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and this Revised SDB, issued April 2018

Cambridge Road Estate
Strategic Development Brief

Foreword

The Royal Borough of Kingston upon Thames is undergoing an exciting transformation; positively embracing change to ensure the borough continues to thrive. As part of this renewed drive to provide more homes and better local facilities the Council is now bringing forward the Cambridge Road Estate (CRE) programme, a comprehensive regeneration opportunity that will provide a higher quality living environment for existing and new residents and expand the provision of new homes in a mix of tenures.

It is a key priority for the Council to ensure that the local community is at the heart of this regeneration and it has made a commitment to re-provide all existing social rented homes on Cambridge Road Estate and ensure that all resident home owners that wish to stay on the estate are able to do so. The Council is also committed to meaningful engagement with residents throughout the life of the programme.

Alongside providing replacement new high quality council homes that are warmer, safer and more accessible, it is also a key aim to provide a significant number of additional new homes that will come forward over time to help the Council to increase the delivery of much needed new housing for the wider community in Kingston.

We expect all residents on Cambridge Road Estate to benefit from the transformed public spaces: play spaces, community facilities and enhanced landscaping, but also from the new opportunities for employment, training, education and coming together as a community that will come as a part of the wider regeneration.

The Council is seeking a developer partner with the right skills, experience and approach to help us realise our ambition and we wish to collaborate on a joint venture basis in order to take advantage of these skills whilst retaining local control in shaping the future of Cambridge Road Estate.

This Strategic Development Brief has been prepared by the Council to provide a synopsis of the development context and a set of principles and qualitative standards to ensure a successful redevelopment of the Estate as an exemplar scheme. It is supported by a range of reports and studies, input from key Council departments and has been written in consultation with the Residents Steering Group.

The brief is intended to be issued to potential developers as part of the competitive process to secure a joint venture partner and will provide key guidance against which developers' proposals will be judged. In making its aspirations clear, the Council hopes to secure the right developer partner, aligned in attitude and approach, to help the Council achieve a high quality residential development with a long-term positive legacy.

**Roy Thompson,
Deputy Chief Executive**





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Appendix

Changes between SDB issued July 2017 and SDB Rev01 April 2018

Referenced Items

Most frequently mentioned were aspirations for improved homes, reduced crime, and a fresh new estate the residents can take pride in

Introduction

What is the purpose of this document?

This document - Cambridge Road Estate, Strategic Development Brief has been prepared by the Council in its role as the landowner of the Estate in consultation with key stakeholders including the Resident Steering Group at Cambridge Road estate.

It sets out the Council's and the resident's joint vision for the regeneration of Cambridge Road Estate, together with a set of aims and objectives to achieve that vision. It provides a synopsis of the development context - place and people of the Estate, and a spatial framework of design principles and qualitative standards which have been tested using a broad range of assumptions in order to interrogate and establish the viability of a deliverable masterplan with the preconditions of this document. The final masterplan of Cambridge Road Estate is required to be developed in accordance with this spatial framework and the overall vision, aims and objectives of the regeneration.

Whilst the framework covers the full range of spatial elements and promotes widely accepted best practice in design, the aims and objectives highlight and focus on aspects of design that are considered critical to the success of regeneration of Cambridge Road Estate, it is therefore important that the final masterplan of the Estate addresses these as a matter of priority.

In summary, this document is the client's design brief - the Council and the residents to the developer - the Joint Venture of the Council and the development partner, detailing the requirements of the regeneration of Cambridge Road Estate.

When and how will it be used?

Procurement of the Joint Venture Partner

In the first instance the document will be used during the procurement process, as a way of communicating the Council's vision, aims and objectives, engaging in a dialogue with and assessing the bids of the potential development partners to select the most fitting development partner.

Masterplanning And Design Process

Once the development partner has been appointed and the Joint Venture has been established, the document will serve as a brief for the masterplanning and design of the regeneration of Cambridge Road Estate. It will serve as a reference point and benchmark for decisions regarding for instance, the priority areas to focus resources on, assessing any deviations from the principles and standards etc. Finally it will provide the basis for the Council and the residents to hold the Joint Venture to account and ensure the vision for the regeneration of the Cambridge Road Estate is fulfilled.

Cambridge Road Estate garages at ground



1 Vision and Objec-

Vision and Objectives

Vision for the Regeneration of Cambridge Road Estate

Regeneration presents an opportunity to comprehensively invest in and transform Cambridge Road Estate and the wider neighbourhood to improve the quality of homes and quality of life for existing residents and build additional homes for future residents.

The design of the 'new' neighbourhood will be drawn from the residents' needs and aspirations and an in depth understanding of the strengths and qualities of the existing community and place. It will provide high quality but not high cost new homes which will pay careful attention to the daily activities within a home but also to the changing needs of individuals and households over a lifetime.

It will provide a network of streets seamlessly connecting into the wider neighbourhood and a series of thoughtfully designed private, communal and public amenity spaces to enhance quality of life of individual people and support communal life of a mix of people - young and old, from different cultures and backgrounds and different housing tenures.

The 'new' neighbourhood will be safe and will feel safe. It will provide workspaces, shops and community facilities to support a vibrant and thriving wider neighbourhood.

The regeneration will take a long term approach to investment and will be supported by a range of social value initiatives to improve resident's life chances, health and well being to secure a long lasting and enduring legacy.

Throughout the document, where requirements support the Vision, a corresponding icon is referenced in the corner of the page.

Aims

1

Put the community at the heart of the regeneration



832 households call Cambridge Road Estate home. The regeneration of Cambridge Road Estate will be delivered with the needs of residents at the forefront and this will be a central consideration of both the Council and the development partner. The regeneration should establish a partnership between residents, community groups, the Council and the JV to bring about lasting social and economic benefits for existing and future residents, during and beyond the regeneration programme.

Ultimately this will be judged both on the process of partnership with the local community, and the outcomes delivered in terms of better living environments. Experience has proven that the regeneration of neighbourhoods like Cambridge Road Estate is not straightforward with many competing aims; ongoing dialogue and openness will be key to navigating the process. But the starting point for the Council is a series of objectives related to the needs of residents.

Objectives

A. Enable engagement and participation in ways that suit the community.

B. Engage with all residents on all aspects of the regeneration from masterplanning through to individual housing needs.

C. Maximise additional affordable housing beyond the minimum reprovision of 653 homes for council tenants.

D. Provide opportunities for leaseholders and freeholders living on the estate to move into one of the new homes.

E. Where possible, facilitate one-move decant for all existing residents returning to the Estate.

F. Provide practical support and financial assistance where required to all residents in the process of moving home.

G. Achieve the identified Social Value priorities, as set out opposite;

A cohesive community

Where there is a strong sense of trust, community support for each other, positive relationships and recognition of contribution between the varied and diverse communities on the estate, local community groups and the Council.

A strong culture of enterprise

Where a culture of enterprise exists that offers routes out of exclusion and poverty by enabling residents, in particular young people, to prosper and reach their full potential.

Joined up effective accessible services

Where neighbourhood services are well managed of a high standard, accessible and tailored to improve quality of life and well being of the community; that are effectively and efficiently delivered and co-ordinated; with clear service standards which are effectively communicated to and monitored by residents.

A safe place to live

Where residents feel safe and confident in their homes, within their blocks and on the estate. Where safety within homes, in particular fire safety is given utmost priority.

A healthy community

Where people achieve wellbeing, independence and live healthy lives.

A clean and green environment

Where open spaces on the estate are well-maintained, used by residents and are clean and tidy. Where environmental sustainability is convenient and affordable for residents and addresses fuel poverty.

An involved and proactive community

Where there is a resilient community fully engaged in problem solving, identifying solutions, influencing decisions, and taking action as the need arises; and residents have the skills and capacity to work with others to design, deliver, and monitor estate and neighbourhood solutions.

Children play opposite Oakington





2

Provide a new model of family living

The last decade has been characterised by high - rise, high - density housing providing predominantly one and two bedroom flats often marketed towards young professionals. The assumption has been people will follow a pattern of starting out in a flat, moving to a house when they have children and moving back into a smaller dwelling in old age. Kingston is a suburb popular with families who are attracted by its high performing schools, high quality green spaces and sense of safety. The demand for family housing has remained consistent and is projected to increase.

Families have typically sought to move into a house with a garden and not a flatted development. Given the geographically small size of the Borough and the affordability of houses, in many instances a flat in a high density development will be the only viable option for families looking to move to or continue to live in the Borough.

Around 30% of the current homes on CRE are 3 bedroom homes. Regeneration of CRE should provide a model of family living in a high density development, which seeks to address some of the disadvantageous circumstances of the children currently living on the estate and provide a viable option for families to raise children and live at CRE over their life-time. The development should provide the same benefits offered by the 'house with a garden' model of privacy, security, private outdoor space, sense of identity and ownership.

Prioritising families, designing for their needs and requirements will inevitably result in a development which will work successfully for a range of different ages and backgrounds.

Objectives

A. Prioritise design of spatial elements which contribute to a successful family living such as:

- Storage space within flats;
- Dedicated utility areas within flats;
- Two separate living areas, for e.g. a kitchen- diner and living room for affordable family homes;
- Good sound insulation.
- Dedicated, fire safety compliant storage in common areas and lobbies, e.g. storage for buggies and prams;
- Generous and well proportioned private amenity spaces - balconies and private gardens;
- Provision of overlooked and high - quality play space for children and young people.

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.

C. Ensure planning policy compliant levels of family housing in private for sale units, as a minimum.

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.



This is an opportunity to improve the public and shared spaces on the Estate, while retaining some valued spaces



3

Deliver a public realm led, high quality living environment

Kingston's desirability as a place to live, work and spend time in, is in part derived from the quality of environment – parks and open spaces, traditional streetscape of residential neighbourhoods, recent and ongoing investment in public realm around town centres, railway station forecourts and cycling and walking infrastructure.

There is a stark contrast and inequality in terms of the environmental quality between CRE and the rest of Kingston. CRE is characterised by an illegible movement network making the Estate isolated and disconnected, domination by unregulated car parking. One of the key benefits of the regeneration for the existing residents who often live in well looked after and cared for homes is the improvement in the quality of environment and the consequent benefits of improvement to their quality of life in particular the health and well being benefits and a sense of worth, pride and ownership of living in a nice place.

Regeneration of CRE will see the delivery of several hundred private for sale homes, the buyers of which will aspire for the quality of life and environment associated with Kingston. It is therefore critical for the success of regeneration of CRE both in terms of a place and community but also in terms of its commercial success, that the proposal is drawn around the public realm, around green and open spaces. For CRE to be a success public realm has to be a key investment priority.

A particular feature of Kingston's environment is trees. Like elsewhere in Kingston, CRE has some fine examples of mature trees with high amenity value. The current and the most likely development option at CRE is one of complete demolition and redevelopment. Whilst this option would facilitate the most optimum planning of the site, it will obliterate the history of the site. Retaining the existing high priority trees will help provide the continuity of place and sense of history to the community undergoing dramatic change. It should be noted that retaining these trees, alongside meeting a range of other accommodation and commercial requirements, will require ingenuity, design and planning skill and above all, a genuine interest and understanding of the value of this amenity.

Objectives

- A. Provision of open spaces should be maximised, in particular green open space. 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.
- B. Open space in a dense development is at a premium. Open space strategy should make every square inch of space work hard. The strategy should ensure all spaces are thoughtfully designed, include a mix of hard and soft landscape and offer multiple uses, play, recreation, leisure and visual amenity.
- C. Good levels of high quality play provision for children of all age groups - toddlers to teens.
- D. 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.
- E. Comprehensive strategy for planting new trees across the estate.



4

Promote sustainable forms of travel and healthy living

The suburban location and the predominant residential typology of terraced houses and low rise flatted developments in Kingston have supported high levels of car ownership and usage. The re-development at Cambridge Road Estate will be a marked shift from this prevailing typology to a high density development. Provision of high parking ratios in this form of development among other things will create pressures on the provision of green open space and may be detrimental to the character of the place.

Regeneration of CRE presents an opportunity to promote a shift away from cars to more sustainable modes of travel in line with the draft Mayor's Transport Strategy which aims to achieve 80% of all Londoners' trips to be made on foot, by cycle or by public transport by 2041.

CRE covers an area of 8.6 hectares in scale, and will be a 15 year development process delivering several hundred new homes. To the south of CRE lies the Hogsmill Valley covering an area of 74 hectares, which will be subject to redevelopment at some stage in the future, with the capacity to provide several hundred new homes.

The wider area is poorly served by public transport, and has been identified as a key area for change in the Local Development Framework Core Strategy. To optimise the development capacity at and around CRE over the next few decades, will require comprehensive investment and improvements to public transport accessibility. Regeneration of CRE is an opportune moment to initiate conversations with the local transport authority and Transport for London to review their investments plans to include improvements that will support the development at CRE and beyond.

Kingston has a rich cycling heritage. The borough was home to Eileen Gray - a British cycling pioneer instrumental in the development of women's cycling internationally and John Keen - another cycling pioneer who designed 'penny farthing'.

Kingston hosts the annual Ride London event, a world class festival of cycling and a legacy of London 2012. Kingston also has a comprehensive cycling investment programme called the 'Go Cycle Programme' which includes developing Healthy Streets and creating 10 new cycling routes across the borough. One of the 10 new routes created, runs along Cambridge Road which forms the northern edge of the site. Regeneration at CRE presents a good opportunity to continue Kingston's cycling story and encourage greater proportion of trips to be made by cycle.

CRE is in close proximity to Kingston Town Centre – which provides comprehensive leisure, retail, food and beverage offer, it is close to Fairfield Recreation Ground, Kingston University and Kingston Hospital, among other amenities. Regeneration at CRE should seek to promote and facilitate journeys to local destinations on foot.

The environmental benefits in terms air and noise pollution and health and wellbeing benefits of active modes of travel are well recorded and understood. Kingston places an emphasis on promoting healthy living, this assumes particular importance in the context of CRE where adults and children are performing poorly against health indicators and are behind residents elsewhere in Kingston.

Objectives

- A. Car-lite scheme with low car parking ratio.
- B. Comprehensive package of measures to discourage car ownership and usage. Encourage use of walking, cycling and public transport.
- C. Provision of supporting infrastructure for Go Cycle route along Cambridge Road.
- D. Implement principles of Mayor's 'Healthy Streets' and 'Liveable Neighbourhood' initiative
- E. Make representations to the local transport authority and Transport for London to invest in the public transport accessibility of the local area, including bus route through the Estate.



5

Transform the neighbourhood with high quality architecture and urban design

As discussed earlier, part of Kingston's desirability as a place to live, work and visit is derived from the positive character of its physical environment which includes examples of good quality architecture dating from various periods and use of best practice urban design principles, including a coherent network of streets and open spaces, with well defined edges and active frontages.

A key aspect of CRE which is failing its residents is the quality of their living environment, contributing to higher incidences of crime, poor appearance of the buildings. This impacts on social outcomes.

One of the fundamental objectives of the regeneration at CRE is the wholesale restructuring and transformation of Cambridge Road Estate creating a physical environment which supports high quality living, discourages crime, fosters pride, sense of ownership and positively influences social outcomes of existing and future residents.

High quality architecture and urban design are critical to the success of any new development, they assume particular importance in the context of developments seeking to include tall buildings and build at high densities. To achieve quality in this instance requires a high degree of skill, talent, experience and, above all an absolute commitment to and understanding of the value of good design.

Objectives

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.

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. Whole Life Costing of components, ease and affordability of repair, replacement and management should be a key underlying principle in the development's design and specification.

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, be adapted to suit changing needs, used in multiple ways, maximises provision of storage space throughout the house, maximises opportunities for natural light and ventilation, and minimises single aspect flats.

The current uncontrolled, informal parking conditions on the Estate

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 spaces. 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.

F. Building design should seek to go beyond minimum standards within the parameters of available resources to provide affordable and sustainable homes for residents.

2 Consultation

Consultation

Prior Consultation

The time-line depicts the progress made since the Council Committee approval of resident engagement and consultation, including that undertaken to inform this brief.

Metropolitan Workshop carried out three workshops with residents on the Estate to inform the production of this Brief. The Estate Regeneration Engagement Manager held a parallel engagement session using similar points of discussion with children on the Estate whose comments have also been considered and referenced in part.

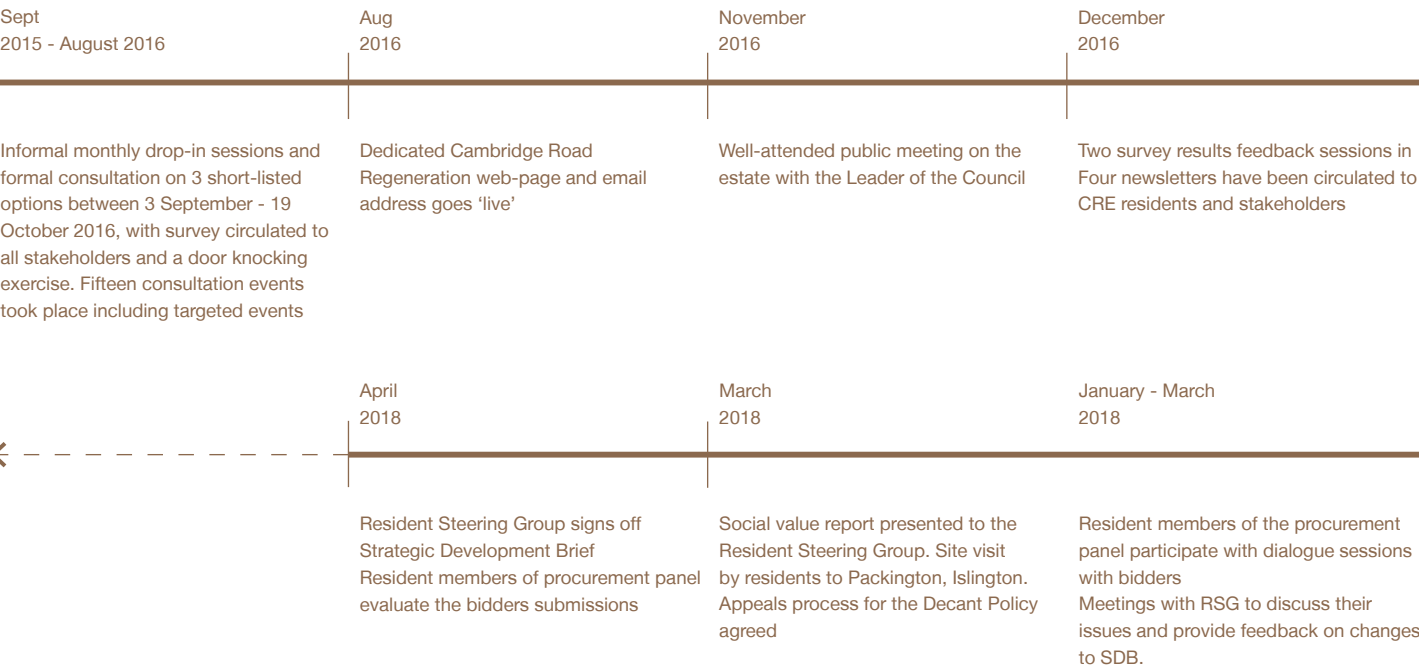
A further session was held with Housing Management Services. The sessions took place from May to July and a number of themes have emerged, which are represented on the following pages in full.

During earlier work with the resident steering group, Renaisi and BDP, residents' goals and expectations were clearly identified:

- To help steer regeneration policies and the design process
- To identify and work together to overcome barriers when communicating with the rest of the estate
- To inform other residents neighbours, friends etc.
- Receive feedback from other residents and forward on to the Council
- The group want to make it clear to other residents that the steering group is not a 'cheer-leading' group for estate regeneration. The group is there to support and challenge proposals as they best see fit.

Contribution to Brief

Residents comments are represented throughout this brief. Primarily, in consultation it emerged that residents are mainly concerned with clarity about security of tenure, how rehousing will be managed, the cost of living in the new homes and how the different tenures will be mixed in future, while any redevelopment should protect the rights of the existing community and seek to retain and strengthen the community feel while welcoming new residents, particularly during construction.



Targeted language sessions also proved to be useful, with 11% of the Tamil, Urdu and Punjabi speakers from the estate attending

Renaissi, December 2016

Apr-Aug 2017	May 2017	June 2017	July 2017
Consultation on a decant and resident offer policy	Workshop on 'Development Briefs' and masterplanning	Walk-around on the Estate with feedback on resident perception of the Estate following. Discussion with children at Axe Capoiera on likes and dislikes of existing Estate	Workshop with officers, Metropolitan Workshop and residents on the first draft of the Development Brief
December 2017	October 2017	September - December 2017	September 2017
Stakeholder networking event take places, with representation from over 20 organisations. Sixth newsletter is circulated Resident engagement on CRE managed by Regeneration team to ensure consistency Two workshops on Strategic Development Brief with Newman Francis and independent architect and Resident Steering Group	Drop-in at Regeneration office extended to four per week Appointment of three residents to the Procurement Panel	497 residents complete the Housing Needs Survey	The fifth edition of newsletter circulated. Appointment of Newman Francis Ltd. as Independent Tenants and Homeowners Advisor Resident Steering group has first formal meeting. Social Value workshop with residents takes place

Consultation to Inform this Brief

Workshop 1 30.5.2017

At the introductory workshop, residents, officers and Metropolitan Workshop discussed:

Reprovision of existing homes

Residents are concerned that the existing community must be able to remain at Cambridge Road in any redevelopment, with existing homes to be re-provided as a minimum, and the development of additional social housing where possible.

More Homes

Residents are concerned that any increase in density is well managed through high quality design, that homes of all tenures are of equal quality and distributed across the development, and that there are opportunities for residents of all tenures to mix in buildings, streets and spaces, rather than unnecessary segregation. There should also be consideration of the impact on nearby facilities such as schools, GP surgeries etc.

If there are options to retain some of the existing homes, residents would like to see this explored. In any event, options appraisal and viability analysis should be explained so that the rationale for decision making can be understood.

The size and layout of the new homes is of particular interest to residents with current sizes to be taken as a minimum for the new homes.

Amenities and community facilities
There are a number of community organisations at Cambridge Road and residents value the spaces, events and services that are provided, including by [list TRA, resident shop, annual festival, support for minority communities, the J pitch and other?].

The masterplan for redevelopment of the estate should provide facilities and spaces for these activities to continue and develop.

This is preferred alongside proposals for ongoing support that means community activity is sustainable. Residents welcome the opportunity to work with the Council and development partner to develop sustainable community facilities as part of the redevelopment.

The masterplan should ensure that facilities can be provided during the construction period so that those groups which run and use them can continue to operate.

Improved access to facilities outside the estate would be welcomed, including schools, GP surgeries etc.

The green spaces at Cambridge Road are important to residents, as are the many mature trees. The masterplan should consider how to retain and enhance these wherever possible, particularly Madingley Gardens and the willow tree in front of Piper Hall.

Workshop 2 14.6.2017

At the second workshop, the Residents Regeneration Team showed the officers and Metropolitan Workshop around the estate and started to discuss:

The Estate

Residents value the diversity and community spirit, the trees and play areas, and the views, particularly from the towers and towards the cemetery.

They do not like the way the estate is disconnected from its surroundings and improved access across the estate is important. However, the feeling of safety, friendliness and camaraderie makes Cambridge Road a good place to live.

Connectivity and Movement

The preferred routes include; the very important central east-west spine of the estate between Somerset Road and Hampden Road, but it is narrow and dark; access to the Hawks Road/Cambridge Road intersection; and access north-south towards Norbiton Station and the hospital, linking with Cambridge Gardens and the cemetery.

Connections to public transport are limited at present and a bus route along Willingham Way would be welcomed.



Workshop 3 18.7.2017

Infrastructure and Servicing

The balconies and walkways are prone to flooding. The walkways can be a security risk as noted elsewhere, but also give the opportunity for neighbours to meet. The podiums are well-used above, but need a clearer purpose in future.

There are vulnerable and older people without access to lifts and access to homes generally could be improved.

Land Use and Social Spaces

Social spaces have been lost, and those which remain now charge for use. Opportunities to reinstate lost facilities and space for example, martial arts, boxing and other sports and leisure activities would be welcome. The Jay pitch is well-liked and used, but is close to an area known for anti-social behaviour. New social spaces should be close to the largest spaces and there should be more opportunities for people to mix as a community. A central community green where children can safely play is desired. Madingley Gardens is a good, well-used space and the group of trees should be retained. The green spaces near Fordham are enjoyed as a quiet corner and should be kept.

Urban Design

Privacy can be an issue with the current layout and should be a focus for the masterplan, particularly with the increase in density that is proposed. Security must also be considered through good design and overlooking of streets and spaces.

Public Realm and Landscape

Parking is a big issue for CRE. Residents like being able to park close to home, but the location of the estate and the surrounding parking control means there is often non-resident parking and access to garages etc can be blocked. While trees are valued, their location can mean that CCTV cameras are obscured and difficult to maintain. The willow tree opposite Tadlow should be retained.

Family housing is best located at lower levels and close to open space and places to play. The fitness spaces are well-used and should be retained.

How to dealing with dog walking and fouling must be considered.

Town, Streets And Character

The changes in levels across the estate should be considered and improved.

Other design and layout concerns included the bulk and height of the new student accommodation nearby which residents did not expect; the loss of well-maintained interiors of people's homes; the lack of maintenance of the current estate; and noise disturbance from the podium space. Residents would also like the design to consider how the use of spaces will change over time as the community changes.

At the third workshop, residents reviewed the outline Development Brief.

They were particularly interested to know how the required densities would be achieved and provide attractive, good-sized homes with private amenity space, particularly if densities are to exceed the London Plan, and important open spaces be retained. There is an aspiration for as many private gardens as possible. Privacy should be a guiding principle of the masterplan.

Residents repeated their aspiration for an increase in the amount of social housing in any redevelopment that is not reduced as proposals are developed. They are also keen to see low-cost housing opportunities.

The ability to park is important to many residents and the level of parking provision and who the spaces are for in a new development should be clear. Residents hope that those who are currently able to park (albeit with some difficulty) will continue to be able to do so.

Residents would like clarity on the impact on tenancy type – if any – that is likely to result from the regeneration.

While the J pitch is valued as an amenity, its location can change in order to improve community safety.

Lighting throughout the new development should be well-considered to improve safety.

The Cambridge Road Estate (CRE) has the largest concentration of Council housing in the borough. It comprises 832 homes on a site of approximately 8.6 hectares comprising a mix of high-rise blocks, lower-rise flats and maisonette blocks as well as terraced houses.

It is well located close to Kingston Town Centre with both Norbiton and Kingston train stations supporting the principle of increased density, particularly in the context of Norbiton station as part of Crossrail 2. The Estate has been identified to be of urban character. It is currently dominated by cars contributing to a poor pedestrian experience.

Consultation to Inform this Brief

Workshop 4 20.11.17 Workshop 5 4.12.17

Newman Francis held an independent workshop with the residents and local ward councillor to discuss the draft SDB and collate the residents questions. Newman Francis' architect was present to answer questions and support residents. The architect subsequently attended all meeting with RBK and RSG to provide independent advice.

- Issues raised on draft SRB were:
- Provision of parking for existing and new residents;
- Need for an integral cycling proposal which included other routes than stated e.g. hospital;
- How the oyster car scheme would work in practice;
- Monitoring of pollution required due to increase of cars in the area due to the development;
- The provision of public realms and open spaces to be tenure blind and accessible for all;
- The confirmation that all play areas would be re-provided and be sufficient for the increasing population;
- Increase the information provided on the quality and provision of fixture and fittings;
- Financial viability of providing social housing and the request to increase the number of social houses as a minimum.;

- Confirmation and understanding on how RBK can keep the commitment to the one move policy;
- Understanding on how improvements to the infrastructure around CRE e.g. roads, hospitals, school would be supported;
- The calculation of social rents; and the concern of raised rents and potential financial problems for residents moving into the new homes;
- Which design standards would be adhered to and the need for storage and adequate room sizes;
- Maximum homes to be north facing; and
- Sustainability and energy costs of the new homes and financial their impact on residents. The current homes have poor thermal and sound insulation.

Meeting 6 with RSG 15.1.18 Meeting 7 with RSG 26.2.18

There were two feedback and Q and A sessions on RSG questions and the changes to the draft SDB by the Residents Regeneration Team and Metropolitan Workshop to comprehensively response to all questions and issues that the RSG had raised from their previous workshops with Newman Francis.

Meeting 8 with RSG 16.4.18

Strategic Development Brief to be signed off by RSG.

Wider Community

Working with residents throughout the design and construction process is very important to the Council. There are existing organisations and a positive community feeling on the estate – the Council is hoping to sustain this throughout the project.

This will include working with the steering group as well as others. There is concern among residents on how the elderly, the more vulnerable, residents who do not speak English and other such groups will be engaged. Refugee Action Kingston (RAK) and Learning Education at Home (LEAH) have been previously identified as groups who will need a directed approach during consultation.

RAK uses Piper Hall extensively, predominantly to run a learning centre for Refugees which is a very important aspect of RAK's valued work for refugees in Kingston.

Given the prevalence of their work on the Estate, regeneration should also look to consult with (including but not limited to) CREST, CRERA and One Norbiton. The project team meet regularly with the Chairs of these associations to keep them updated and to discuss future plans.

The local Ward Councillors are also actively involved in these meetings and separate briefings are organised as required. The project currently has cross party support at the various committees that have approved the key stages of feasibility and procurement in order to progress the development.

Resident involvement in all stages of the development process will be central to the success of the new development. How they are engaged with will form a key consideration in the selection of a development partner, and bidders' proposals will have to address how residents will play a role in the on-going design and planning of the new development, including the provision of housing services during the construction programme and once new homes are built. There will be consideration of the provision of housing services going forward.

A Housing Needs survey has been completed to assess the housing needs of the community and was provided to bidders in the ISOS stage. A dedicated Decant Officer has been in place since January 2018, and is supporting the leaseholders move who's homes the council has bought-back.



Resident Steering Group

Cambridge Road Estate Resident Steering Group (RSG) was formed in September 2017 to work alongside RBK during the procurement process. The fourteen members are drawn from different tenures, ages, ethnicities and represents equally the gender mix. Thirty-five percent of the membership is drawn from BAME groups and includes Bulgarian, Polish, Asian and Afro-Caribbean residents. It is expected that the membership will evolve throughout the life of the procurement and regeneration process.

The RSG has met monthly and has been consulted on various key tender documentation including the draft Strategic Development Brief and draft Social Value report that will be shared with bidders at the final tender stage.

Independent Advice

The RSG is supported by Independent Tenant and Homeowners Advisor (ITHA), Newman Francis, who were appointed by a council and resident panel in Sept 2017. The ITHA's role is to support residents through the regeneration process and to provide impartial and independent advice. They work with residents to help them understand the process and enable them to influence and shape the regeneration of Cambridge Road.

Newman Francis' current focus is to targeted residents with no or limited engagement on the process through their outreach work, which is aimed at underrepresented groups.

Meeting with RSG 30.10.17

RSG appointed three members to the Procurement panel.

Meeting with RSG 20.11.17

A presentation on the draft SDB was given by the Residents Regeneration Team and Metropolitan Workshop. Agreeing the steps and timetable for the consultation and agreement of the final version of the SDB for the ISOS.

A presentation on the Competitive Dialogue process and timetable was provided by Savills and a discussion on the residents' roles on the procurement panel. RSG requested that residents sat on three criteria: Social Value, Development and Engagement and Communication.

Evaluation Panel

Three Cambridge Road Estate residents selected by the Resident Steering Group sit on the CRE procurement evaluation panel. Alongside a wider evaluation panel, the residents are evaluating three criteria: Stakeholder Engagement and Communication, Scheme Development Proposals and Added Social Value. The residents are receiving a programme of procurement training from the council and its' consultant team.

The residents have taken part in the ISOS stage of competitive dialogue and attended six dialogue meetings with each bidder. The residents have been involved in evaluating bid submissions and shaping the questions to be asked of bidders at the next stage of dialogue.

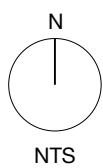
Future Engagement

Homes and facilities at Cambridge Road are valued by the people that live and work there and there is much to be celebrated in the life of the estate and its community. New development will need to support and critically, sustain existing households and groups so that this community life can continue, flourish and welcome new residents.

There must be an acknowledgement of prior engagement in the future. The process of regeneration must avoid fatiguing existing residents by repeating the same questions or conversations.

The four towers on the Estate viewed from Norbiton





Rows of low-density Victorian terraces facing CRE, along Vincent Road.



Context

The Estate, Constraints, and Characteristics

Study Boundary

The study boundary as represented opposite is the full extent for consideration as part of redevelopment proposals, this includes parcels of land which are outside the boundaries of Cambridge Road Estate and the “Red line”. The inclusion of these parcels of land such as the NHS health centre is to ensure that the proposal for the redevelopment of Cambridge Road estate allows for and facilitates full and proper planning of the urban block and the neighbourhood.

Land Ownership

Cambridge Road Estate is predominantly under Council freehold, but there are parcels contained within the study boundary that are under various ownerships, as indicated opposite. A full land ownership plan is included in the Appendix.

Public Transport

Please refer to the July 2017 Transport Study by Transport Planning Practice (TPP) produced for the Council, which contains detailed commentary on the transport infrastructure around the Estate.

Broadly, Norbiton station is a 5-10 minute walk away and Kingston station is 10-15 minutes away. TPP have assessed the PTAL to be 4 to the north of the Estate, and 1B to the south. TPP note that the northern half of the Estate represents a good to average accessibility, while the southern portion is poor to very poor. Despite this, TPP note that the accessibility of the Estate for where people want to go on a day-to-day basis is generally good, given the proximity to Cambridge Road where there are frequent bus services. There is also one ZIPcar bay on Winery Lane to the west of the Estate.

Cambridge Road and Hampden Road are part of the pending Go Cycle highway from Kingston to New Malden.

Uses

Cambridge Road Estate is predominantly occupied by residential uses. Integrated within the estate is a hotel and pub, the Bull and Bush, as well as an existing single storey community building, Piper Hall, which is regularly utilised by local community groups and charities. The Archway Parish Room operates in a similar nature, while there is the Community Hub at the base of Madingley and the Kingston Federation is based on the ground floor of Childerley. There are also council offices in Tadlow. Only one of commercial units is let. The Regeneration office and community meeting room is based in two the units and there is one unit not let.

Elsewhere on the Estate, several areas are used as surface on-site parking and playgrounds for the residents. Immediately adjacent to the estate on Hawks Road to the north-west is a health clinic while numerous retail uses are located along Cambridge Road.

Residential Mix

Of the residential accommodation, the existing housing mix is as follows:

1B	294	35%
2B	300	36%
3B	233	28%
4B+	5	>1%
Total	832	
Social rent	653	
Leasehold	108	
Freehold	71	
Total	832	
Flats	453	
Maisonettes	262	
Houses	112	
Bungalows	5	
Total	832	

Surrounding Neighbourhoods

The neighbourhoods adjacent to the Estate along Bonner Hill, Rowlls Road, Somerset Road, and Portman Road have been identified as an established area of high quality, while Cambridge Gardens Estate to the north is a notable example of post-war London County Council stock.

Street Layout and Circulation

The Estate consists of various building typologies built at different times and so the urban structure has been confused over time, resulting in main routes that are poorly lit, and alleys bound by two rear gardens and their high walls. One of the residents noted how the road layout estranges some ground-floor residents who do not have access roads but instead face onto broad areas of hard open space, which makes their homes inaccessible when moving, and noisy because of the high levels of activity in the open spaces. Many routes end in cul-de-sacs, impeding safety and integration with the wider area.

The predominant routes taken are between Kingston and shops in the west, Wimbledon/New Malden to the east, Norbiton, GP surgeries and the hospital to the north and Kingston Cemetery in the south. Access across the central east-west spine of the Estate between Somerset Road and Hampden Road is the primary route through, but it is presently narrow and dark, with obstructive greenery and lighting which at times doesn't work.

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

This is mainly due to the difficulty in navigating the main routes north-south and east-west without existing knowledge of the area. Also, the spaces and homes in the middle of the Estate are the most difficult to access, meaning many spaces are difficult to access for those with mobility issues.

There are many ground level alleyways, high level link walkways and block entrances to the maisonette blocks that are secluded and unsecured. There is common agreement that these varied levels give occasion for criminal activity. The local police service agrees that anti-social is a problem on the estate and that its design and layout exacerbate this issue, with a multitude of available look-out and hiding places adversely affecting the police's ability to arrest the perpetrators. However, these walkways are viewed positively by some residents, as they allow the opportunity for social interaction and views.

Topography and Levels

Cambridge Road Estate slopes from approximately 15 meters above sea level in the east to 10 meters above sea level in the west. There is a significantly higher topography to the north east of the Estate which enhance the views from the neighbouring Cambridge Gardens Estate. The surrounding topography gradually slopes downwards from east to west and the change in levels will need to be considered during the masterplan development, in particular for views into the Estate and the access and circulation around the Estate. The Estate is around 3 metres lower than the adjacent Cambridge Gardens Estate to the north.

The slopes are particularly noticeable in some parts of the estate where they are not treated well and result in steep paths or odd step / slope combinations which are hard to navigate with a pushchair and must be extremely challenging in a wheelchair.

Examples are the steep path to the rear of Grantchester and the 'unofficial' path from Croxton/ Harston leading down next to Graveley to avoid the very steep slope adjacent to it.

Flooding

The Cambridge Road Estate does not lie within Flood Zone 2 or 3 as defined in the Environment Agency's Flood Map for Planning. However, there are parts of the Estate that lie at High, Medium and Low Risk of surface water flooding. The site also falls within one of the boroughs Critical Drainage Area (CDA).

Residents report some localised flooding during periods of heavy rainfall along and beside footpaths; the responsive repairs service has investigated but not all instances have been resolved.

Listed Buildings

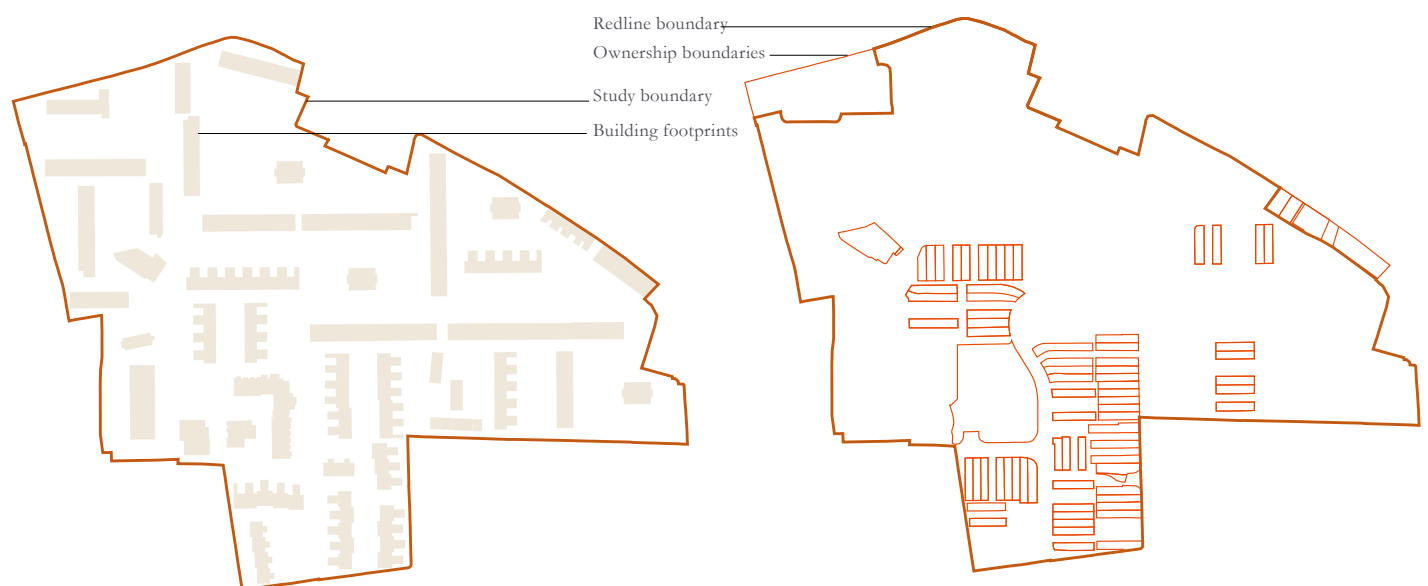
The Cambridge Road Estate does not have any listed buildings. However, Kingston Cemetery adjacent to the south of the Estate has Grade II Listed Mortuary Chapels and Mortuary Chapels South East Tombs, which should be considered during the development of the masterplan to respect the heritage setting.

Conservation Area

The estate is not within a conservation area, however it is on the boundary of one and the significance of the heritage setting must be taken into consideration.

Protected Views

There are no protected views across the Estate.



Existing block footprints with study boundary

Ownership and study boundaries

Madingley Green is valued and the most frequented open-space for community

Good views from the towers

Lack of sufficient lighting on the Estate

Great play and open spaces, but noisy

Uncontrolled, informal, commuter parking a problem

Walkways are sociable places to meet neighbours

Privacy issues resulting from current layout

Levels provide lookouts for criminal activity

Ground floor garages not used



(top)
Summary of the main comments from resident consultation

(bottom)
There are poor levels of lighting on the Estate. Only a few lights cover one of the hub play area

The Estate, Constraints, and Characteristics

Scale And Massing

The existing buildings include four 15-storey high-rises, low-rise blocks ranging from 2-storey houses to 5-storey maisonettes and flat blocks with elevated walkways and bridges to access upper levels. There is diversity in scale, massing and details. At times this variation is a positive attribute of the Estate; the changes in height and density contribute to the interest of the area, whereas at other times, there are excessive details like ornate canopies, or unregulated additions - such as kitchen extractor pipes drawn to the exterior face that clutter the structures.

Tall Buildings

The four towers on the Estate are viewed with a mixed reception. Within this, some argue there are valued views toward the city and the dwellings are a generous size. It is also evident that the height operates as an orienting attribute of the whole area.

Open Space

There is well-received open space on the existing Estate that is liked and used by the community. The public realm does not have consistent boundary treatments and the soft and hard landscaped areas could do with improvement. However, the play spaces function very well, are well-located, overlooked and commonly used by all living on the Estate. The fitness spaces are also valued and used frequently.

Trees / Ecology

There are many existing mature trees on the Estate that contribute positively to the Estate, including a prominent Willow tree between Tadlow and Piper Hall. These are catalogued in the Tree Survey which is available upon request. There are several other significant groupings including but not limited to those on Cambridge Road, Madingley Gardens, adjacent to Croxton, Harston, Fordham, Granchester, and on Burritt Road. These should be retained wherever possible. There are no TPOs on the Estate.

Parking

Parking is a critical issue for residents. They noted a lack of surface parking control, and high non-resident parking on the Estate. The surrounding areas have controlled parking and at present the unregulated and slack nature of parking on the Estate means neighbours park on the Estate instead of on their own streets. This is exacerbated by poorly delineated open space, which contributes to an overall negative impression of the public realm that does not discourage parking on open space.

Cycle Parking

In total there are 9 existing cycle hangars across the estate - one outside each of the towers and the remaining 5 are across the site. Housing Management Services noted that there is not sufficient cycle storage available for those on living on the Estate at present, with keys being issued but no spaces being available in the cycle hangars. Children on the Estate agreed there is not sufficient cycle storage.

Utilities

A public utility search has been undertaken and the routes are available upon request. The main existing utility corridors, and in particular the TWA Sewers run under Cambridge Road and Washington Road.

Services

Assessing condition and routing of existing services will need to be considered early on during the masterplanning process.

Lighting

Residents and children living on the Estate agree that there is a lack of sufficient lighting on the Estate. Community groups
The Estate is not just formed of its' physical attributes, but rather, is a well-networked place with a strong community life. There are many social events, such as the summer fete, that inhabit the open and community spaces on the Estate. The residents are also represented by a number of active Resident Associations. These include CREST, CRERA and One Norbiton, as well as those set out in the consultation section of this document.

Deprivation

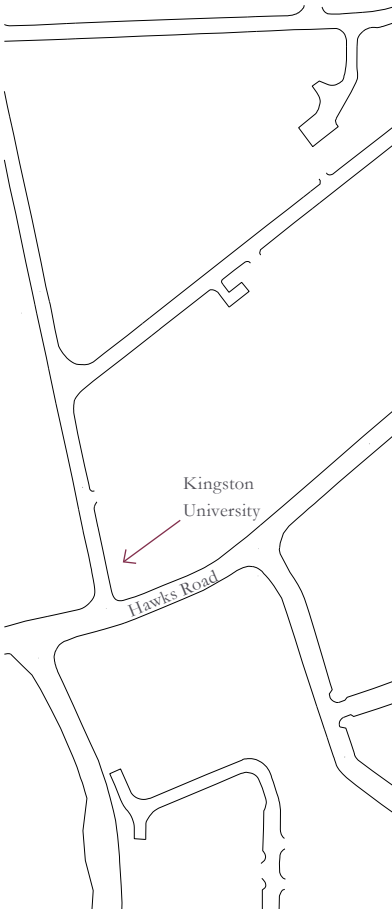
Cambridge Road Estate is ranked the most deprived area in Kingston in LSOA data.

Existing Public Realm



1 Madingley Green

Madingley Green is a well-established, focal and valued piece of open space with mature trees that positively contribute to the setting. There is a collective appreciation of this area, and it is a well-located piece of public open space



2 Fordham Gardens

These mature trees and gardens feel well-looked after and comfortably located against the nearest building line



Existing Public Realm Relationships

..... Pedestrian movement / routes

Existing open space beyond Estate

Valued soft landscape

Valued hard landscape

CPZ within Study Boundary

3 Hub

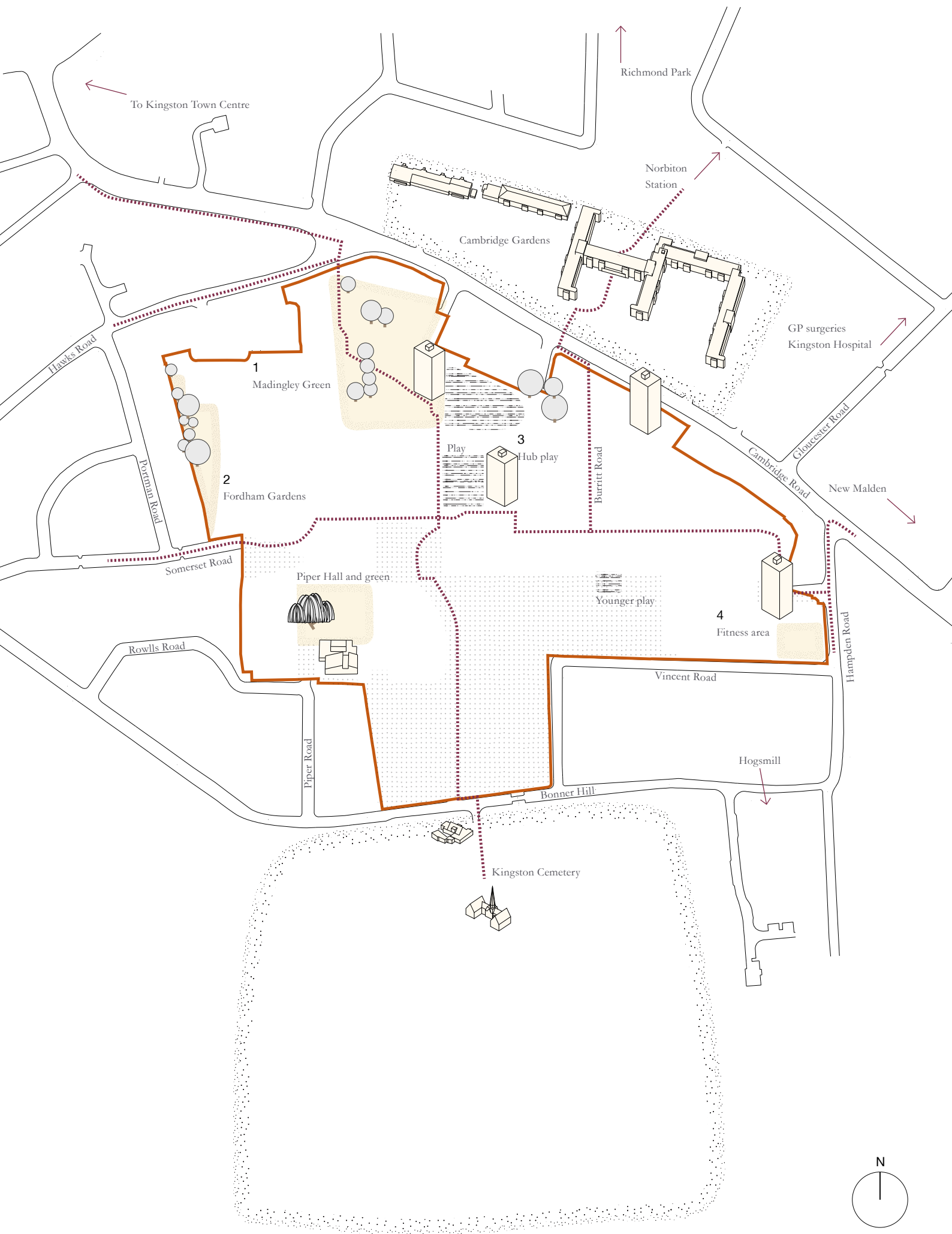
The hub is used for informal games of football



4 Fitness area

This is located in a corner of the site and is difficult to access for some but still well-used





Inventory of Public Spaces

Audit
This inventory is intended to demonstrate that the existing landscape infrastructure is varied and working well, as highlighted in consultation. Attributes that contribute to the nature of these spaces should not be eroded. New development will need to increase provision of open space beyond these extents, in accordance with the increase of residents across the Estate. Some of the spaces are anchored by prominent clusters of trees which would cause detrimental impact to the area if removed.



1
Fordham Gardens 950m²
Green landscape

Notable attributes
Comfortable relationship with terraces on west boundary, cluster of trees offering privacy, well overlooked play area



2
Madingley Green 4,350m²
Green landscape

Notable attributes
Cluster of mature trees, broad expanses of open space with easy access to Cambridge Road

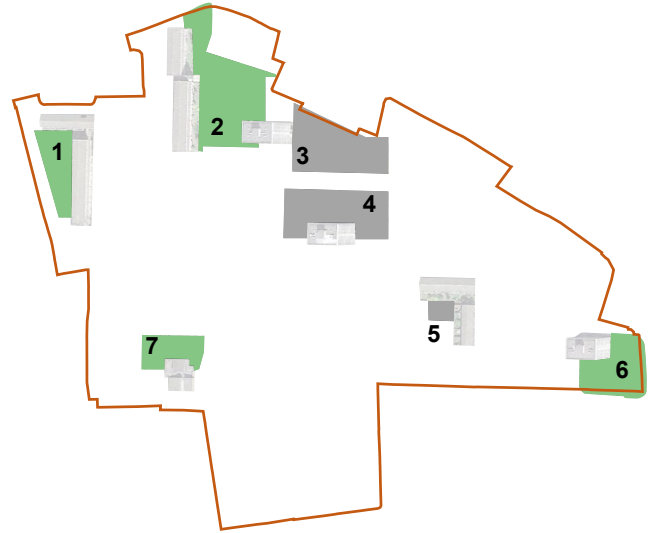
Uses/users
Summer fete, gathering, eating lunch

Users
Cambridge Gardens residents, users from Cambridge Road shops and nearby sites

3
The Hub 2,550m²
Hardscape

Notable attributes
Noisy, close proximity to homes eroding privacy and access, flat and broad

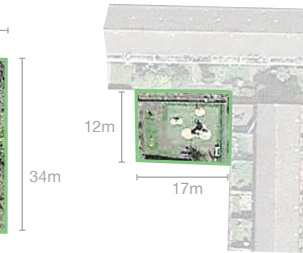
Uses
Football, gathering, all ages play



4
Graveley Podium 2,110m²
Hardscape

Uses

All ages play



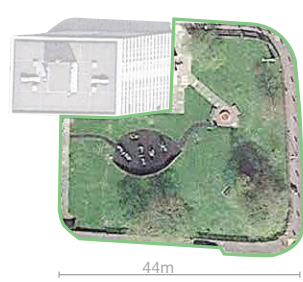
5
Play Area 1,400m²
Hardscape

Notable attributes

Undesirably fenced and difficult to access, well overlooked

Uses

Young play



6
Fitness Area 200m²
Green landscape

Notable attributes

Well used, exposed, poorly located in the corner of the site. Fixed exercise equipment



7
Piper Hall Green 630m²
Green landscape

Notable attributes

Mature willow tree, open space adjacent to the main community space.



The mature Willow Tree opposite Piper Hall and Tadlow. This is classified as a Category B tree in the Tree Report, however the residents have expressed value placed upon this tree and every effort should be made to ensure it is retained.





Context

Social

People

Young, Elderly and Vulnerable Residents

The consideration of the specific needs of the young and elderly are extremely pertinent to this project. Fifteen percent of Cambridge Road Estate population are elderly residents aged 65 years and above, some of whom are vulnerable. Eleven percent of the residents are under 16.

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 are expected to have a disability on the Estate. Twenty-two percent of those that stated multiple disabilities, 19% state mental health problems and 13% had physical disabilities.

Demographic

Meanwhile, there is a very wide ethnic mix on the Estate. Consultation report demographics state there are 61% white, 21% Asian, 9% black and 4% mixed-race residents, therefore at least 1/3 of the Estate are from BME groups. (Data Source: Kingston Data, ICT Housing Data and Renaisi consultation report).

371 of 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.

18.4% of households do not have residents that speak English as a main language. Consequently, there is a risk that regeneration will have an impact on those that do not understand English and hence do not grasp the regeneration process. Support and advice will be essential for those who need it.

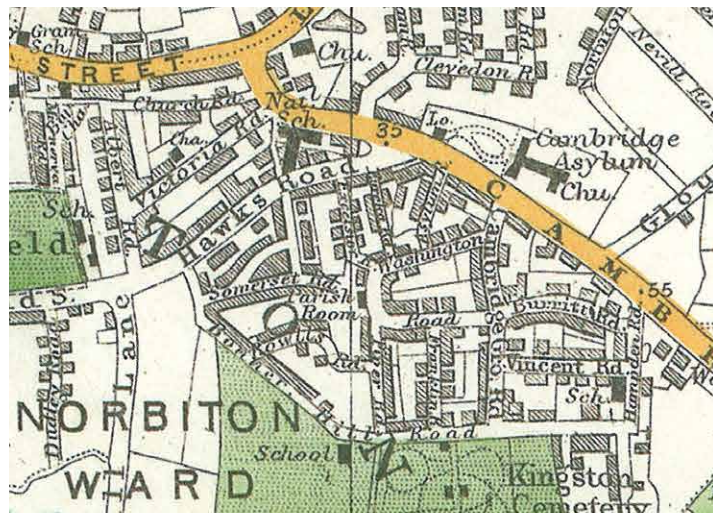
Historic

Grain

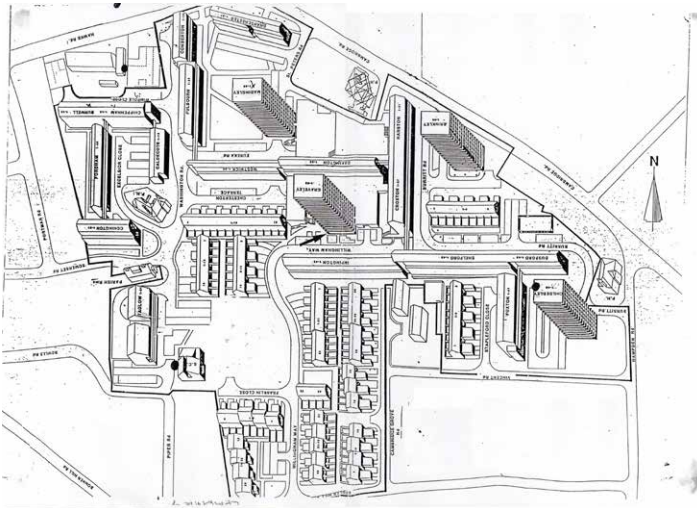
The Estate has been through many transformations. Before World War I, the Estate layout was organic and with streets that curved in and around the Estate, but with Cambridge Grove Road as a legible spine north-south through the Estate – a worthwhile relationship that has been disintegrated in recent years. The Parish Room was located at a crescendo, as an event in the heart of winding, but deliberate route across the Estate. A few decades later, the urban grain shifts significantly and a more rigid street pattern appears with perimeter blocks and interior courtyards.

More recently, the Estate map indicated opposite (Date unknown) shows two former pubs on the Sir Robert Peel and student accommodation sites, and a large open space adjacent to Piper Hall, where Ely Court presently sits.

1912
Organic but deliberate layout



Date Unknown
More open space and pubs



1975
Children play on Cressington Terrace



1970
The Estate under construction





Context

Policy Summary

The Estate represents an opportunity to provide a significant number of new homes on a brownfield and sustainably located site. The development is compliant with the national strategy for estate regeneration, helping to deliver more and better quality housing, drive local growth and improve opportunities for residents.

The principle of redeveloping the Estate is supported by the Council and the Council have been helping to promote the sustainable regeneration of the estate. The development will re-provide homes for the existing tenants within a new high quality public realm which aims to improve the quality of life of existing residents. Redevelopment proposals for the Cambridge Road Estate must take account of relevant national, regional and local planning policy. This section sets out the relevant planning policies that any forthcoming planning application should be considered against.

National Planning and Policy

National Planning Policy Framework (2012)

The NPPF provides an overarching framework for the production of local policy documents and at the heart of this document is a presumption in favour of sustainable development. Paragraph 17 of the NPPF sets out 12 core land use planning principles including;

- Proactively drive and support sustainable economic development to deliver the homes,
- business and industrial units, infrastructure and thriving local places that the country needs;
- Secure high quality design and a good standard of amenity for existing and future occupants;
- Support the transition to a low carbon future in a changing climate;
- Encourage the effective use of brownfield land; and
- Promote mixed use developments and encourage multiple benefits from the use of land.

Paragraph 50 seeks to significantly boost the supply of housing and requires local planning authorities to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Housing applications should be considered in the context of the presumption in favour of sustainable development.

Paragraph 56 emphasises the need for good design, which is considered to be a key aspect of sustainable development and should contribute positively to making places better for people.

Paragraph 58 states new development should function well and add to the overall quality of an area, not just in the short term but over the lifetime of the development.

Paragraph 99 requires new development to be planned to avoid increased vulnerability to the impacts arising from climate change, including flood risk, and care should be taken to ensure risks can be managed through suitable adaptation measures. Paragraph 100 states inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at high risk. The Cambridge Road Estate is located in Flood Zone 1, but is considered to be at risk from surface water flooding.

Estate Regeneration National Strategy

The Government recognise that Estate regeneration can transform neighbourhoods by delivering well designed housing and public space, a better quality of life and new opportunities for residents. The national strategy aims to support local partners to improve and accelerate local estate regeneration to deliver more and better quality housing, drive local growth and improve opportunities for residents. There are three key principles that underpin successful estate regeneration:

- Community engaged as partners
- Support and leadership of the local authority
- Willingness to work with the private sector to access commercial skills and lever in investment.

New development should respond to local character, establish a strong sense of place and seek to optimise a sites potential to accommodate development and create safe and accessible environments.

Housing Zone

As part of the Mayor's Housing Strategy thirty Housing Zones have been designated across London, in partnership with London boroughs and their development partners. A total of £600 million in funding has been made available for the construction of 75,000 new homes.

The Cambridge Road Estate has been designated in the London Plan as a 24 hectare Housing Zone. The estate regeneration programme has been given an indicative GLA funding allocation of £46.2m and Housing Zone status will help to accelerate the delivery of housing on the site.

Regional Planning and Policy

London Plan (2016)

At the regional level, the London Plan (2016) provides the Mayor's strategic spatial strategy setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.

The plan which sets an overall housing provision target 42,000 additional homes per year across London between 2015 and 2025. A target of 6,434 new homes is set for the RBK over this period, resulting in an annual monitoring target of 643 new units per annum. Policy 3.3 states that boroughs should seek to exceed their housing targets.

Policy 3.8 requires developers to provide a choice of homes which meet the requirements for different sizes and types of dwellings in the highest quality environments. In order to comply with requirement M4 (2), step free access must be provided in new dwellings. Generally this will require a lift where a dwelling is accessed above or below the entrance storey. Furthermore, 90 per cent 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'.

Policy 3.11 of the London Plan states that boroughs should seek to maximise affordable housing provision. In negotiating the provision of affordable housing on individual sites, Policy 3.12 states that "negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation (contingent obligations), and other "scheme requirements".

Please note the Joint Venture (JV) is required to deliver 653 socially rented units that currently exist on the site, as an absolute minimum. JV should seek to where possible deliver a high level of socially rented housing provision.

Density ranges for new residential developments are set out in Table 3.2

However, overriding objective of Policy 3.4 is to optimise housing output while taking into account of local context and character, layout, public realm, and residential quality. High densities can be acceptable where there are no symptoms of overdevelopment and proposals are of an exemplary design, providing a high standard of residential quality and public realm.

Policy 3.5 states the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix.

Table 3.3 sets clear internal minimum space standards for new dwellings, intended to ensure that all new homes are fit for purpose and offer the potential to be occupied over time by households of all tenures. New units must be designed in accordance with these.

Policy 3.6 seeks to enhance the quality of local places by ensuring that new housing developments take into account the provision of public, communal and open spaces. The Mayor's 'Play and Informal Recreation SPG' (2012) states that adequate provision of children's play space should be provided in new developments. Developers should use the SPG play space requirement calculator to ascertain the level of play space provision that will be required.

With regards to managing flood risk, Policy 5.12 requires new development proposals to comply with the flood risk assessment and management requirements set out in the NPPF. Policy 5.13 also states that development should seek to utilise SUDS, unless there are practical reasons for not doing so. Developments should aim to ensure that surface water run-off is managed as close to its source as possible, in line with the drainage hierarchy.

Policy 7.6 of the London Plan requires new buildings and structures to ensure that they do not cause unacceptable harm to the amenity of surrounding land and buildings in relation to a number of factors, including overshadowing.

Policy 7.7 further states that tall buildings should not adversely affect their surroundings in terms of overshadowing and reflected glare.

Policy 7.19 seeks a proactive approach to "the protection, enhancement, creation, promotion and management of biodiversity" and states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Table 6.2 (Car Parking Standards) states that the maximum parking standards for a 1 or 2 bed unit is less than 1 per unit with up to 1.5 spaces per 3 bed unit. The Plan requires 20% of all residential spaces to be available for use by electric vehicles ('active' provision) with a further 20% passive provision for electric vehicles to use in the future. However, it is anticipated that a lower parking ratio will be provided across the site.

With regards to cycle parking, Policy 6.9 states that developments should provide secure, integrated and accessible cycle parking facilities and sets out a minimum of 1 space per 1 bed or studio and 2 spaces per all other dwellings should be provided. One space per 40 units should be provided for short stay cycle parking.

The PTAL rating varies across the site, from PTAL 4 at the northern end of the site to PTAL1b at the southern end. The midway point between these two locations, achieves a PTAL rating of 3.

Transport Planning Practice (TPP) are advising the Council with regards transport issues are in the process of preparing a Transport Assessment. As part of this process TPP are seeking to understand the existing position with regards to car parking and who currently parks cars on the site. At present there are no restrictions on parking within the estate and it is anticipated that a high number of commuters and residents from nearby areas that are included within a CPZ use the car parking within the estate to park cars.

TPP are reviewing census data to understand the patterns in relation to car ownership for the area. It is anticipated that a detailed Travel Plan would need to be prepared which would provide details of how sustainable modes of transport would be promoted on site including enhancing cycle and pedestrian routes. We would expect that car clubs are provided on site to reduce the need for car parking.

Evening view toward Childerley



New London Plan (2017)

The New London Plan (December 2017) was consulted upon between December 2017 until March 2018. Draft Policy H10 explicitly relates to estate regeneration and states that the loss of existing housing is generally only acceptable where the housing is replaced at existing or higher densities with at least the equivalent level of overall floorspace. The Plan states that the aims of estate regeneration typically fall into three categories: maintaining good quality homes; maintaining safe homes and improving the social, economic and physical environment in which homes are located.

Where social rented floorspace is lost, it should be replaced by general needs rented accommodation with rents at levels based on that which has been lost. The delivery of additional affordable housing should be maximised.

All schemes should follow the Viability Tested Route, under Draft Policy H6. This requires detailed supporting viability evidence to be submitted in a standardised and accessible format as part of the application and the borough, and where relevant the Mayor, will scrutinise the viability information to ascertain the maximum level of affordable housing. Viability tested schemes will be subject to review.

The Cambridge Road Estate is located within the Kingston Opportunity Area (OA). The London Plan (2017) identifies the Kingston OA as an area capable of accommodating development and intensification to provide leisure, cultural and night-time activity, commercial and retail uses, as well as high density housing. Once Crossrail 2 is operational, the borough will benefit from more Crossrail 2 stations than any other and the arrival of the new, higher frequency, higher capacity service will enable significant additional growth opportunities

The New London Plan (2017) has removed the formal density matrix and instead Draft Policy D6 encourages development proposals to make the most efficient use of land and be developed at the optimum density, taking into account the site context, connectivity and accessibility, and capacity of surrounding infrastructure.

Better Homes for Local People - The Mayor's Good Practice Guide to Estate Regeneration, February 2018

The Mayor also published his Good Practice Guide to Estate Regeneration which was consulted on between December 2016 and March 2017. The document states that the aims of estate regeneration projects typically fall into three broad categories:

Maintaining good quality homes; Supporting the supply of new housing; and Improving the social, economic and physical environment in which those homes are located.

The fundamental approach underlying the process should always be to engage early and meaningfully with existing residents. As the primary stakeholders, residents of an estate must be given sufficient opportunity to engage with and shape any proposals that will affect their homes, and they should be pro-actively supported to do so.

The Mayor believes that, where demolition and rebuilding is chosen as part of an estate regeneration, this should only happen where it does not result in a loss of social housing, or where all other options have been exhausted.

Good Growth by Design

The Mayor also published his Draft Good Growth Design following the A City for All Londoners, published in October 2016. The document seeks to The Good Growth by Design sets out an integrated programme of work that seeks to enhance the design of buildings and neighbourhoods for all Londoners. The programme has 6 key principles: Setting Standards Using design inquiries to investigate key issues for architecture, urban design and place-shaping, in order to set clear policies and standards. Applying the Standards Ensuring effective design review across London, including a London Design Review Panel. Building Capacity Enhancing the GLA Group's and boroughs' ability to shape new development to deliver good growth. Supporting Diversity Working towards a more representative sector and striving for best practice while designing for diversity Commissioning Quality Ensuring excellence in how the Mayor and other public sector clients appoint and manage architects and other built environment professionals. Championing Good Growth By Design Advocating best practice to support success across the sector.

Healthy Streets for London

In line with the his aspiration for every Londoner to live an active life, the Mayor and TfL published the Healthy Streets Programme in February 2017. This aims to help all Londoners enjoy the benefits of being active through walking or cycling for at least 20 minutes a day. The Healthy Streets Approach includes direct investment in walking, cycling and public transport infrastructure so that active travel becomes part of every journey. The intention is to develop more efficient and affordable public transport services in order to deliver the switch from car use. This initiative will help to support a lower provision of car parking on the site

This approach will also help to develop the new Liveable Neighbourhoods Programme. The Mayor has announced £220m funding for boroughs to deliver transport, town centre and public space improvements to improve the lives of Londoners. TfL will invest £148m in Local Implementation Plans that support the Mayor's Transport Strategy, as well as a further £70m for other schemes, including funding for strategic walking and cycling programmes such as Liveable Neighbourhoods. This will be key to delivering the Mayor's Healthy Streets vision of a city that is more pleasant to live and move around in. Each of London's 33 boroughs benefits from the funding and Kingston has been allocated £2.4m to help make the borough's streets greener, healthier and safer.

Local Planning And Policy

Local Level Policy

At the local level, the Council's development plan comprises the London Plan (2016) and the Core Strategy (2012). The Council have also adopted the Kingston Town Centre Area Action Plan (2008) however the Cambridge Road Estate is not located within this plan boundary. The South London Waste Plan (March 2012) also forms part of the development plan, and sets out the issues and objectives for waste management for the next ten years within the boroughs of Kingston, Merton, Croydon and Sutton.

According to the Council's adopted Proposals Map the Cambridge Road Estate is not currently allocated or designated for any use. Kingston Cemetery bounds the site to the south and this is allocated as a Site of Importance for Nature Conservation (SINC), part of the Metropolitan Open Land (MOL) and as a Green Chain. It's environmental significance and the impact of any new development upon this will therefore be a key consideration.

A significant area of land to the south of the Cambridge Road Estate is allocated as the 'Hogsmill Valley Key Area of Change'. The boundary of this Key Area of Change runs along the southern boundary of Cambridge Road Estate. This area has a strategic site allocation for on the Kingston University existing open recreation/amenity land within the Clayhill Campus (proposal to include replacement open informal recreation/amenity space within the Clayhill Campus) and the preferred site for new Kingston University ancillary sport and recreation.

Core Strategy Policy DM4 sets out the Council's approach to water management and flood risk. RBK require all new development proposals to be designed to take account of the impacts of climate change, including water conservation and increase flood risk from fluvial and surface water flooding.

A Flood Risk Assessment will be required for all major development proposals on sites of one hectare within Flood Zone 1. Development proposals should also include SUDs to manage and reduce surface water run-off unless it can be demonstrated that such measures are not feasible.

With regards to the Cambridge Road Estate, 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.

As highlighted above, land to the south of the estate is allocated as the Hogsmill Valley Key Area of Change. The Core Strategy highlights the Council's aspirations to explore opportunities for a Combined Cooling and Heat Plant and setting up a District Heat Network in this area with connections to surrounding sites, including into the Cambridge Road Estate.

As well as place specific policies, the Core Strategy also outlines a number of thematic policies. The key policies in relation to the proposed redevelopment of the Cambridge Road Estate are highlighted below.

CS Policy CS10 states that the Council 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.

Proposals for new residential development should incorporate a mix of unit sizes and types and provide a minimum of 30% of dwellings as three or more bedroom units, unless it can be robustly demonstrated that this would be unsuitable or unviable. Furthermore, 10% of units should be wheelchair accessible.

Policy DM15 encourages applications for 100% affordable housing schemes, but will expect sites of 10 or more units to provide at least 50% of the units as affordable housing, with a tenure split of 70:30 between Social/Affordable Rent and Intermediate Provision.

Policy CS8 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.

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.

Policy DM11 states new development should be supported by a contextual statement that demonstrates a clear understanding and analysis of 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.

CS Policy DM10 seeks to safeguard residential amenities in terms of privacy, outlook, sunlight/daylight, avoidance of visual intrusion and noise and disturbances.

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. In relation to the existing community centre on the site, Policy DM24 states that the Council will resist the loss of existing community facilities, unless there is evidence to suggest the facility is no longer needed, it has been vacant and marketed for community use without success or it can be re-provided elsewhere or in a different way. Any proposal for new retail floorspace would need to satisfy Policy DM20.

The Council are likely to support some commercial and leisure uses that complement the residential development. This could include a small convenience store or leisure provision such as a gym which would be considered important to service the community that would be created as part of the redevelopment of the site.

Strategic Housing Market Assessment
The Council issued their Strategic Housing Market Assessment in June 2016 (SHMA). The report provides a summary of the potential future housing requirements within the Borough. For Kingston, the future pattern of requirements shows a reduction in the proportion of small units required in 2035 and an increase in the proportion of larger units. The SHMA also states that 72% of the new provision of housing would need to be three and four bed units in order to meet the Borough's Objectively Assessed Needs (OAN).

With regards to affordable housing, the SHMA identifies there is greatest need for housing at social rented sector levels and in terms of dwelling size, the largest demand was for 2-bedroomed units, with less shortage for 1 and 4+ bed units.

Shops are far away from Cambridge Road Estate [we] have to go into Kingston

Axe Capoeira engagement with 17 children and Estate Regeneration Engagement Manager, 2017

Emerging Local Planning Policy

The Council are currently preparing a new Kingston Local Plan. The Council are intending to undertake the Regulation 18 Consultation on the 'Issues and Options' document later this year.

Community Infrastructure Levy

The Mayors CIL Charging Schedule also came into effect in April 2012. RBK is located in Zone 2 and the rate for all new development floorspace is £35 per sqm.

The Council's CIL Charging Schedule came into effect in November 2015. The site is located in Charging Zone 3 and the following charges will apply: Residential - £85 per sqm; and Retail (Class A1-A5) - £20 per sqm.

Housing Estate Regeneration Programme

In 2015 the Council assessed its existing larger housing estates to determine whether they can provide a greater number of better quality homes and infrastructure improvements. It was agreed to progress with Cambridge Road Estate and the Council agreed at March 2017 Growth Committee to procure a Development Partner through a JV in order for the Council to undertake the masterplanning and delivery of the CRE regeneration.

The programme gives the Council the opportunity to improve the quality and quantity of homes within the Cambridge Road Estate including improving the quality of life for residents and encouraging investment in the wider neighbourhood.

Supplementary Planning Documents

The Council have adopted a number of Supplementary Planning Documents (SPDs) which provide further to detail to the policies contained in the local development plan.

Sustainable Transport SPD

The Sustainable Transport SPD (March 2013) sets out the relevant car parking standards for residential use which comprises table 6.2 of the London Plan (2011) and Annex 3 of the Mayor's Housing SPG (2012). Supporting text states although applicants should seek to satisfy adopted regional and local parking standards, each development proposal is considered on a case-by-case basis to ensure these standards are suited to the local circumstances. Where reduced parking spaces are proposed, the applicant will need to demonstrate and justify that it will not result in an increase of on-street parking or loading activities, which would adversely affect road safety, emergency access traffic flows, bus movement, the amenity of local residents or street scene in the surrounding area. Development proposals will still be required to make adequate parking provision for disabled people.

On-site parking layout and design should provide car park dimensions and layouts that satisfy the minimum standards as outlined in Appendix 5 of the SPD.

Residential developments providing 40 or more dwellings should provide on-site car club facilities at a rate of one car club per 40 units.

The Sustainable Transport SPD sets out the relevant cycle parking standards and for residential use states:

- 1 space per 1-2 bed unit;
- 2 spaces per 3 or more bed unit
- Cycle parking storage should be covered, conveniently located and safe, secure and well lit.

Other SPD's

A number of the other SPD's will also need to be taken into consideration:

- Planning Obligations SPD (February 2017)
- Financial Viability in Planning (December 2016)
- Residential Design Guide SPD (July 2013)
- Affordable Housing SPD (May 2013)
- Secure Cycle Parking Strategy Study (2004)

Direction of Travel

The Direction of Travel was adopted in October 2016, having been jointly prepared by RBK and the GLA. The document provides supplementary planning advice to the London Plan policies to support the development and intensification of areas within the borough to provide new homes, jobs and investment. RBK has a growing population, which is expected to increase from 173,000 to 200,000 people in 2036.

The Cambridge Road Estate has been identified as an area of immediate opportunity for growth in this document. The Direction of Travel therefore identifies the importance of sites such as the Cambridge Road Estate, an allocated Housing Zone, which will provide a significant number of new, mixed use tenure dwellings.

Planning History

There is no previous planning history seeking the comprehensive redevelopment of the Cambridge Road Estate.

An application was granted on appeal in July 2016 for the redevelopment of land at 2 Hampden Road, Kingston. This granted consent for a mixed use development comprising 31 new residential dwellings and retail/financial and professional services/medical use within a part 3/part 7 storey building (Ref. 15/12373). Whilst not within the boundary of the Cambridge Road Estate, the site is located immediately adjacent to the north eastern corner of the site.

Planning permission was also granted in January 2015 for the demolition of the existing commercial buildings and redevelopment of the site to provide a part 6/part 7 storey building to provide 300 student rooms, the retention of 'Europcar' providing a basement and ground floor premises with public realm improvements and associated works at 64-80 Cambridge Road (Ref. 14/13010).

Design Review Panel

Bidders may be expected to present to the Design Review Panel currently being prepared by the Council.

4 Spatial framework



Spatial framework

Introduction

This section is a set of definitive expectations, requirements and standards. It outlines the basic principles of development to be observed in the future masterplan – principles that will determine the viability of the regeneration process in more than numerical terms.

The section will firstly set out the expectations of the Estate in capacity and in numerical terms as best understood at the time of writing. Once the expectations that broadly ensure the delivery and viability of the project are understood, the section will expand to outline a skeleton for future development spatially, considering the design, and how it might be executed in a way so as to respect the existing setting, trees, enliven the street, or mitigate the impact of high density.

Capacity and Built Form

Housing Density

Across the existing Estate, the average density is 96 dph, but varies between 21 – 200 dph. New development should achieve between 170-230 dph on average.

The Estate is defined as urban. The London Plan Policy guidance for sites of an urban character with a PTAL of between 2-3 is 70–170 dph. The Estate currently supports relatively high density compared to the rest of the borough it will need to be demonstrated that, through design approaches to amenity and massing, concerns about density can be addressed with excellent design. Residents on the Estate have expressed concerns regarding the detrimental impact of increasing housing densities. All proposals must allocate density in the most appropriate areas, accounting for the contextual relationship, impact on sunlight, particularly onto open spaces, and avoid severely inflating certain portions of the Estate, in favour of a diverse dispersal. This will entail detailed consideration of open space and play provision, sunlight and daylight penetration, privacy, layout of flats, parking, public realm and landscape.

The impact of density on the experience at ground and podium level should be well-thought through and broad tactics – that might work in one area but not another – should be avoided.

The massing of residential mid-rise buildings should be controlled to allow good light penetration to all dwellings and minimise any overshadowing. Designs should promote sunlight in courtyard spaces. Light and views for the individual residential dwellings and open spaces should be maximised.

Refurbishment Options

Through the consultation exercises carried out by Renaisi, the outcome was that residents have a preference for complete redevelopment, so the Council is progressing on that basis. However, if during the developer selection process, and subsequent masterplanning, it becomes clear that retention of some existing buildings meet the requirements of the development brief and is financially viable, then those options will be considered.

Housing Mix

Existing Mix

1B	294	35%
2B	300	36%
3B	233	28%
4B+	5	>1%
Total	832	

Social rent	653
Leasehold	108
Freehold	71
Total	832

Flats	453
Maisonettes	262
Houses	112
Bungalows	5
Total	832

A multi-tenure development with a varied distribution of homes across the Estate is a necessity. Proposals must be tenure blind and reduce social polarisation, with opportunities for residents of all tenures to meet in shared spaces within the blocks and in communal and public spaces.

The Council are open-minded to the possibilities of PRS, and elderly housing and/or supported housing. Additionally, the Council's recent Strategic Housing Market Assessment (2016), highlights a significant demand for predominantly 1B and 3B family homes.

In consultation with the residents one of the main concerns was the possibility of the affordable homes being unequally distributed within one portion of the Estate.

New development will need to achieve successful tenure mix and distribution, and maximise the amount of affordable housing. This is an opportunity for developing best practice for an exemplar scheme.

Tenure mix should also occur across a range of residential types.

Affordable Housing

The adopted London Plan states that in order to maximise affordable housing provision, boroughs should take into account potential sources of supply, including local authority developments such as the net gain from estate regeneration.

Emerging London Plan Policy H5 sets out the strategic target for 50% of all new homes delivered across London to be affordable. All schemes are expected to maximise the delivery of affordable housing and make the most efficient use of available resources. This includes public sector land which should be delivering at least 50% affordable housing across its portfolio.

Engagement to date with the Estate residents has indicated that their ability to remain in the community that exists on the Estate is very important to them. For that reason the Council is committed to re-provision of homes for existing social rent and leasehold residents of the Estate.

There must be no reduction in socially rented housing. As the absolute minimum, 653 social rented homes are to be re-provided. Therefore *as a minimum* the Estate should accommodate:

- Social rent 653
- Shared equity 100

While understanding that the scheme has to be financially viable and affordable, residents are keen to see an increase in social housing, not just additional private or more expensive affordable housing.



Capacity and Built Form

Affordable Housing (continued)

The Joint Venture partnership will seek to deliver a higher level of socially rented housing provision where possible. This will be what the Estate can feasibly accommodate without becoming unacceptably dense, while remaining financially viable.

It is intended that all affordable rented homes remain or are incorporated within the Council's ownership, with Secure tenancies at social (capped) rents, set in the same way as the Council rents are set now, for all residents currently benefiting from such tenancies. This will meet tenants' preference for the Council to continue to be its landlord and would help with decant requirements.

The council does not have a large supply of affordable housing stock in other locations which could be used for decanting purposes and therefore without providing replacement affordable homes on site would be unable to secure vacant possession of the Estate within a foreseeable time-scale.

The assumption is therefore that tenants will need to be rehoused as necessary within the new development. Ideally with a single move to their new home.

Providing a range of tenures would help accelerate housing delivery and overcome any issues of market absorption, with, for example, the phased delivery of different tenures properly planned to avoid an oversupply of market sale homes affecting occupation and sales values.

Given the mix of tenures, there must be many opportunities to mix for social, affordable and private residents. Opportunities for residents to interact must be explicitly drawn out in the full masterplan.

Height and Massing

The form and massing of new development will be determined during the bidding, masterplanning, and design process.

Overshadowing, topography and impact on conservation areas should also be considered.

New development must be evidently sensitive to the surrounding scales, given the character of the adjoining neighbourhoods. While the building heights diagram highlights that the area to the north as most appropriate for height, given the buffer of Cambridge Road, designs should not only position height here. New development should instead observe and reflect upon the sensitive boundary conditions.

Critically, new development must avoid severely inflating certain portions of the Estate, in favour of a diverse and fitting dispersal of height and mass. This is the current condition observed on the Estate regardless, where there is a significant range of densities.

There could be some continuity in scale across new buildings and the adjacent neighbourhoods, not necessarily to make homogeneous scale but to form regional relationships related to context where the buildings on and off the Estate are not conversant now. As such, development adjacent to Vincent Road, Cambridge Grove Road, Rowlls Road, and Piper Road should observe the sensitive context of low-density homes.

Likewise, height along Cambridge Road should respect Cambridge Gardens. Despite not being a heritage setting, adverse impact on Cambridge Gardens and the landscaped site should be avoided. Any increase in height should disprove an adverse impact on the immediate context, in design terms, considering sunlight, overshadowing, privacy and an overbearing presence on the bordering homes.

The principle of taller buildings in this area may be supported, particularly if part of a new centre for the Estate, even if the existing tall buildings are demolished.

Privacy

A part of the residents' concern with the intent to increase the density was the potential for a loss of privacy. This should be sufficiently reviewed as part of proposals and mitigated where possible. Designs should minimise overlooking of adjacent dwellings. Overlooking of habitable rooms in neighbouring buildings should be kept to a minimum and the privacy for the individual home respected.

Noise and Acoustics

On the existing Estate while the open spaces are well-used, the predominant use of hard surface treatments and spaces bound by tall buildings, and their use late into the night cause noise disturbance to the residents. New development should include softer spaces to ensure this condition is not replicated.

Dual Aspect






Single aspect accommodation should be minimised. If single aspect dwellings are proposed, the designer should demonstrate how good levels of ventilation, daylight and privacy will be provided to each habitable room and the kitchen. Single aspect dwellings that are north facing are unacceptable. Exposure to noise known to cause significant adverse impacts on health and quality of life, should also be avoided. All 3 bed homes must be dual aspect. The detailed design of all Development Plots should include measures to address sunlight and daylight in order to achieve a suitable living environment for residents.

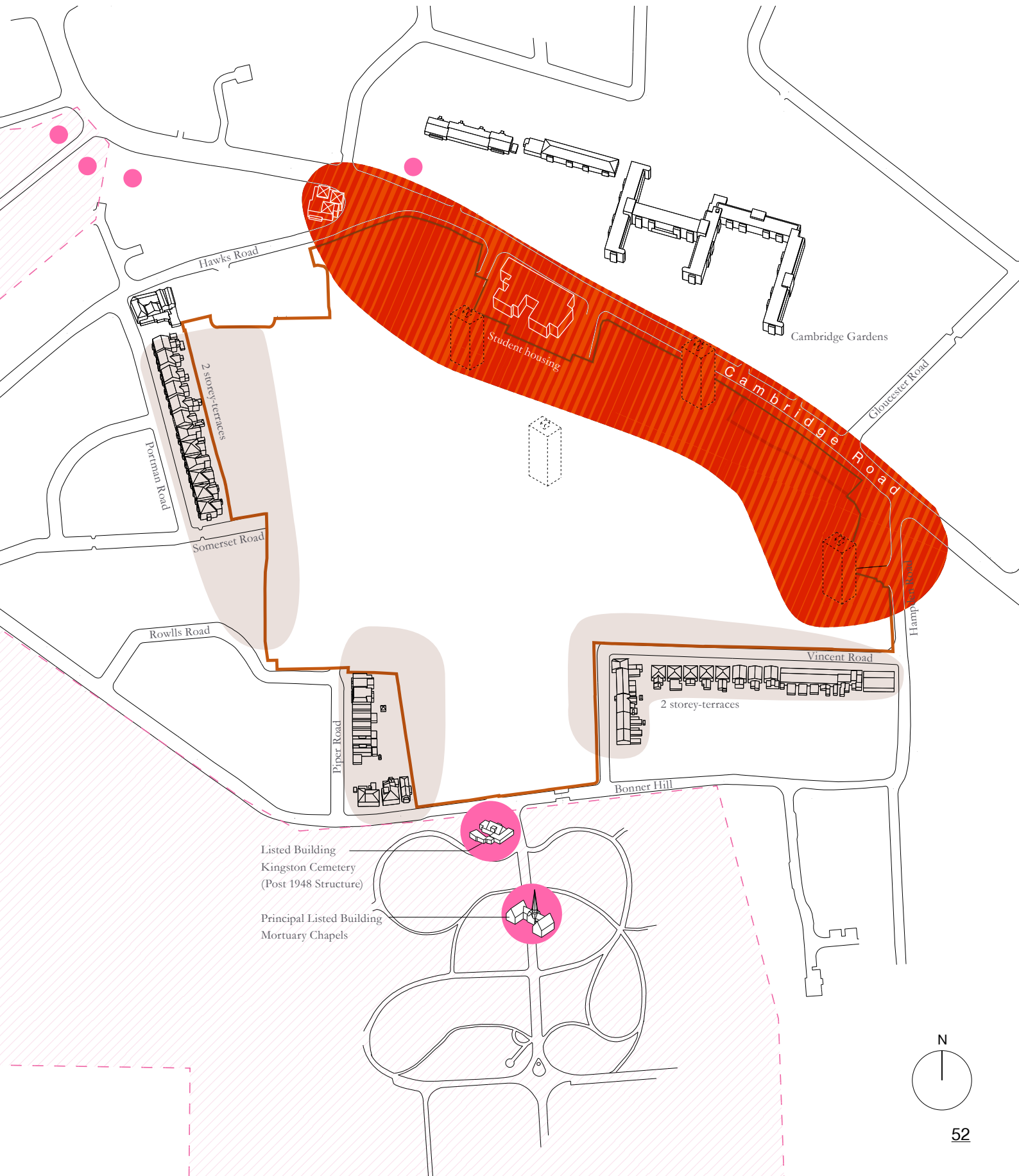
Wheelchair Accessible Dwellings

At least 10% of new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users in accordance with the GLA Best Practice Guide on Wheelchair Accessible Housing. Refer to Policy 3.8 of the replacement London Plan.

The Strategic Housing Market Assessment 2016 identified that 'there is a mismatch between the numbers needing social/affordable wheelchair accessible stock, and the allocations to that stock.' (page 167). Meanwhile within the Estate, there may be additional accessible homes required depending on the number of existing secure tenants for whom accessibility is an issue presently. Therefore considering need within and beyond the Estate, the total in redevelopment may need to achieve more than 10% wheelchair accessible dwellings.

Height and Heritage Constraints

-  areas sensitive to height
-  area with potential for most height
-  curtilage of listed building
-  locally listed
-  listed



Listed Building
Kingston Cemetery
(Post 1948 Structure)

Principal Listed Building
Mortuary Chapels



Capacity and Built Form

Phasing

The indicative first phase of the project is indicated in the diagram, opposite. This broadly includes the buildings and space adjacent to; Piper Hall, Tadlow, Conington, Fordham, Burwell, Chippenham, Caldcote and the Bull and Bush. Proposed phasing will need to achieve targets set out in the GLA delivery schedule, scheduled below. As well as this, all phases of development must achieve a mix of social rent, shared equity and private homes.

Open Space

Quantum - for qualitative requirements see 'Public Realm and Landscape'

Regarding the quantum of open space, new development must meet GLA open space standards, any adopted and local policies. The condition, nature and qualities of open space will be discussed in detail in the Public Realm and Landscape section.

Child Yield and Play

The population of the Estate will significantly increase in redevelopment. Coinciding with this, it is anticipated that a development of this size could be home to approximately 1,000 children. Regarding the quantum of play space required, new development must meet GLA child play space standards, any adopted and local policies. The amount and form of play required by the GLA are set out in Policy 3.6 on 'Children and Young People's Play and Informal Recreation Facilities.' The condition, nature and qualities of open space will be discussed in detail in the Public Realm and Landscape section.

Retail Amenity

Residents commented they travel well beyond the Estate to socialise, and that a pub or restaurant would be welcome. There were also comments about the lack of shops close to Cambridge Road. Proposals should consider, and test the viability of, providing retail facilities in addition to social or community facilities. We would expect provision to reflect the needs of residents that will be established through future consultation, the economic viability of such provision and the potential to add vibrancy to the neighbourhood through such provision.

Cambridge Road and Hawk's Road are considered viable locations for retail amenity.

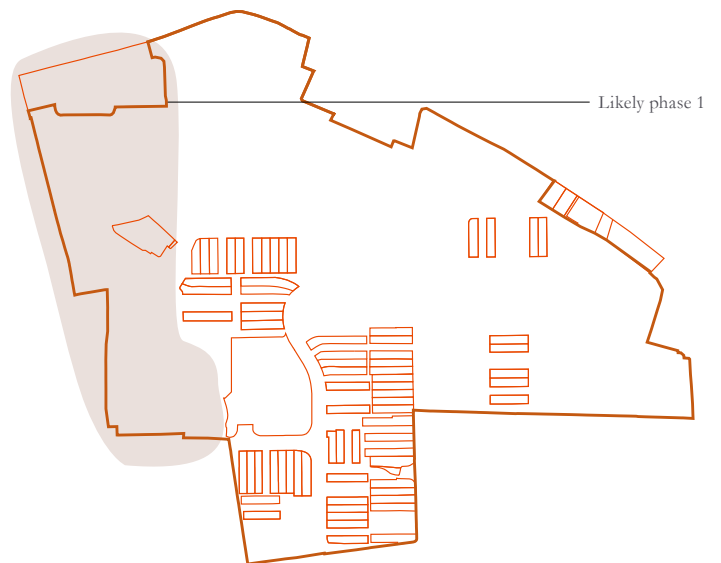
Security and Overlooking

Proposals should seek to design out crime, and in particular the drug dealing, through the use of Secure by Design principles, improved layouts and natural surveillance. As noted above, adequate and well-designed lighting is critical with respect to providing a secure environment.

Security of both residents and visitors needs to be addressed through passive design measures. Street level animation and passive surveillance from street level habitable rooms as well as upper floor habitable rooms should apply to all buildings.

Ambiguity of ownership must be avoided.

Natural passive surveillance must be a critical feature of any change. Connectivity and movement



(top)
Expected phasing plan

(bottom)
Currently the provision of play is well-regarded, so it is important that redevelopment forms equally enjoyable play spaces that are available through the construction process.

Connectivity and Movement

Cre Transport Strategy

Primary Objectives

At CRE, a reversal of the current domination of private vehicles is sought, as the situation is untenable. Therefore the following hierarchy must be followed when considering issues of connectivity and movement:

1. Pedestrians
2. Cyclists
3. Public transport
4. Private vehicles

Suite of Actions

In order to support the Vision and Objectives, a full suite of mandatory actions is expected at CRE:

- Estate wide infrastructure to enable electric vehicle charging and car clubs.
- Car sharing schemes to be introduced to promote suitable and sustainable modes of transport, and discourage car ownership and use.
- A full sustainable travel plan must be produced and on-site transport planning information provided.
- Secure and accessible cycle parking on site for each household must be provided, with Oyster cards and bicycle vouchers to be provided for each household.
- Restriction on residents of the new estate who will not be able to secure a CPZ parking permit in the public highways.
- On site transport travel planning information








Mayoral Transport Strategy

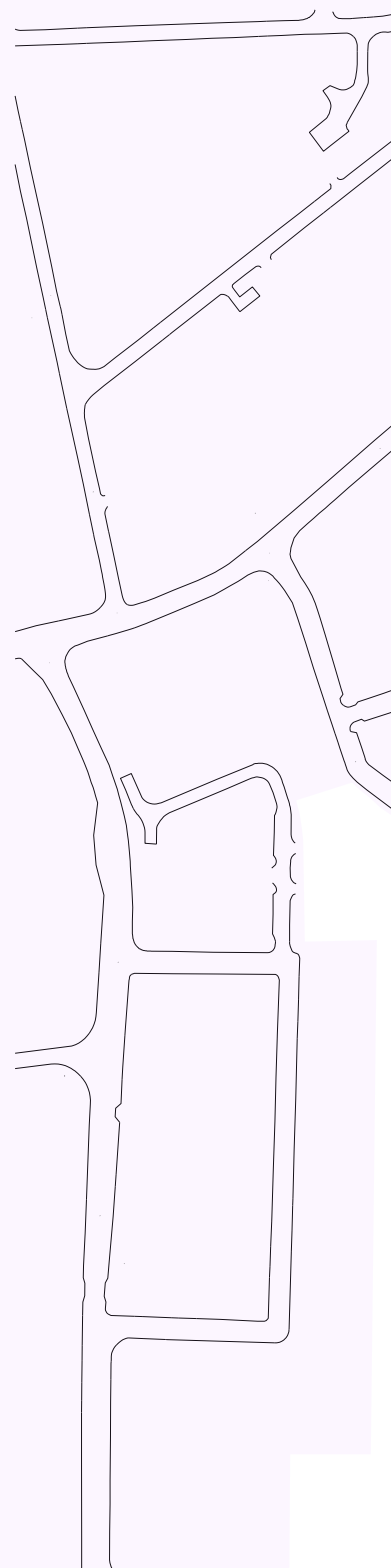
The design of the new Estate will be a significant piece of Kingston's urban infrastructure and therefore needs to be designed in accordance with the Mayor's Transport Strategy 2017 (draft), which prioritises and encourages the use of more sustainable modes of transport such as walking, cycling and public transport, reinforcing the hierarchy above.

Healthy Streets

Refer to 'Context' page 44.

Connectivity and Movement Considerations

-  Existing bus stop
-  Existing bus route
-  Expected pedestrian routes
-  Primary proposed route
-  Secondary proposed route
-  Go Cycle route
-  CPZ





Connectivity and Movement

Streets

Baseline Street Design

Street design should be carefully thought through, and refer to the relevant documents referred to in the 'Policy' section in full.

A coherent street pattern, that is easy to navigate through and way-find, with clear defined edges and boundaries, is essential. New development must provide a network of well-lit, visible footpaths for safer movement across the Estate in the future. There must be a full movement strategy provided that demonstrates how all using the Estate will be able to navigate with ease of access at all levels, across roofs and podiums, but also internally within the buildings.

As noted in the description of the Estate's characteristics, way-finding around the Estate is generally difficult to reconcile and should be improved. Wayfinding should be promoted through carefully articulated corners and frontages, as well as locators at the end of routes.

There should be particular care taken to set a positive human experience.

Variety is critical. While there should be continuity in with the existing cycling, walking and vehicular routes (see adjacent diagram), the overall street design should not be monotonous. The predominant mode of movement 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 a green pedestrian friendly route might be provided nearby.

All Routes

CRE should be considered a part of wider Kingston and therefore consideration must be given to how all routes across the site are treated and how they connect in turn with those routes on the public highway beyond. New and old inhabitants must feel able to move across and between the Estate, where at present this is not necessarily the case. The key entry points for consideration to be noted are indicated on the opposite page.

These routes will must meet the full safety and accessibility criteria, as well as following the innate desire lines of residents of both CRE and the surrounding area.

Future Routes

New development should consider the relationship between the town and the Estate with particular attention paid to the 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
The Estate and hospital

Future relationships should also be considered, primarily between:

- Hogsmill to commercial spaces on the Estate
- The Estate and Hogsmill Primary School

Pedestrians

Journey From Street To Door

For people living at CRE, the journey from the street to the front door is important, but at present doesn't serve them well.

Considering transitions and thresholds, it is not as straightforward as to say there should be clearly defined offset boundaries at set intervals for private, semi-public, or public spaces. Designs should consider shifting the feeling of public beyond the residential frontage to the street. There should be generous space in front of homes wherever possible for activity to spill out.

In the new development, the public realm and ground floor as a place welcoming to accidental encounter and co-inhabitation must be a core principle. Ground floors are a place to store bicycles, locate bins, prams, cleaning equipment, lift lobbies, and entrances to podium parking. Therefore it is important that the spaces transition between the outside and inside seamlessly while accommodating all these functions, belongings and conditions.

All main entrances to homes, ground floor dwellings and commercial entrance lobbies should be visible from the public realm and clearly identified.

Walking routes

These are the priority in new development. Walking routes for inhabitants should be intuitive with good wayfinding.

Pedestrian links should be created to shorten walking routes where possible to improve connectivity across the estate. They must be easily legible and have high visibility, enhancing a sense of safety at all times of the day.

Spaces must be well-lit to ensure pedestrian safety at night creating inviting spaces and preventing crime.

Cycling

Parking

Refer to the 'Policy' section for comprehensive guidance. Cycle parking should be in accordance with the Council's cycle parking standard and the London Plan Policy 6.9. This includes:

- Short stay at 1 space per studio and 1 bedroom dwelling
- 2 spaces per all other dwellings
- Long stay of 1 space per 40 dwellings

However, new development should also reflect site specific parking demand with flexibility to increase provision in relation to monitored cycle parking uptake within an agreed post-completion time-scale.

Proposed cycling routes should be sensibly integrated with the proposed Go Cycle route, and should sit comfortably alongside an improved pedestrian network.

Combined facility

The development should consider more collective, managed arrangements such as cycle hire that would work well in association with a cycle repair workshop and other planned developments.

Vehicles

Parking

Refer to the 'Policy' section for comprehensive guidance. Officers agreed 0.4 car parking ratio is acceptable in redevelopment, subject to proposal including a comprehensive package of measures to influence and facilitate a shift away from car usage (and ownership) and mitigate the transport impact on the wider area.

Officers have agreed to offer parking permits for car hire/car share cars in the CPZ area adjacent to the estate, and that TfL should be approached regarding wider public transport improvements, such as new and /or more frequent bus service to the area in light of high growth potential of the region.

Podium parking may be necessary with some surface parking on streets. Please refer to the for further guidance on the expected requirements for parking.

New development should mitigate surface parking given the impact upon the public realm, and ensure any that is proposed is well-delineated. The overall public realm must be designed to limit opportunities to park illegally through soft tactics.

New development should seek to accommodate at least 10% wheelchair accessible parking spaces, but this could be more dependent on need. The parking needs and requirements of existing residents must be considered and prioritised.

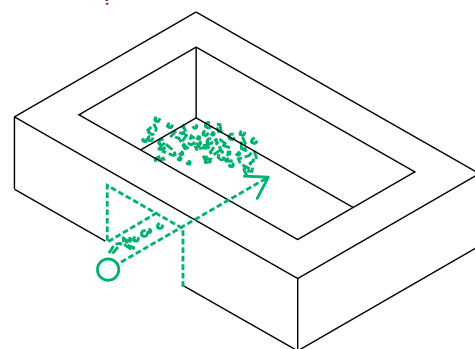
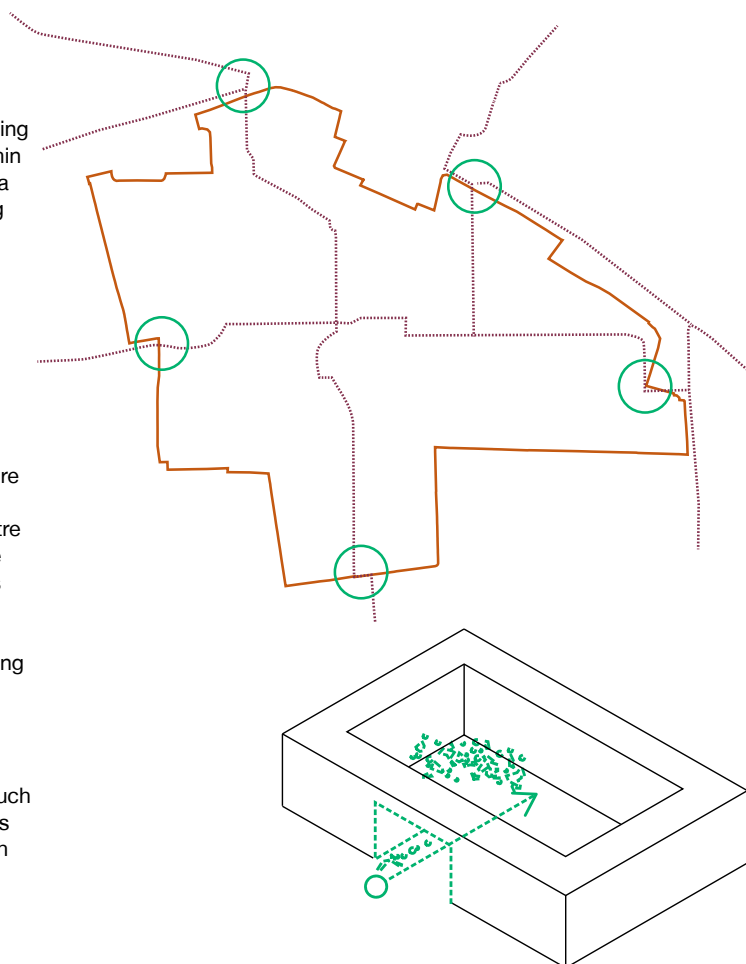
Public Transport

Future Routes

There is a need to look to improving public transport links to, and within the Estate in the future, which is a long-term possibility that is being explored by the Council.

Additional discussions need to be held with local and regional transport authorities in order to integrate the proposal effectively with near and long term future public transport improvements.

Residents have expressed a desire for a bus route along Willingham Way, north-south across the centre of the Estate. This could alleviate the limited transport connections in the southern portion of the Estate, so future improvements could include a bus service running through the estate or increased frequency of existing services. It has been agreed that TfL should be approached regarding wider public transport improvements such as new and /or more frequent bus service to the area, in light of high growth potential of the region.



(top)

Entry points to be accommodated in redevelopment

(middle)

Shifting the feeling of the street into courtyard spaces is a useful tactic for ensuring that all feel welcome to use public open spaces.

(bottom)

The ten indicators of Healthy Streets. They form part of the Mayor's Transport Strategy and principles which should be applied to CRE.



Infrastructure and Servicing

Sustainability

Policy

The regeneration of Cambridge Road Estate will be a referable planning application and therefore the energy and sustainability strategy will need to comply with the London Plan and Royal Borough of Kingston's planning policy. Reference should be made to the Kingston Residential Design SPD.

Sustainable Design

The masterplan should be developed using passive urban design principles as far as possible with regard to energy use and to promote a sense of well-being to inhabitants. The project should deliver net zero and low emission buildings, while looking to recycle and reuse wherever possible. As discussed in detail in the 'Connectivity and movement' section, low carbon forms of travel must be promoted as the first choice.

Social Areas

Areas for social interaction outdoors are critical. The masterplan should demonstrate an understanding of these spaces and their use. Refer to 'Land use and social spaces' for further guidance.

On-Site Heating, Power and Renewables

A scheme of this size is likely to have an on-site energy centre, providing either hot water or heat and power. New development might consider future borough-wide district heat networks, particularly in the context of the Hogsmill masterplan. Space for a CHP system should be accounted for, even in early design stages. Higher roofs may offer opportunities for on-site power generation through photovoltaic or other means.

Higher level roofs should also use on-site renewable energy systems, such as photovoltaics, or for ecological habitats, such as biodiverse or brown roofs, or rainwater attenuation, blue roofs.

District Heat Network

The Council is seeking to develop a District Heat Network around Kingston Town Centre, with the estate as an integral part of this network. The intention is to install a Combined Heat and Power plant that would serve the estate with heat and nominal power, as well as connecting to a network that serves other Council and private energy loads. The design and connectivity of the network is currently being developed in partnership with the GLA, and other funding streams are being explored.

Flexibility

Buildings should be flexible or adaptable with the upgrading of services not resulting in significant alterations. The layout of homes should be flexible such that in future changes can be made to suit residents' needs. Future changes must be available to both individual homes and overall building layouts. Possible changes must be inherent within the design, with particular attention to flexible working to reduce commuting.

Water and Drainage

A water resource strategy must be produced, incorporating measures to minimise water use. Drainage should be considered holistically and intrinsically to the design of the public realm and landscape.

Sustainable Urban Drainage (SUDs)

Given the existing problems with localised flooding and lack of appropriate drainage routes, flood risk and drainage designs must be central strategic drivers in the sustainable redevelopment of the Estate.

SUDs, water recycling and systems to reuse rain and wastewater must be incorporated into new development. SUDs must be integrated into the urban environment in a way that creates visual interest and uses left over space to its' full potential. Green roofs, blue roofs, swales and balancing ponds, rain gardens, bioretention systems, permeable paving, dry basins and other mechanisms must be tested.

SUDs can be cheap to maintain, easier to incorporate into grounds maintenance plans, and provide environmental, biodiversity and aesthetic benefits. Additionally, rainwater harvesting must be actively promoted and accounted for in development proposals. Dual aspect homes RBK is interested in better daylighting, better ventilation and better outlook than single aspect dwellings, so the proportion of dual aspect dwellings should be maximised.

Safety in design

Considerations

The safety of those living on the Estate is of vital importance to the Council. Resident safety should be a recurring theme through all stages of the regeneration, and should be inherent within the design, be it through a consideration of future management and inhabitation, the configuration of the public realm, the form of the building, construction detail, but also a careful management of phasing and access during construction, with adequate consideration of Construction Management Plans.

Affordability

Cost In Use

Urban and landscape design, architecture and construction must all be developed with a focus on costs in use and whole life costing. For the new place to be sustainable, homes should be efficient and affordable to run, spaces easy and economical to maintain; with clear management responsibilities from the outset.

New development should consider affordability as residents will be interested in low energy bills, having a controllable environment, including ventilation, and maximising natural daylight. Consequently, apartments should be able to be ventilated by occupants, while provision for capturing waste heat energy from ventilation should also be considered. Good daylighting is important to resident's wellbeing, while also lowering electricity bills, therefore the masterplan should show cognisance of this through the design.

Energy Centres

Where Energy Centres are being proposed the environmental benefits of this should be balanced against the cost to individual homeowners.

Cost of Facilities and Amenities

Where new amenities and facilities are being proposed such as retail, workspace, and community facilities, due consideration should be paid to ensuring that they are socially, culturally and economically inclusive and accessible to all residents of the estate. The provision should represent a diverse mix which caters for and is affordable to the full cross - section of the existing and future residents at Cambridge Road Estate. Maintenance and Management of Home and Estate



Maintenance and Management of Home and Estate

Strategy

Robust maintenance and management will be critical to the long term success of the regeneration of Cambridge Road Estate.

Maintenance is one of the primary concerns of the residents of the existing Estate. There is a perception that the shared social spaces and fabric of exterior spaces are not well-maintained.

Design and specification of buildings and public realm components must be based on whole life costing and demonstrate affordability of use and maintenance for residents and landlord. It should include the cost of installation, cost of use, cost of repair, maintenance and replacement.

Layout and design of the development must pay due consideration to ease of management and maintenance activities such as cleaning of common parts, maintenance of lifts, upkeep of landscaping, management of parking and cycle storage and collection of waste and recycling.

It should facilitate clear and practical delineation of management arrangements at various levels of property management including estate wide level, block/courtyard level, building/core level and dwelling unit level (in instances where properties such as Social Rent units are managed by the landlord). Matters such as ownership - both legal and psychological, affordability of service charges for various tenure types, operation of statutory and other service providers, should be carefully considered. For instance, adoption of estate roads, mixed tenure buildings/cores, access to inside of units, defined private and communal areas etc.

The development must be tenure blind in its design and appearance. Choice of material and design detail should pay due consideration to longevity and weathering, so the building's appearance is maintained over its lifetime.

Management and maintenance providers alongside end users (existing residents) should be closely involved and regularly consulted throughout the planning and design of the development - from initial concept stage to the detailed design stage. Provision for maintenance and management facilities such as storage for cleaning equipment, space for care-taking staff, should be incorporated in the development.

Management Plan

A management plan, setting out how the freeholder or landlord will manage and maintain the development should be drafted, consulted and agreed prior to Practical Completion. The plan should.

- Set out objectives and standards specifying the quality of maintenance works and method of response to reports of failure as well as the frequency and scope of cyclical works.
- Specify how maintenance works will be funded, and any charges the freeholder and landlord management company may make for procurement and management of these works.
- Provide a schedule of the amenities to which residents will have access, detailing any service charges relating to the amenities and how these will be decided in future.
- Set out anticipated initial ground rent and service charges, and the process by which they will be charged in the future.
- Describe the forum and process for leaseholders and/or tenants to discuss management and maintenance with the landlord, and agree changes in procedures and obligations.

A simple window and lobby facing walkways increase overlooking, security, and improved a sense of ownership over shared spaces.



Lighting, parking, walkways, podia, topography and sustainable drainage are primary infrastructural needs to be addressed in redevelopment.



Infrastructure and Servicing

Access

Topography

The changes in level will need to be carefully designed, in order to achieve a landscape that is accessible to all. The topography surrounding play areas must be thoroughly considered and incorporated into the design.

Orientation

There is significant scope to improve east-west and north-south routes through the Estate. Pedestrians are able to cross the Estate and walk in both directions at present but would be required to walk along narrow paths in an illegible network, bound by back gardens and gable ends. Access north-south toward Norbiton Station and the hospital should also be observed, linking with Cambridge Gardens and the cemetery.

Levels / Walkways

The existing walkways have a mixed response: they are insecure, flood often and are rat-runs providing a myriad of ways to confound police, particularly above the first storey. However, they are also considered sociable places to meet neighbours.

Podiums

In the past the podiums on the Estate used to be garages but are now used as storage. Some of these act as barriers to movement on the Estate. Should there be a need for further podiums after regeneration, there should be clarity around what happens at podium level and this should be thoroughly considered and convincing. Podiums should always be wrapped with other uses to form active frontages.

Land Use and Community Infrastructure

Social spaces

Existing

All existing community spaces are to be re-provided within the new development but rationalisation will be encouraged. This includes Piper Hall, the Community Hub in Madingley and the Archway parish room. However there is a need for detailed consideration and community engagement to determine the extent of social spaces, their uses and potential for new, sustainable spaces. Some residents of the Cambridge Gardens Estate use facilities on Cambridge Road Estate and vice-versa. There has been a gradual decline in social amenity, alongside increasing costs to use existing social facilities.

During Construction

There must be continuous use of all social spaces during construction. This need will have to be suitably configured into phasing to ensure the long and short-term land use adjacencies function.

Location

The provision of community spaces is not to be offset or met off-site.

New

All re-provided or new social spaces should also consider the most suited land use adjacencies, and be sited close to open space. Residents and the Council should be consulted on the design. There is a need to provide a more open and relatively cost-free facility upon redevelopment.

In consultation with Housing Management Services ways for increasing membership through proximity to retail amenity or office space was a well-received suggestion.

Social facility and spaces for older children and young adults are welcome, although sensitive siting is important to prevent noise and disturbance issues.

Diversity

New development must create spaces for diverse activities, for example nature trails and routes of naturalised play, pausing places to socialise. The spaces themselves should be varied in size.

Estate Management Facilities

Consideration also needs to be given to the provision of nearby and/or on-site management offices for the housing, repairs and contractor teams, which currently occupy accommodation in the ground floor Porta-Cabins at Tadlow.

Retail amenity

In Addition

Residents commented they travel well beyond the Estate to socialise, and that a pub or restaurant would be welcome. There were also comments about the lack of shops close to Cambridge Road.

Proposals should consider, and test the viability of, providing retail facilities in addition to social or community facilities. The Council would expect provision to reflect the needs of residents that will be established through future consultation, the economic viability of such provision and the potential to add vibrancy to the neighbourhood through such provision.

Health

Increased Need

There is a GP/health Centre immediately adjacent to the Estate on Cambridge Road. Consideration should be given to the provision of an on-site combined health facility.

Fitness facilities should be re-provided where moved.

The capacity of existing facilities and the requirement for additional, particularly with population growth, is currently being assessed by the Council.

Uses

Changing Over Time

In consultation with residents changing use over time was a point of interest. The open and play spaces were considered to be underutilised once the children who had initially moved onto the Estate had grown up and moved out. Similarly, podium garages were once well-used but a lack of maintenance and security had meant they were re-purposed as storage spaces. New development will need to reflect the social viability and the inevitable changing nature of the spaces proposed, and how certain spaces might perform differently at different times across the day, month or year.



Public Realm and Landscape

Time, Seasons, and Cycles

Customisation

Designs must be hospitable to change and customisation by inhabitants available within the public realm. For example, there may be rotating allotments allocated to residents from a range of tenures, to accommodate a sense of ownership and care beyond the home.

Temporary and Meanwhile Use

Phasing must ensure that spaces available on the Estate are used to their maximum potential even during construction. Meanwhile Use can help to set the agenda for future use and evolve the character of specific spaces. Meanwhile Use of the Estate provides a low cost and low risk opportunity for both the residents of the Estate, and those neighbouring. To meet the Vision and Objectives, Meanwhile Uses must be incorporated into the short to long term strategy. The Joint Venture vehicle will need to work with the individual or organisations to govern and coordinate use of the space, as well as assisting them in preparing their plan and coordinating that with the construction.

Given the scale of the redevelopment, it is not sufficient to state an aim to include temporary propositions. New development will need to mitigate the inconvenience of construction through a comprehensive strategy.

This should include commitments to sustained access to open spaces while the masterplan is being delivered. The option of assistance with running costs should also be considered, particularly toward security. Event infrastructure must be provided, such as sockets and water points – or access to – within the public realm for use during temporary events. A space for the summer fête must be evidently visible, but used variably across the remaining seasons.

Character

Responding to Kingston context

Green spaces, open areas and trees must be a key focus of defining the character and identity of a regenerated Estate, building on the character of Kingston associated with greenery and open spaces, and drawing upon the character of the cemetery to the south. New development should also support Kingston's tree strategy, sustaining Kingston's position as a desirable place to live.

Responding to Immediate Context

There are areas where particular care should be taken in responding to the context – new development should be considerate of existing attributes of the Estate and its' locale. Consideration should be given to the area's existing positive qualities, which might offer clues to how adjacent or nearby development should occur. For example, a fine row of terraced houses, or a mature tree might set the tone for an area within the CRE development boundary.

Privacy and Security

As reiterated throughout the document, privacy and the right to quiet enjoyment of one's home and private amenity spaces is of paramount importance, particularly in high density developments such as at CRE. Security must also be considered through good design and overlooking of streets and spaces.

Lighting

Lighting within streets and landscaping should reflect the use and character of that locale. Routes should provide sufficient illumination for the predominant mode of movement, taking into account trees and street furniture, whilst limiting light spillage. Dark spots or areas where one moves from a high level of lighting to no or low levels of lighting should be avoided. The hierarchy of streets should be consistently reflected in the choice of lighting equipment and types and levels of lighting deployed.

Landscape

Strategy

A comprehensive landscape strategy must be produced. Within this, landscapes should be designed that use a wide range of plants and tree species, encouraging biodiversity and using local or indigenous species where possible. There should be a good balance between hard and soft landscaping. Care should be taken to make provision for adequate planting depths on podia and roof terraces to enable the planting of small trees and shrubs land survival. Landscaping should be used to frame and define outdoor spaces, mitigating the need for extensive fencing. Careful consideration to be given to the longevity of planting and foliage on podiums in the context of the maintenance strategy. Podiums should be on automatic watering systems.

Roofs

Efficiently used

In the context of the expected high densities of CRE, using roof space efficiently will be critical, particularly to achieve the required amount of amenity space. All buildings should have green and brown roofs. The use of green roofs to contribute to the site's biodiversity or for the production of on-site renewable energy, will be highly desirable. Efforts should be taken to form closed loop systems to maximise utilisation of roof space, however maintenance strategies for these areas should be well-thought through. Ease and cost of maintaining systems is critical to avoid expensive and complicated components to maintain or replace.

This will also improve views for taller buildings overlooking roof space. Buildings should have an uncluttered, simple roof profile with all elements such as plant enclosures, maintenance gantries, lift overruns, safety balustrades etc. forming an integral part of the overall building form.

Play

Strategy

The Council expect a detailed play strategy to be prepared in due course. All play areas must comply with policy as detailed in 'Context'. Each phase must ensure that an area for play is provided and it meets the criteria of this brief in full.

Successful play spaces are located 'where children would play naturally'. While children often enjoy feeling as if they are away from adult oversight, there is a fine balance between a space that is pleasantly secluded and one that is remote and hidden away. This approach should be evident early on. The sort of play designed will need to serve children across a wide age spectrum.

Location

The provision of young child play space is not to be met off-site. Play space provided in nearby parks is not acceptable.

Play should be considered an integral part of the public realm. Green infrastructure represents an opportunity for play across the estate. Playgrounds must not take the form of isolated areas of play equipment. Spaces which allow for communal games to be played must be provided. The residents expressed a preference for more family accommodation closer to ground in order that children make more use of play space, and can be overlooked.

Naturalised Play

Children's ability deal with managed risk can be improved along with their health through the creation of wooded areas as places of play. Existing trees across of the estate should be utilised where possible for this purpose.

A more central community centre where you can go for coffee with neighbours [is missing]

Feedback from residents in consultation with Metropolitan Workshop, 2017



(top)
Excerpts from the Tree Report documenting existing trees

(centre)
Productively used roofspace could include multiple uses such as PV's, seating, storage, art and planting. The biodiversity offered by a mixed brown and green roof such the one on the Laban centre in Deptford (middle) generously supports bees throughout the seasons. This approach is strongly supported.

(opposite)
This balcony is a good example of private amenity space that offers privacy and opportunity for customisation while remaining integrated into the formal architectural language.



Public Realm and Landscape

Open Space

Retention of Open Spaces

Please refer to the 'Inventory of Public Spaces' in the 'Context' section of this document, which defines the core attributes of spaces which are not to be eroded in redevelopment.

Strategy

A development of this size must provide as much on-site provision of open space as possible through a comprehensive strategy. The approach to open space must not be '*tabula rasa*'. There must be a sensible and encouraging strategy brought forward that is interdependent with proposed structures and existing open space to form a suitable arrangement. It is essential the open space be suitably designed to serve the needs of the public as civic spaces to be embodied by a range of inhabitations, with inherent sociability. However, where on-site provision of open space cannot be provided the Council will seek contributions for off-site improvements to the quality or quantity of open space, play provision, the Thames or Hogsmill River, biodiversity and public realm improvements in the local area.

The nature of these existing open spaces should be recaptured in new development, taking into account the audit. This is to ensure that there are no assets lost to regeneration.

Generally, existing open spaces are well-liked and the hidden green space to the west, next to Fordham and the trees bounding this edge of the Estate should be retained as far as possible, as they contribute to the character of the space and in turn, to the Estate. Madingley Green, and Fordham Gardens are well-placed and well-utilised.

The existing fitness space is well-used and must be re-provided, preferably in a more accessible and central location.

Residents have expressed a desire for a central community space and green where children can safely play and be seen by surrounding buildings. Dog walkers at present misuse the large quantity of open space by allowing their dogs to litter. New development will consider how to prevent this, and other forms of anti-social behaviour.

There should be provision at entry level, podium, as well as upper levels of the building. Spaces should be diverse, flexible and robust. Strategies should exist to encourage use by all and not just by those whose homes are immediately adjacent to the space.

A coherent refuse strategy will be developed that will allow for direct collection of waste by local authority operatives from refuse stores, without the need for street level collection points.

Crucially, there must be a thoughtful relationship between the interior of the homes, streets and outside space beyond best practice principles.

Inclusivity

A range of amenity spaces for shared use by all residents must be provided. Diverse groups and activities should be encouraged and share common spaces. Spaces should therefore be flexible enough to allow for different modes of use.

Management

Management of communal amenity spaces and should be discreet and encourage self-organisation. This way users are encouraged to create activities for themselves and other users. This also creates a sense of ownership and self-policing within the community. Security and well-being are more likely to grow out of active use, meaning over-regulation of design and space needs to be mitigated.

Edges

At the edges of the new public spaces there need to be clear thresholds, signifying the transition between one type of public realm and another, from street to park and so on. Blurring of these edges with a graded approach is also promoted, but only where appropriate as ambiguity of ownership boundaries should also be taken into account.

Frontages

New development should animate streets with access from the public realm directly into homes at the ground and podium level. There should be no communal corridors at ground and first floors, allowing these frontages to be animated by front doors. Entrances to these should be celebrated and be evenly distributed throughout the streets and spaces. The design of each entrance requires detailed consideration. Low maintenance, durable soft landscaping should be provided at entrances.

Private Amenity Space

Building setbacks and terraces at upper levels should be considered, due to their potential in providing private outdoor space for larger dwellings at high level.

Trees

Tree Report

A full analysis of the existing trees on-site, their status and significance to development has been carried out and is available upon request. The classifications and commentary on the trees should be used to form an independent judgement on the case of each specific tree and the positioning of new structures.

Prioritising existing trees

Regeneration must occur while retaining as many of the existing trees as possible.

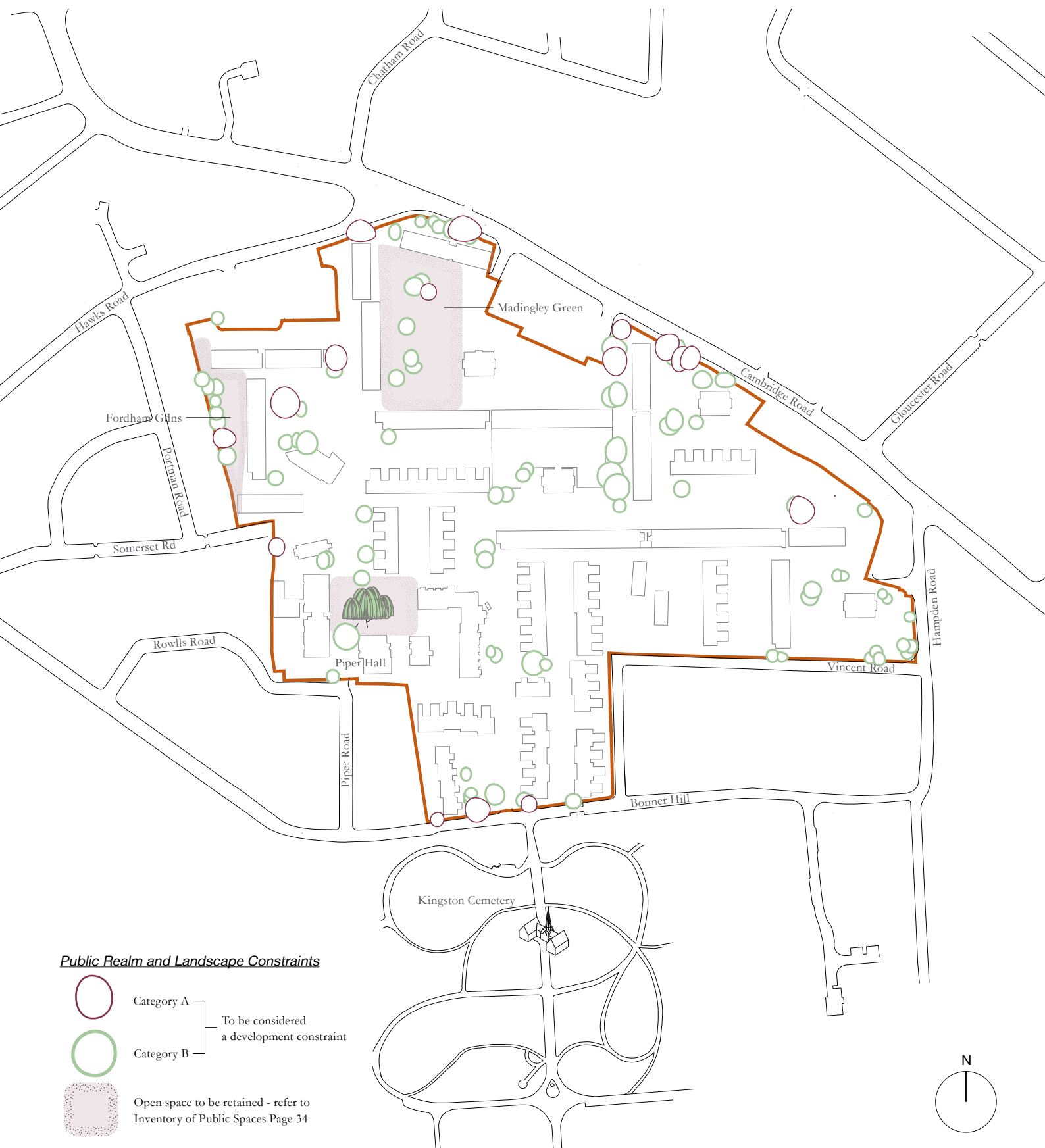
The priority trees for retention - category A and B trees, are highlighted in the diagram opposite. These are then defined by the attributes that define their status:

- 1. Mainly arboricultural qualities
- 2. Mainly landscape qualities
- 3. Mainly cultural values, including conservation




Category A and B trees are to be considered as constraints to development and every attempt should be made to incorporate them into any proposed development design. In initial modelling this requirement has been tested against the average density expected across the site.

Further, judgement on trees to retain must be influenced by the perceived value to the community. Some trees have been expressly communicated as valued by residents.

Proposals should reflect upon the balance between retaining trees and parking levels in favour of high-priority trees. If high-category trees are proposed to be removed, parking elsewhere should be proven untenable. Given the atmosphere created by, and significance placed upon the prominent Willow tree between Tadlow and Piper Hall, new development must retain this tree and reflect upon the possibility of its' contribution to the character of the surrounding area.



Public Realm and Landscape Constraints

- 
 Category A
 - 
 Category B
 - 
 Open space to be retained - refer to Inventory of Public Spaces Page 34
- } To be considered a development constraint

This living space is architecturally coherent, generously sized and resilient with available customisation.



Home

Health and Happiness

Homes should be designed to provide a place where people can live healthily and happily as part of a cohesive community.

Identity and Character

Creating homes that engender a sense of ownership and identity is important – through their external appearance the new homes will need to afford their occupiers some sense of individuality and aid wayfinding legibility.

Home Maintenance

Regeneration should thoughtfully design the fabric of the homes to consider the cost of maintaining those areas residents will maintain. This needs to be carried out in conjunction with the proposals contained in the New Housing Model which will involve the development of new responsibilities for the Council and residents.

Fuel bills must be kept low and balanced against new building technologies as large energy centres can often increase costs for homeowners.

Common Spaces

Common parts – lobbies, hallways, entrances – should be built with robust materials and should be well lit, convivial spaces in which residents will feel happy to linger and talk to their neighbours.

Digital Infrastructure

Excellent provision of internet access is essential to provide residents with the flexibility to be able to work effectively from home. Additionally, home connectivity is the new norm and so new homes must provide accessible connectivity to basic home utilities, such as heating and electricity usage.

Heating

Heating must be controllable on an individual home basis, through use of smart controls.

Cooling and Ventilation

Residents must be able to control the ventilation within their homes, including basic control of openable windows for purge ventilation, trickle vents on windows, whole house ventilation or MVHR.

Amenity Space

All homes must provide for private amenity space, either balcony, terrace or garden. This should be accessible from the primary living space.

Proposals should consider the benefits of real time smart controls in the home, allowing heating to be turned on and off with apps. Development should promote smart use of existing technologies opposed to expensive equipment. Proposals might consider the possibility of electric charging overnight at cheaper tariffs, reusing that energy during peak times.

There must be digital provision in individual dwellings, but also communal areas and community facilities, providing a minimum of 4G and Wi-Fi in these spaces.

Rooms

Halls and Storage

Within the dwelling, hallways should be generously sized, so that there is enough room to take off coats and put down shopping, with accessible and useful storage, big enough for coats and household appliances.

Kitchens

Kitchens will be separate to living areas in some larger homes. Units, worktops and fittings will be of durable quality.

Bathrooms

Dwellings over 3 bedrooms will have 2 bathrooms. Market sale apartments 2 bedrooms and over may be required to have ensuite bathrooms. Bathrooms will have baths with overhead showers generally, unless a separate shower-room is provided.

Living Rooms

There should be sufficient space within living rooms to allow different activities to take place at the same time and should provide for some form of home-working arrangement.

Bedrooms

Bedrooms should provide suitable space for clothes storage and allow easy access to 3 sides of a double bed, and two sides of a single bed. Beds should not need to be positioned in front of windows.

Housing Standards

All development must meet the relevant standards set out in the following documents *as a minimum*:

- Building Regulations including Lifetime Homes (now incorporated in Building Regulations Part M4(2))
- Lifetime Homes
- London Housing Design Guide;
- London Plan (2016) including the DCLG Technical Housing Standards Nationally Described Space Standard (March 2015) which are now incorporated;
- Secured by Design
- London Plan 'Housing SPG' (March 2016);
- The Mayor's 'Play and Informal Recreation SPG' (2012);
- Kingston Local Development Framework (Core Strategy 2012);
- Kingston Supplementary Planning Guidance (Sustainable Transport SPD / Residential Design Guide SPD);



Appendix

Changes between SDB issued July 2017 and this Revised SDB, issued April 2018

April 2018	Revision
Foreword	TBC
Introduction	New
<i>1. Vision and Objectives</i> Vision for the Regeneration of Cambridge Road Estate	New
Aim 1 - Community Aim 2 - Family Living Aim 3 - Public Realm Aim 4 - Sustainable Travel and Healthy Living Aim 5 - Architecture and Urban Design	Comprehensively revised
	Progress to-date removed
<i>2. Consultation</i> Prior Consultation	Revised
Contribution to Brief	Revised
Consultation to Inform this Brief	Revised on basis of 'Workshops to Inform this Brief'
Wider Community Resident Steering Group Evaluation Panel	New
Future Engagement	Revised
<i>3. Context</i> Physical - The Estate, Constraints and Characteristics	Structure revised - revised sections on Listed Buildings, Conservation Area, Protected Views in particular
Physical - Existing Public Realm	Unchanged
Physical - <i>Inventory of Public Spaces</i>	New
Social	Revised on the basis of the previous section
Policy Policy Summary National Planning and Policy Regional Planning and Policy Local Planning and Policy	Comprehensively revised, new commentary under NPPF, London Plan, new sections not limited to: London Plan (2017), Local Planning Policy, RBK Direction of Travel (2016)
<i>4. Spatial Framework</i> Introduction	Revised
Capacity and Built Form	Comprehensively revised, new commentary in Affordable Housing Section under London Plan (2017)
Connectivity and Movement	Fully restructured and revised commentary to be reviewed in full. Additional 2no. new diagrams for Streets, reference to Healthy Street indicators and comprehensive commentary on the transport strategy for CRE including a suite of actions
Infrastructure and Servicing	Fully restructured and revised commentary to be reviewed in full. New sections not limited to: SUDs and Affordability.
Land Use and Community Infrastructure	Revised
Public Realm and Landscape	Fully restructured and revised commentary to be reviewed in full. New sections not limited to: Time, Seasons and Cycles.
Home	New

Referenced items

The following items referred to within the brief are available upon request:

- Land Ownership Plan
- Rehousing Policy
- Tenure Plan
- Tree Report (Tree Survey And Constraint Advice)

The following technical surveys are available upon request:

- *Topographical Survey*
- *Arboricultural Survey*
- *Phase 1 Geotechnical Investigation*
- *Cctv Drainage*
- *Utilities Desktop Assessment*
- *Transport Assessment*

Notes of Transport Meeting, 21st July 2017

Attendees

- Younes Hamade, Transport, RBK
- Nick reenwood, Planning Transport, RBK
- Corey Russell, Transport consultant, TPP
- Nick Phillips, Metropolitan Workshop
- Sogand Babol, Metropolitan Workshop
- Robert Hodgen, Metropolitan Workshop
- Lucy Aspden, Savills Planning
- Archika Kumar, Estate regeneration, RBK

Points agreed and next steps

- Officers agreed 0.4 car parking ratio is acceptable at the redeveloped CRE, subject to proposal including a comprehensive package of measures to influence and facilitate a shift away from car usage (and ownership) and mitigate the transport impact on the wider area. Measures to include restriction on residents of the new estate to secure a CPZ parking permit in the public highways.
- Officers agreed TfL should be approached regarding wider public transport improvements, such as new and /or more frequent bus service to the area in light of high growth potential of the region. Officers to assist in setting up an introductory meeting.
- Officers agreed to offer parking permits for car hire/car share cars in the CPZ area adjacent to the estate.
- Comments on the Transport Study
- Update the reference to the emerging Core Strategy and Direction of Travel.
- Provide assessment methodology utilised to arrive at the manual PTAL figures.
- Include census information to establish the usage of bus service.
- Define more clearly what surveys have been undertaken to establish trip generation. Use Kingston examples to arrive at the assessment of the impact of the proposed car parking provision. Whether modelling is required or not will be assessed at a later stage.
- Undertake further survey work to establish if the residents of the estate park elsewhere say for instance on Cambridge Gardens, in the garages and in the CPZ area.
- Indicate CPZ area on the map of the estate.
- Discuss the impact of managed parking (possibly CPZ) on non CPZ areas further afield.
- Provide evidence to support the assumption that cars coming into the estate in the morning belong to commuters as opposed to residents.
- Include the findings of the 9 o'clock survey.
- Mitigation measures to include recommended package of measures in the Kingston Sustainable Transport SPD. Good examples to review, include the Post Office and Eden Walk development.
- Discuss the improvements to accessibility through the more accessible and permeable layout of the new estate.



