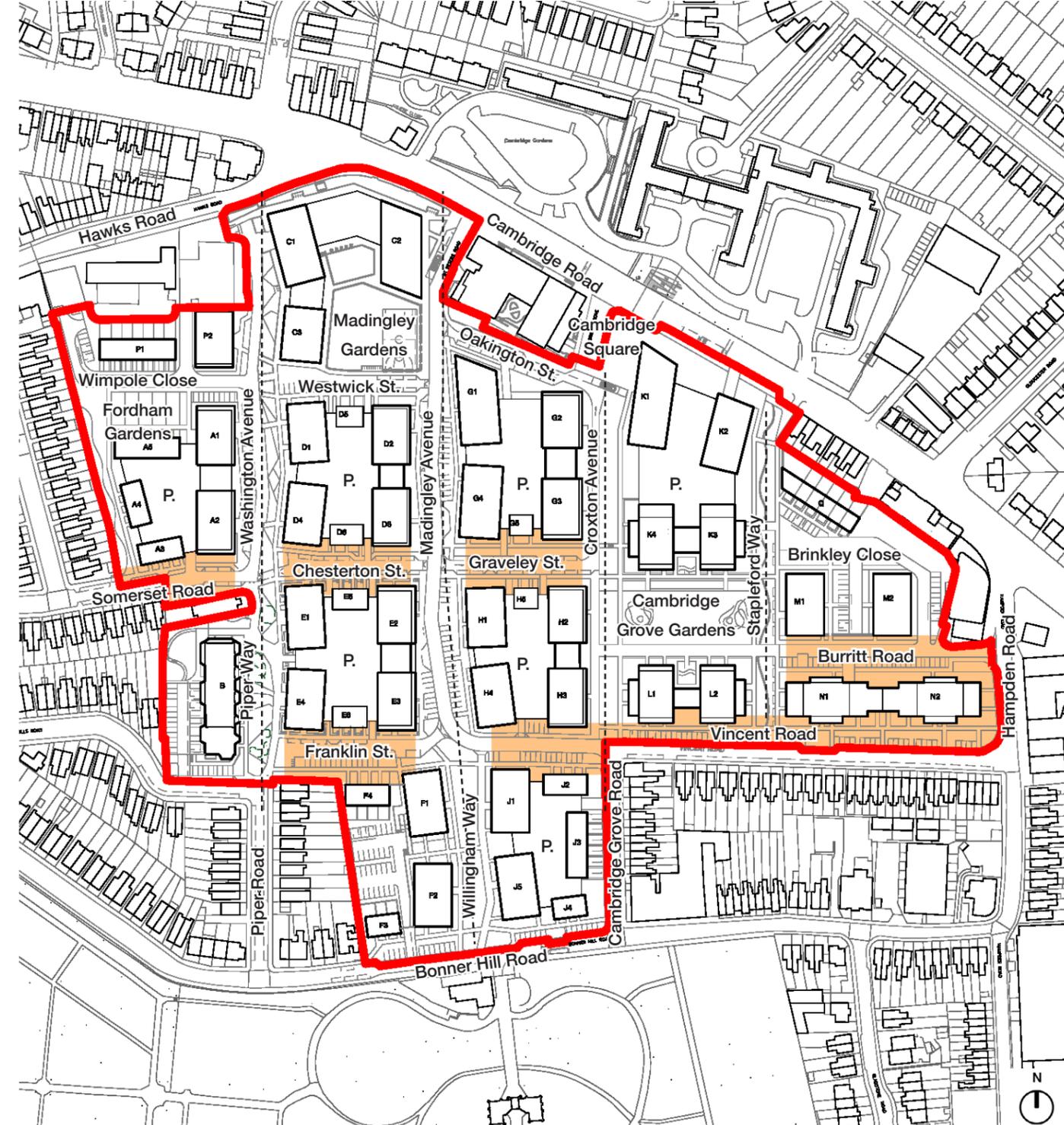


Figure 6.43: Distribution of neighbourhood streets within the masterplan.

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

# 6.0 Space Guidelines Neighbourhood Streets

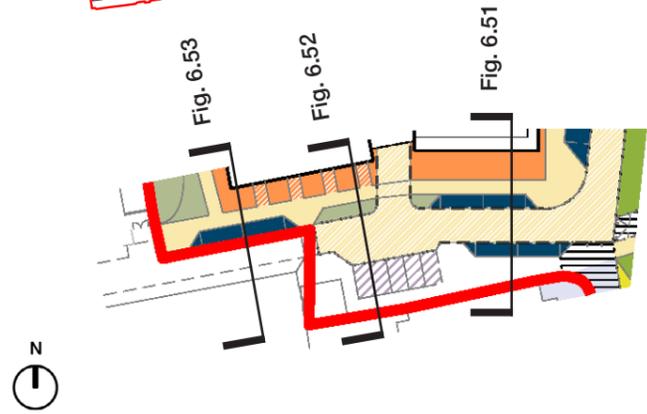
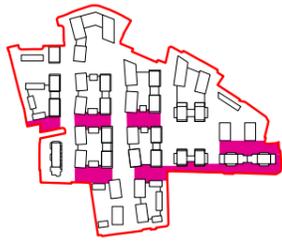


Figure 6.47: Street coding plan: between Plot A and the Parish Rooms.

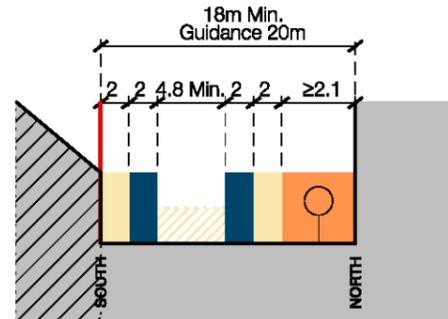


Figure 6.51: Street coding section: between Plot A and the Parish Rooms.



Figure 6.54: Street coding plan: along Vincent Road between Plot F and F and H and J.

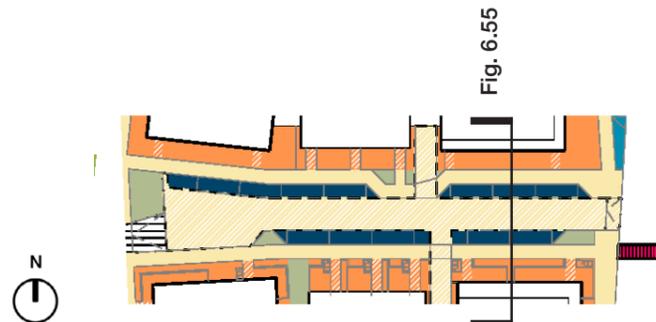


Figure 6.48: Street coding plan: between Plot D and E.

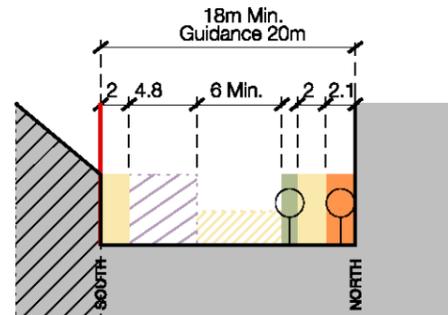


Figure 6.52: Street coding section: between Plot A and the Parish Rooms.

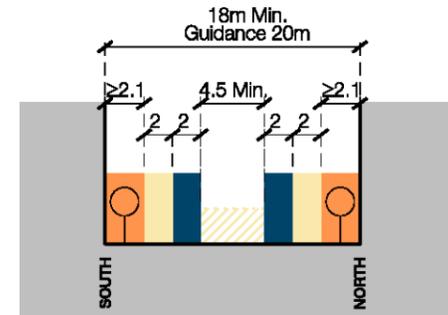


Figure 6.55: Street coding section: between Plot D and E.

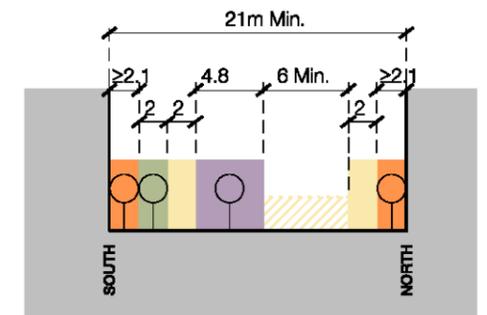


Figure 6.57: Street coding section: between Plot M and N.

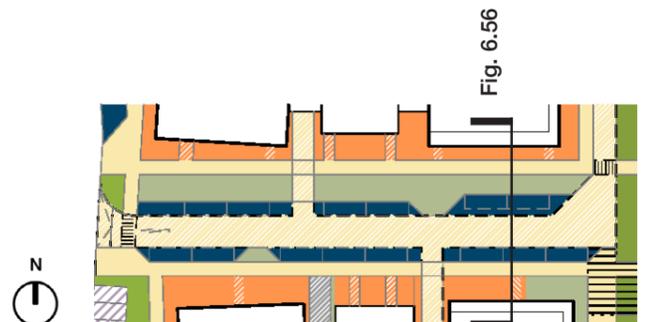


Figure 6.49: Street coding plan: between Plot G and H.

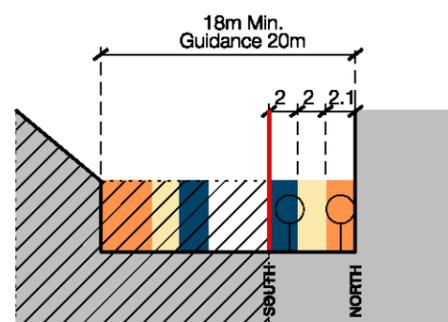


Figure 6.53: Street coding section: between Plot A and the Parish Rooms.

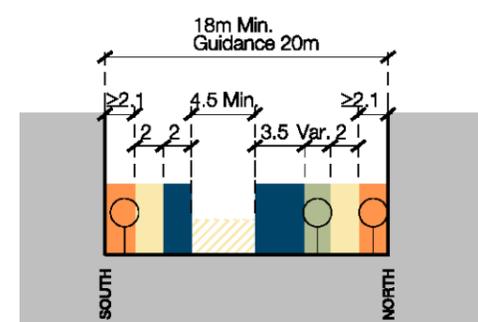


Figure 6.56: Street coding section: Between Plot G and H.

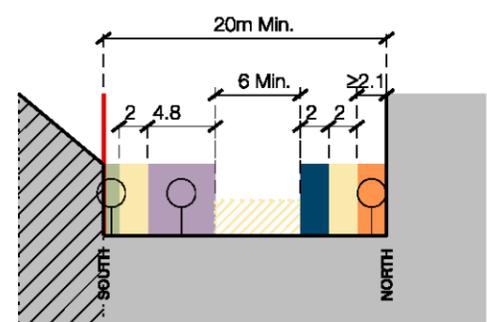


Figure 6.58: Street coding plan: between Plot F and F.

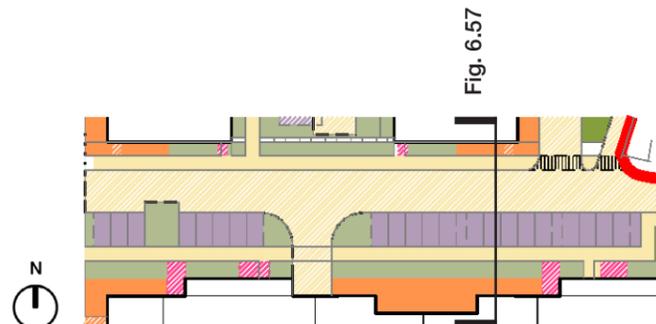


Figure 6.50: Street coding plan: between Plot M and N.

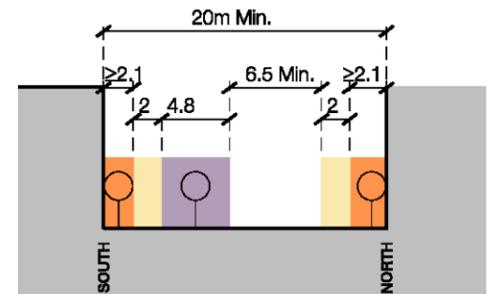
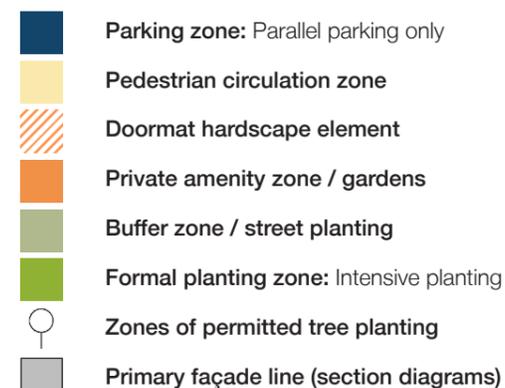
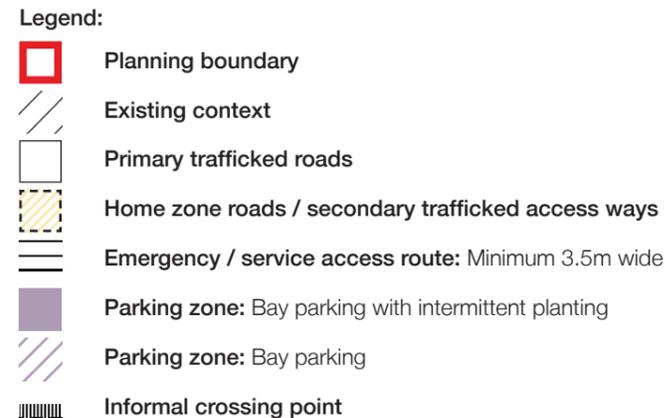
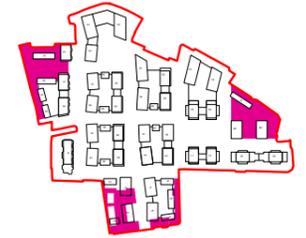


Figure 6.59: Street coding plan: between Plot H and J.

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

## 6.0 Space Guidelines

### Stitching Spaces



#### 6.7 Stitching spaces: Generic guidelines

- 6.7.1 There are a number of stitching spaces distributed throughout the masterplan which interfaces and connects to the surrounding environs.
- 6.7.2 Stitching spaces typically include lower and more domestic scale typologies which bridge between the proposed and existing context.
- 6.7.3 These spaces typically include home zone areas where individual dwellings bound an existing street or enclose to form a discrete setting.
- 6.7.4 Designers should make reference to the guidance within the Neighbourhood Streets setting except where replaced by the following specific guidance.

#### 6.8 Specific Guidelines: Wimpole Close

- 6.8.1 Wimpole Close is a discrete internal stitching space with small scale residential homes bounding the central green space of Fordham Gardens.
- 6.8.2 Fordham Gardens should be configured as a central garden for the community and this setting.
- 6.8.3 The design of the garden should be consulted on with the residents to determine appropriate community uses. Potential uses could include growing spaces, areas for youth groups, a focus on ecological planting or formal garden spaces for restful enjoyment.

#### 6.9 Specific Guidelines: Brinkley Close

- 6.9.1 Brinkley close is a stitching space which opens out onto Stapleford Way and the corner of Cambridge Grove Gardens.
- 6.9.2 Material design and detail for this setting should be similar to Stapleford Way to create consistent visual coherency between the adjacent spaces.
- 6.9.3 Designers should maximise the provision for biodiverse planting and continue the theme of incorporating natural elements around the periphery of the setting.

6.9.4 **The space between Development Plots Q and M must be carefully designed as a place around which a small neighbourhood can be established.**

6.9.5 **Whilst vehicular access through Brinkley Close will be required, the emphasis must not solely be on vehicles and a balance struck to create a shared space for all users.**

#### 6.10 Specific Guidelines: Bonner Hill

- 6.10.1 The Bonner Hill stitching setting comprises several spaces which stitch into the adjacent context of Piper Road, Cambridge Grove Road and Bonner Hill Road.
- 6.10.2 **Development Plot F contains an 'internal' court where the needs of car parking must be balanced with planting and green areas.**
- 6.10.3 **The western edge of Cambridge Grove Road must be sensitively designed to repair and re-establish a domestic scale to the residential street.**
- 6.10.4 The southern edge Development Plots F and J should be designed as a predominantly green space with interspersed car parking. This edge should be designed as a threshold space which sets back from the Cemetery opens up the southern gateway into The Site.



Figure 6.60: Distribution of stitching spaces within the masterplan.



Figure 6.61: Stitching precedents - Buildings which stitch into the residential adjacent context.



Figure 6.63: Stitching precedents - Domestic scale buildings where individual dwellings are accentuated.



Figure 6.62: Stitching precedents - Terraced housing overlooking green communal garden spaces.

## 6.0 Space Guidelines Stitching Spaces

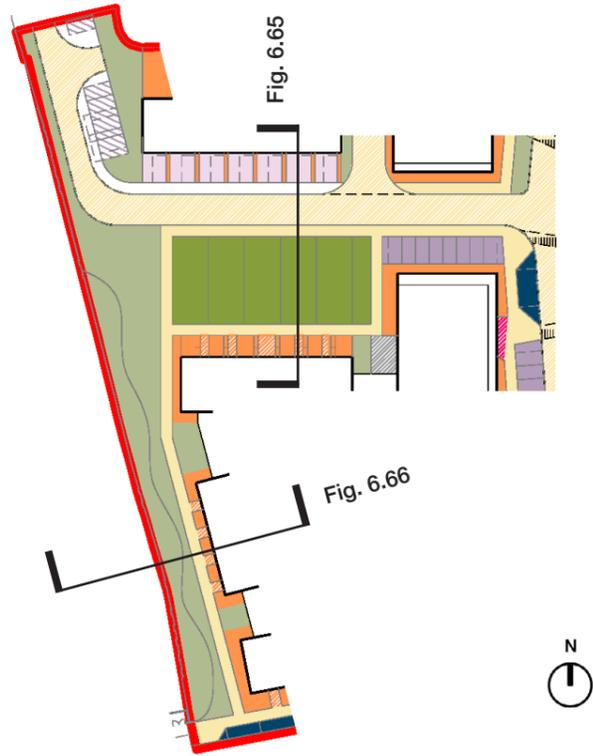


Figure 6.64: Coding plan - stitching around Fordham Gardens - Plots A and P.

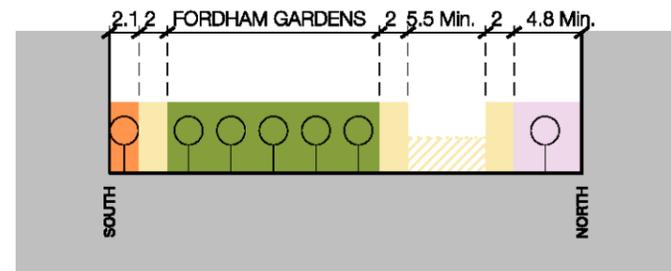


Figure 6.65: Stitching coding section: between Plot P and A.

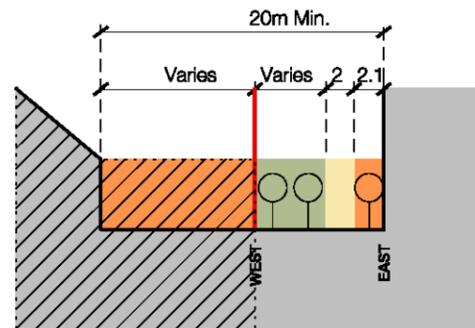


Figure 6.66: Stitching coding section: between Plot A and Portman Rd. houses.



Figure 6.67: Coding plan - stitching around Plots Q and M.

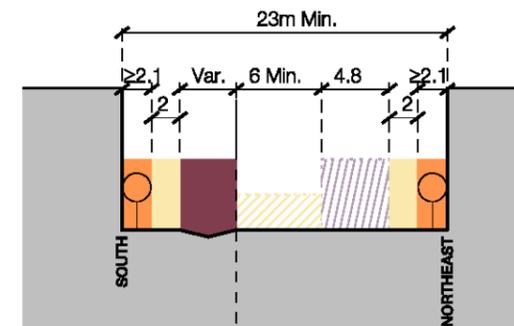


Figure 6.68: Stitching coding section: between Plot Q and M.

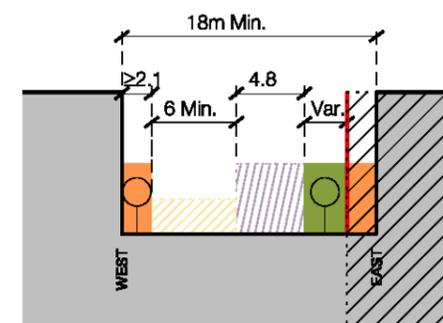


Figure 6.69: Stitching coding section: between Plot M and Hampden Road flats.

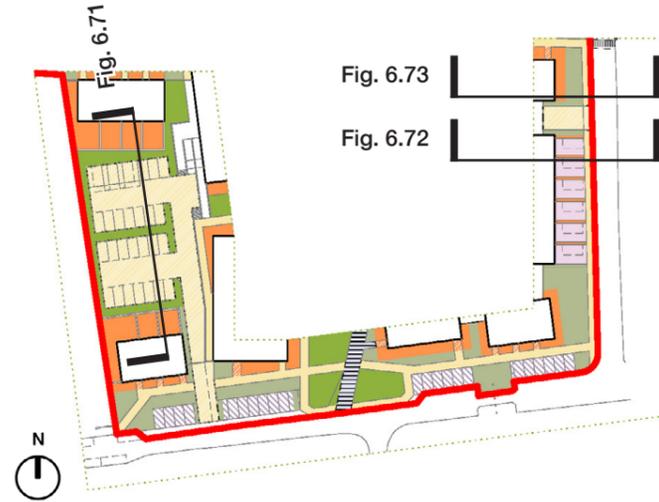


Figure 6.70: Coding plan - stitching around Bonner Hill - Plots F and J.

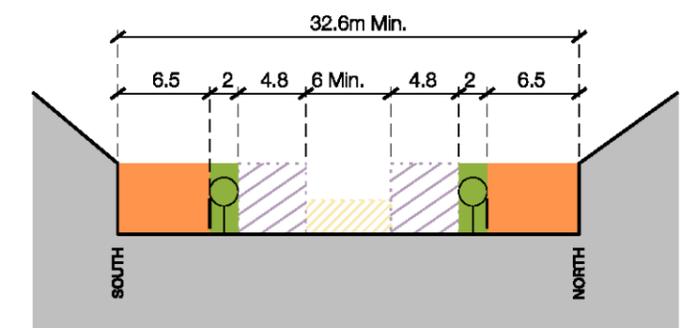


Figure 6.71: Stitching coding section: across plot F.

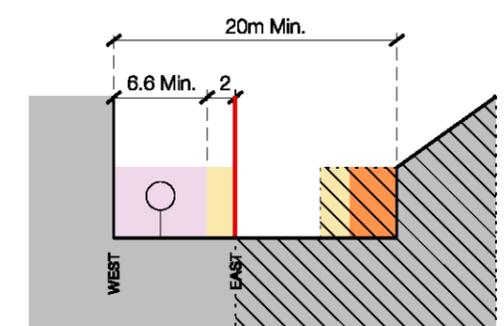


Figure 6.72: Stitching coding section: Plot J across to Cambridge Grove Road.

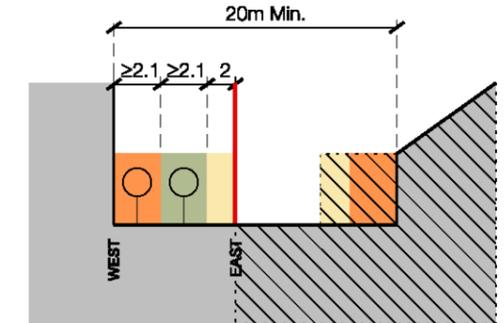


Figure 6.73: Stitching coding section: Plot J across to Cambridge Grove Road.

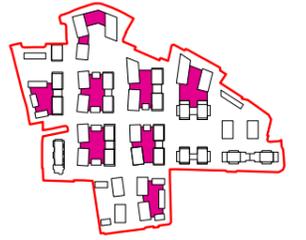
### Legend:

	Planning boundary		Pedestrian circulation zone
	Existing context		Doormat hardscape element
	Primary trafficked roads		Communal entrance hardscape element
	Home zone roads / secondary trafficked access ways		Hard landscaping
	Emergency / service access route: Minimum 3.5m wide		Activity zone: Interspersed play within landscaped areas
	Parking zone: Bay parking with intermittent planting		Private amenity zone / gardens
	Parking zone: Bay parking		Buffer zone / street planting
	Parking zone: Planted street edge with intermittent parking		Formal planting zone: Intensive planting
	Parking zone: Parallel parking only		SUDS: Sustainable urban drainage and swales
	Flexible loading / parking		Zones of permitted tree planting
	Demised off street parking		Primary façade line (section diagrams)
			Informal crossing point

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

## 6.0 Space Guidelines

### Podium Gardens



#### 6.11 Podium Gardens

- 6.11.1 Podium Gardens are elevated green spaces which provide shared private amenity and play space for all residents of homes, as well as private gardens for homes that bound the podium at first floor level.
- 6.11.2 Podium Garden settings are defined by a central green space and pedestrian edges with private gardens to the perimeter.
- 6.11.3 The central green space, footpaths and planting areas should be designed with a naturalistic approach including curved forms and irregular shapes to contrast with the built forms.
- 6.11.4 These spaces provide another layer of green space within the masterplan which differs from the garden streets and squares.
- 6.11.5 Soft, mounded forms should be incorporated and provide lush settings for verdant, colourful planting to accents play and relaxation activities.
- 6.11.6 A key driver for the design within the Podium Gardens will be a focus on ecology with dense planting and earth mounding to allow for tree planting. Natural play intertwined within also provides another amenity space option for residents.
- 6.11.7 The semi-private courtyard gardens should not have a consistent layout but should feature a common palette of tree planting to create an elevated natural north:south corridor.
- 6.11.8 Shared spaces are accessible only to residents of the blocks however gaps between the buildings provide visual connectivity between street and podium. This allows residents to connect with neighbours and children to call down to passing friends.
- 6.11.9 **Any home that faces directly onto a Podium Garden must have at least a 2m zone of private amenity space that is accessed from the dwelling.**
- 6.11.10 The boundary between the private amenity space and the Podium Gardens should be bounded by a planted buffer zone with integrated railing to a minimum height of 1.1m above terrace level.

- 6.11.11 **The primary pedestrian circulation zones within the gardens must be a minimum of 2.0m wide.**
- 6.11.12 Boundaries dividing soft and hard spaces should be visually un-obstructive and not divide the space into partitioned zones.
- 6.11.13 Each Podium Garden should be read as one unified space.
- 6.11.14 **Podium Gardens must comprise primarily of soft landscaping.**
- 6.11.15 The Podium Gardens should provide quiet spaces for residents with plenty of small scale seating areas.
- 6.11.16 **The Podium Gardens must contain an area of doorstep play for under-5s.**
- 6.11.17 The Podium Gardens should use soft and hard landscape to create a variety of different spaces unique from the ground floor public realm spaces and add to the richness of the masterplan.
- 6.11.18 There should be a degree of enclosure created by both building mass and soft landscape.
- 6.11.19 Street furniture in the Podium Gardens should echo street furniture in the public realm but not be identical.
- 6.11.20 A mixture of evergreen, deciduous and flowering planting should be used to create structure and seasonal interest.
- 6.11.21 A variety of trees should be incorporated from the range of categories identified within the DAS vol 1.
- 6.11.22 **Boundary treatments to private amenity spaces must not be greater than 1.8m high between dwellings, and not greater than 1.5m high between a private terrace and common areas.**
- 6.11.23 **Secured access between private amenity spaces and the shared amenity space must be provided.**

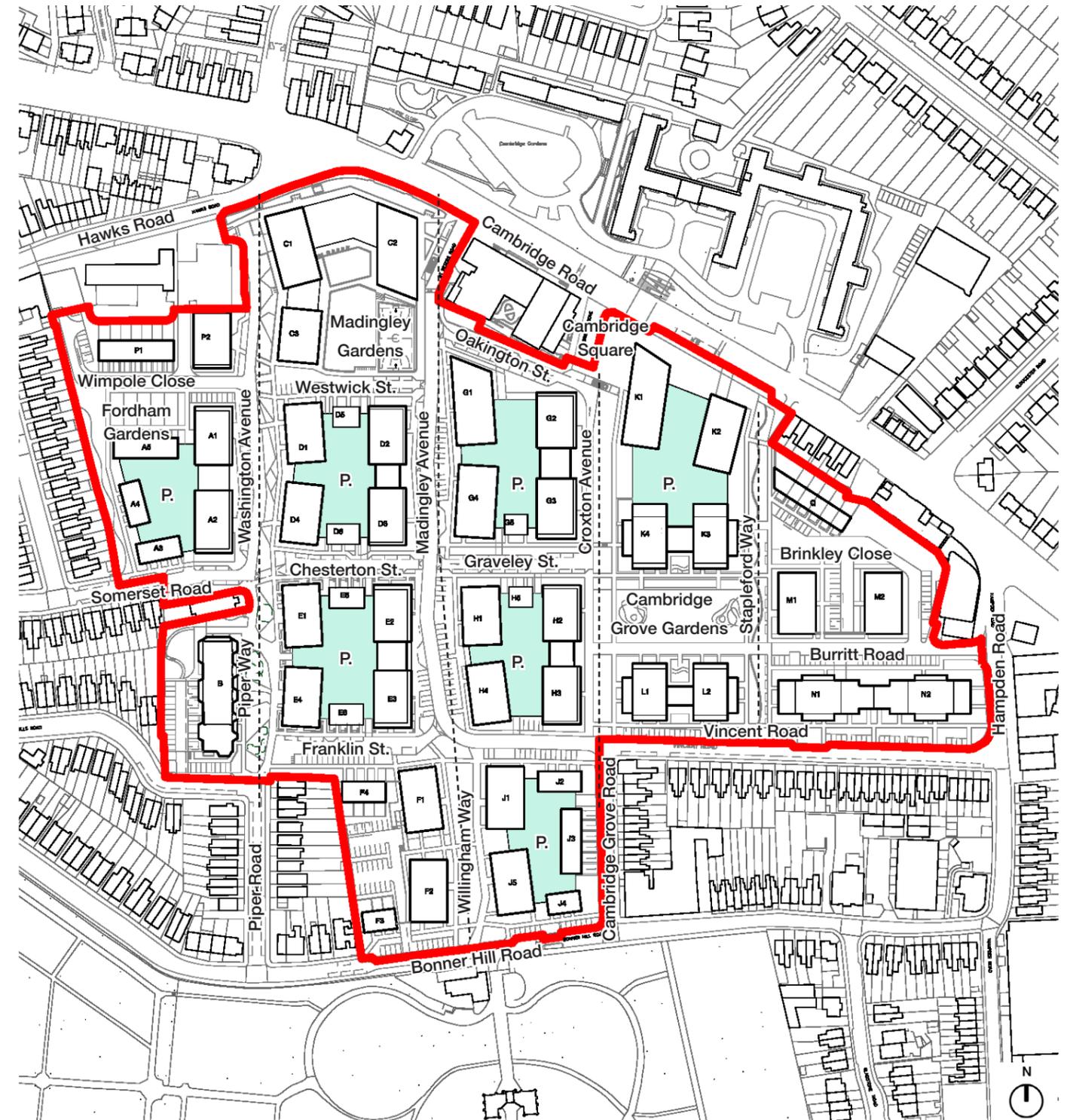


Figure 6.74: Distribution of Podium Gardens within the masterplan.

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

## 6.0 Space Guidelines Podium Gardens

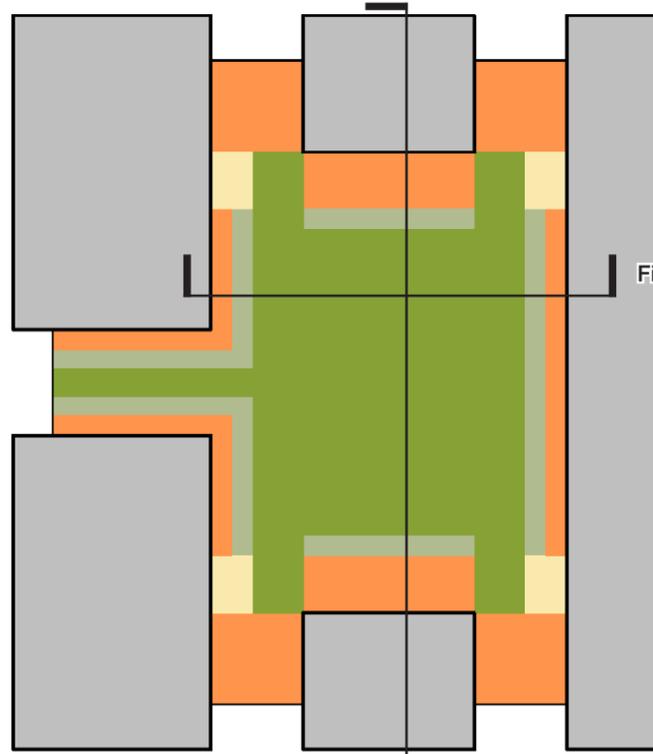
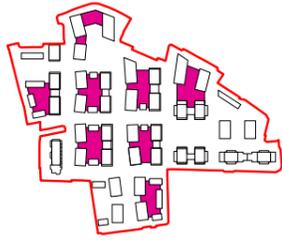


Figure 6.75: Coding plan - Typical Podium Garden with townhouses

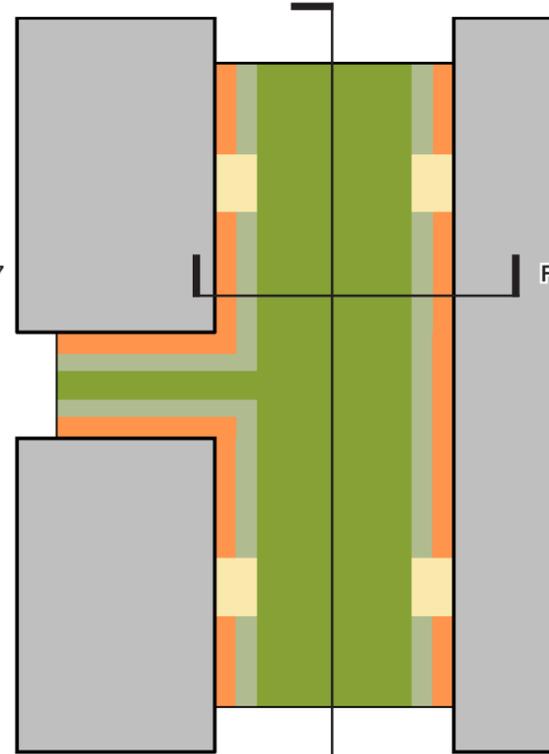


Figure 6.76: Coding plan - Typical Podium Garden.



Fig. 6.78



Fig. 6.79

### Legend:

- Pedestrian circulation zone
- Interspersed formal play and hardscaping
- Interspersed seating areas integrated into landscape
- Private amenity zone / gardens
- Buffer zone planting
- Shared amenity - Variable planting / paving zone
- Zones of permitted tree planting
- Primary façade line (section diagrams)

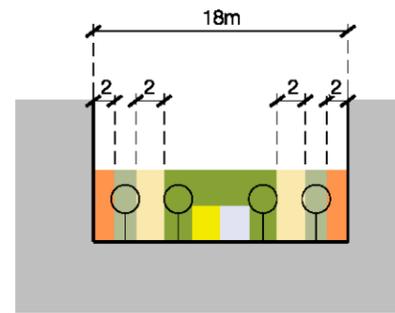


Figure 6.77: Coding section - Transverse Podium Garden.

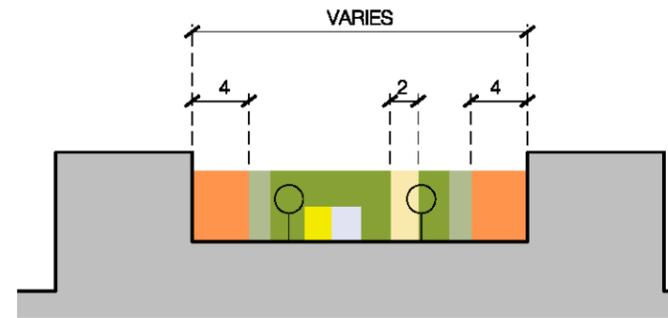


Figure 6.78: Coding section - Longitudinal Podium Garden with townhouses.

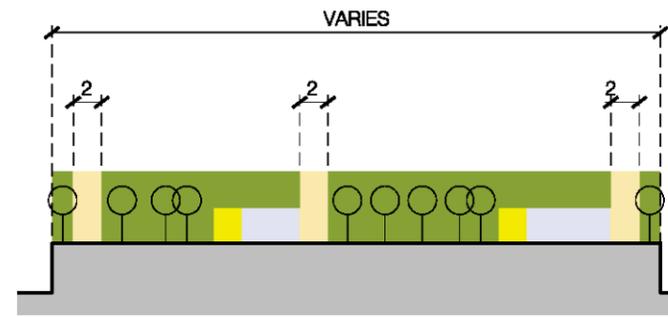


Figure 6.79: Coding section - Longitudinal Podium Garden.

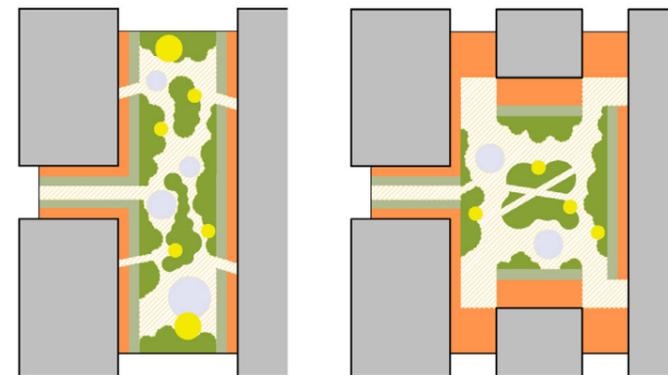


Figure 6.80: Coding plan - illustrative example of a naturalistic garden coding.



Figure 6.81: Spatial character precedents - a variety of spaces and materials.



Figure 6.82: Spatial character precedents - natural planting and sinuous paths.

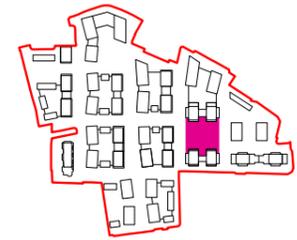


Figure 6.83: Spatial character precedent - integrated play.

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

## 6.0 Space Guidelines

### Cambridge Grove Gardens



#### 6.12 Cambridge Grove Gardens

6.12.1 Cambridge Grove Gardens are located in the centre of the Cambridge Road Estate and is the largest open green spaces within the redevelopment

6.12.2 This green space sits at the heart of the Grove Character Area which is characterised by integrating leisure into an arboreal landscape.

6.12.3 Serial east:west gardens within the gardens offer smaller intimate spaces for restful recreation.

6.12.4 The Guidelines in this section speak primarily to the subdivision of the large, unplanned open space into four primary areas and connected by pedestrian and cycle routes.

6.12.5 Spaces within the gardens have been arranged according to a sequence of scale and use, relating to the buildings, routes and activities contained within.

6.12.6 An illustrative scheme has been proposed which demonstrates one solution to this subdivision, with a particular blend of activity and elements as discussed with residents during public consultation. The gardens and it's peripheries comprise of:

- **Lawns**  
Amenity grass  
Informal sports lawn
- **Restful recreation**  
Formal, informal and pocket gardens
- **Active recreation and formal play:**  
Playspace  
Fitness equipment
- **Gathering Spaces**  
Open hardscaped spaces
- **Distribution**  
Walkways and promenades
- **Biodiversity areas**  
SUDs / Swales

6.12.7 The specific characteristics of spaces will be articulated together by the choice of materials, plant species, architectural features and street furniture.

6.12.8 **Cambridge Grove Gardens should be subdivided into the areas described in Fig. 6.88.**

6.12.9 **The space must be bounded on the east and west by the Croxton Avenue and Stapleford Way routes. The landscape character of these routes must continue past and bound the edges of The Site.**

6.12.10 **The areas should be themed by activity and use with definable priorities in each.**

6.12.11 Clustering different functions and amenity together creates intensification of use and a formal structure for the gardens to ensure a broad range of uses.

6.12.12 **The space must cater for a range of ages and needs and be designed for inclusive access.**

6.12.13 The open space will provide a gathering point for residents and visitors across a spectrum of ages, interests and needs.

6.12.14 **The edges of the green space are bounded by circulation routes and fronted onto by the Mansion buildings which must incorporate a perimeter buffer zone to residential uses.**

6.12.15 **Consultation with users and residents on uses in Cambridge Grove Gardens must be completed in future phase design process.** This could involve residents and neighbourhood groups in the management of the park.

6.12.16 **Future phases must consider a landscape management plan and adoption standards for future maintenance.**

6.12.17 **Consultation must occur with the police and Designing Out Crime Officer for views regarding crime and safety in the space, including the ability to hide persons and contraband items in the ecology areas.**

6.12.18 **General vehicle access is not permitted within Cambridge Grove Gardens.**

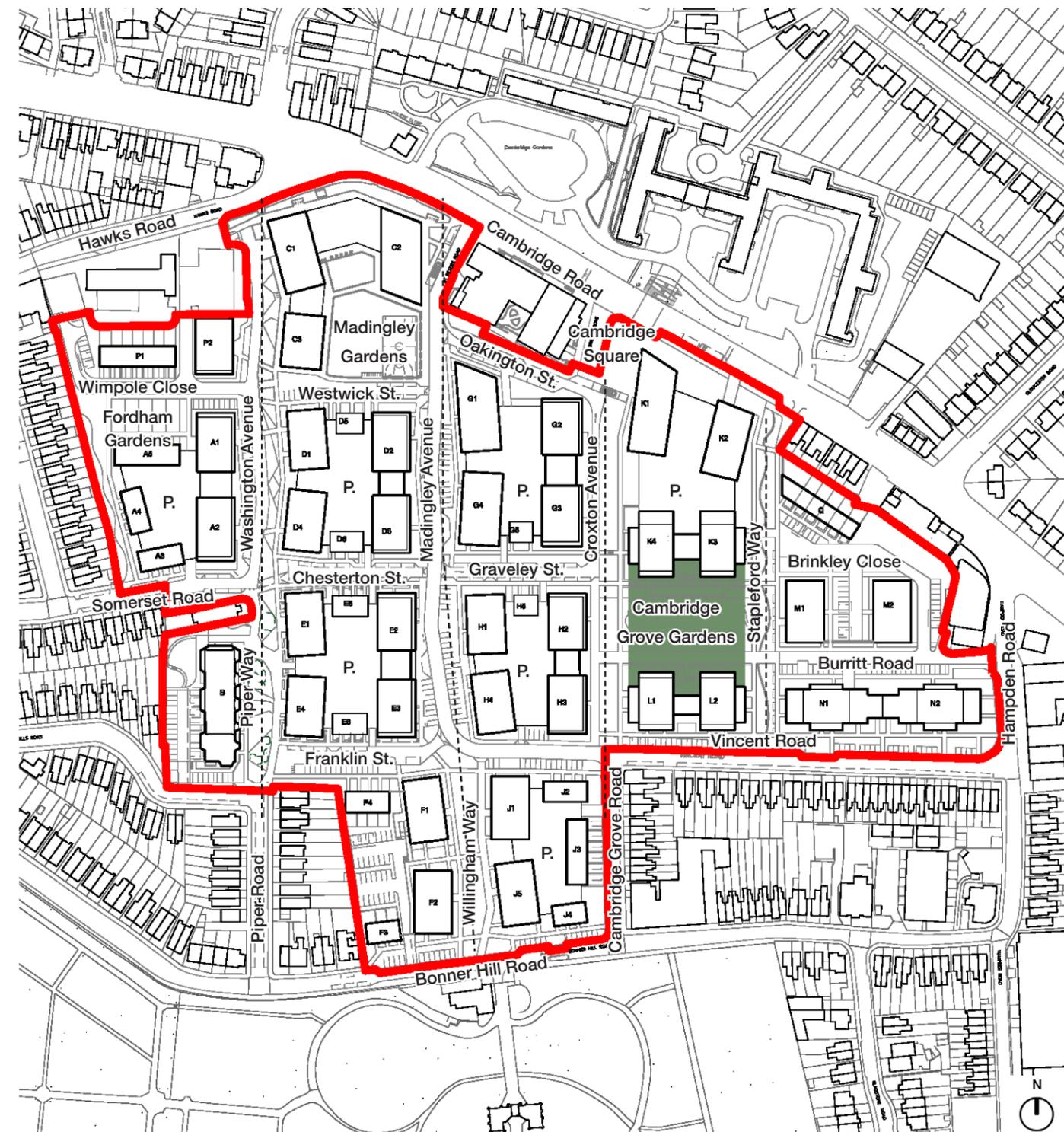


Figure 6.84: Cambridge Grove Gardens location plan.

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