



# Kidbrooke Development Area SPD

Adopted

June 2008



# Kidbrooke Development Area SPD

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# Kidbrooke Development Area SPD

## Introduction

## 1. Introduction

### Purpose

1.1 The Kidbrooke Development Area (KDA) seeks to provide a new residential quarter and mixed-use neighbourhood centre. The location of the Kidbrooke Development Area and its relationship to the surrounding area is shown in Figure 1.1 (Kidbrooke SPD Location Plan).

1.2 This document supplements the policies of the Unitary Development Plan 2006 (UDP) and in accordance with PPS12 Local Development Frameworks will be adopted as a Supplementary Planning Document (SPD), supported by a Sustainability Appraisal and Statement of Community Consultation. It will be a material consideration when planning applications are determined.

1.3 The adopted UDP defines the Boundary of the KDA and Policy H4 sets out the key objectives for the area. These are:

- Creating a mixed neighbourhood and community integrated with the surrounding area providing a sustainable environment;
- Provision of a total of 4,400 dwellings which include the replacement of 1,900 affordable homes;
- Creating quality open spaces;
- Providing a local shopping centre which acts as a commercial Hub for the area;
- An improved transport interchange and public transport for the area; and
- On Greenfield sites in the development area identified for housing development, in recognition of the economics of housing provision 50% of affordable housing will be sought.

1.4 In addition the UDP identifies a series of policy designations relating to the Kidbrooke Development Area including Metropolitan Open Land, flood risk, Community Open Space, and Sites of Nature Conservation Importance. These designations are identified on Figure 1.2 (UDP Proposals Plan) and described in more detail in Appendix A.

All photographs and illustrations included within this document are for indicative

purposes which serve as guidance to illustrate development principles and provide examples of development which may be appropriate. The images should not be construed as detailed site proposals.

### Consultation

1.5 Proposals for the Kidbrooke Development Area have been subject to ongoing public consultation and community involvement. The SPD develops the Kidbrooke Vision prepared by the Council in 2002, which was informed by resident's surveys and extensive public consultation. Further consultation with residents and the community occurred during 2003 which sought views on proposals for the area.

1.6 The land use approach and principles to develop the Kidbrooke Development Area were examined at the Public Inquiry into the Deposit Draft Greenwich Unitary Development Plan, held between 11th January and 17th February 2005. The Inspector considered all representations made in relation to the plan and broadly agreed with the Council's approach to the area. The UDP was subsequently adopted in July 2006.

1.7 The findings of the Inspectors Report (issued in December 2005), along with previous public consultation have informed and shaped the SPD. Further details of the consultation process are provided in the Statement of Community Consultation accompanying this document.

### Structure

- 1.8 The SPD comprises 9 sections and two appendices.
- SECTION 2: Vision and Objectives. Sets out a vision and objectives for the Kidbrooke Development Area related to the UDP and other relevant best practice guidance.
  - SECTION 3: Urban Form. Describes the proposed urban form and structure of the development area.
  - SECTION 4: Housing. Describes how the approach to housing fits in with UDP policies. It also outlines the approach to residential areas, including a description of the density, type and tenure and form.

# Kidbrooke Development Area SPD

## Introduction

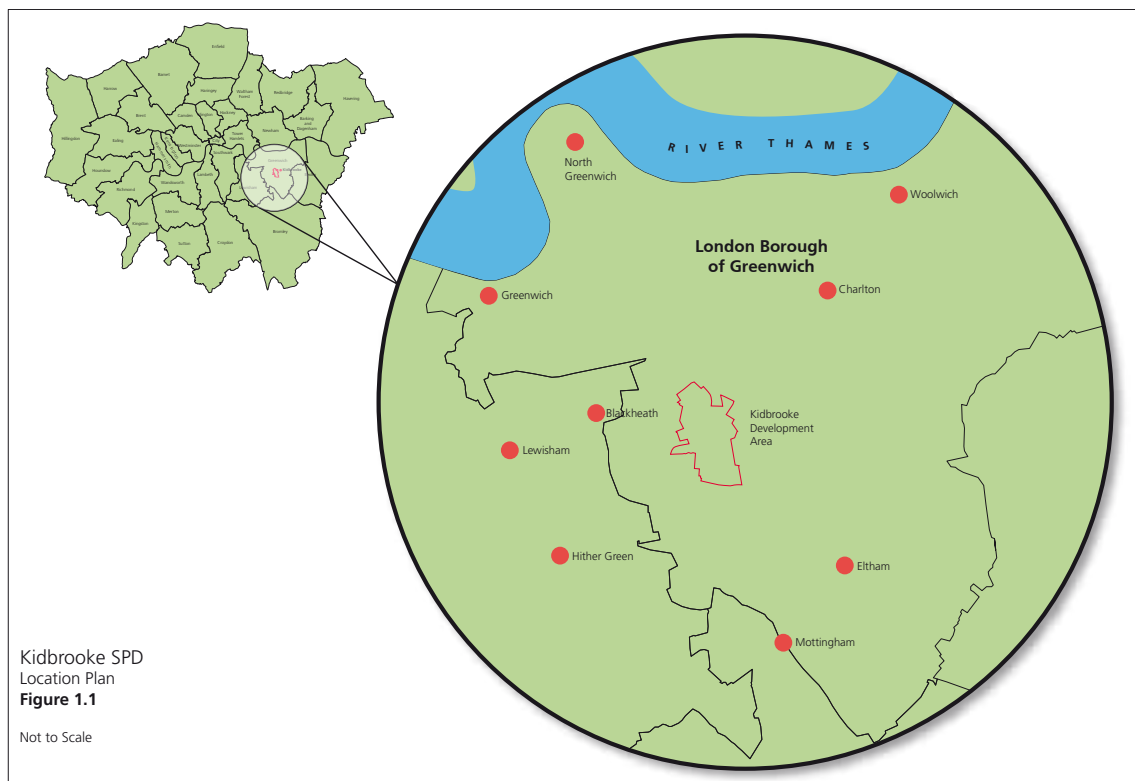
- SECTION 5: Hub and Community Infrastructure. The section provides an overview of principles and design elements relating to the development of The Hub and community infrastructure in the Kidbrooke area.
- SECTION 6: Movement Infrastructure. This section outlines the proposed movement framework for the development area which covers public and private transport and traffic management.
- SECTION 7: Green Infrastructure. This section provides guidance on how the landscape development framework should be developed including the proposed Green Link and formal open space provision.
- SECTION 8: Sustainability Strategy. This section identifies how the principles of sustainable development have been embodied within the proposals drawing together the principles identified in earlier sections.
- SECTION 9: Delivery Framework. This section describes how the development will be delivered including issues of phasing and the package of measures required to support development.

- Appendix A: Sets out the rationale for the masterplan summarising the key issues and opportunities that have informed the proposed urban structure.
- Appendix B: Provides an example of potential residential plot typologies.
- Appendix C: Street Hierarchy Descriptions.
- Appendix D: Glossary.

## Supporting Documents

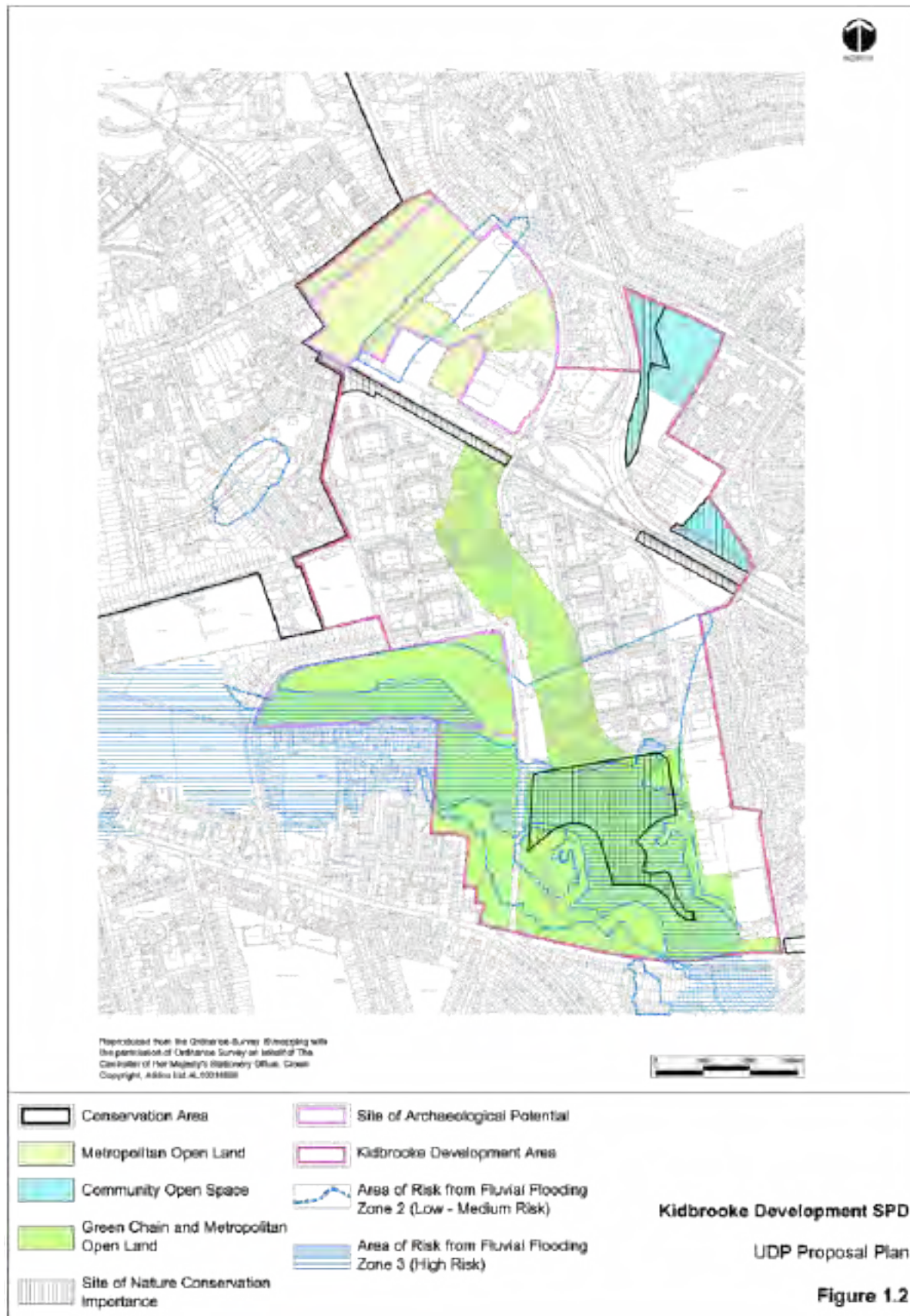
1.9 The SPD is accompanied by 2 supporting documents:

- The Sustainability Appraisal Report (SAR) provides an assessment of the environmental, economic, and social impacts of the SPD document; and
- The Statement of Community Consultation provides a summary of consultation undertaken to inform the preparation of the SPD.



# Kidbrooke Development Area SPD

## Introduction







# Kidbrooke Development Area SPD

## Vision and Objectives

## 2. Vision and Objectives

### Vision

- 2.1 The Vision for Kidbrooke Development Area is as follows:

*"The Kidbrooke Vision will provide a sustainable neighbourhood with around 4,400 new homes in a range of sizes and tenures providing homes for rent, key worker housing, shared ownership and homes for sale. The new housing will enjoy facilities which encourage the development of a living, learning, interactive and healthy community".*

- 2.2 The Vision and the objectives for the area have been established with adherence to reference to policies in the UDP (in particular Policy H4), national / regional planning guidance and best practice.
- 2.3 The area is identified in the London Plan (adopted in 2004) as an 'Area of Intensification' where development opportunities should be promoted through higher density redevelopment at transport nodes to achieve more intensive use, especially residential development.

### SPD Objectives

- 2.4 The SPD objectives are identified below:

- Objective 1 – The Kidbrooke area will represent an exemplar community incorporating a mix of high quality housing which will include the replacement of existing affordable homes and the provision of market housing.
- Objective 2 – The Kidbrooke area will have a clearly identifiable character which will establish a positive sense of identity. It will incorporate the establishment of a number of neighbourhoods which will include several different character areas.
- Objective 3 – The neighbourhood will be a place where public and private spaces are clearly distinguished to provide a sense of continuity and enclosure.



# Kidbrooke Development Area SPD

## Vision and Objectives

- Objective 4 – Kidbrooke will be a place that is easy to get to and move through and be well integrated with surrounding areas. Provision will be made for a variety of travel modes including walking and cycling.
- Objective 5 – The layout and form of development will be adaptable and provide variety for a range of different uses.
- Objective 6 – Kidbrooke will incorporate a variety of attractive open spaces providing a range of recreational uses.
- Objective 7 – A new mixed use Local Centre (known as the Hub) will be created which combined with the railway station and transport interchange will establish a focus of activity.
- Objective 8 – The development will include a transport interchange which enables easy access between train, bus, cycling and pedestrian route networks.
- Objective 9 – The development will be an exemplar of the principles and practice of sustainable development which will consider the economic, social and environmental dimensions and incorporate carbon reduction consistent with the Council's UDP renewable energy targets.

- 2.5 Any planning application for redevelopment submitted will need to demonstrate how these objectives will be met.



# Kidbrooke Development Area SPD

## Proposed Urban Form

### 3. Proposed Urban Form

#### Purpose

- 3.1 This section provides guidance on the form of development within the Kidbrooke Development Area including how the different land uses will be successfully integrated and the general approach to development. The purpose of the SPD is to translate and apply the principles set out in the UDP to the area and provide further guidance on appropriate design principles and built form, housing mix, community facilities, green infrastructure, transport and delivery. The SPD provides a development framework rather than a masterplan for the area. The Council has entered into a developer agreement with a lead developer who is developing proposals for the area. The agreement requires the preparation of a detailed masterplan and design code for the KDA which should accompany the outline planning application.
- 3.3 The development concept is of 4 predominantly residential neighbourhoods clustered around a mixed-use Hub adjoining Kidbrooke railway station. The Hub will accommodate retail, commercial, and community uses. A new Green Link will be established adjoining the Hub and the neighbourhood areas. It should include an enhanced range of recreational opportunities and enable adequate access to public parks and natural greenspace.

#### Layout and Form of Development

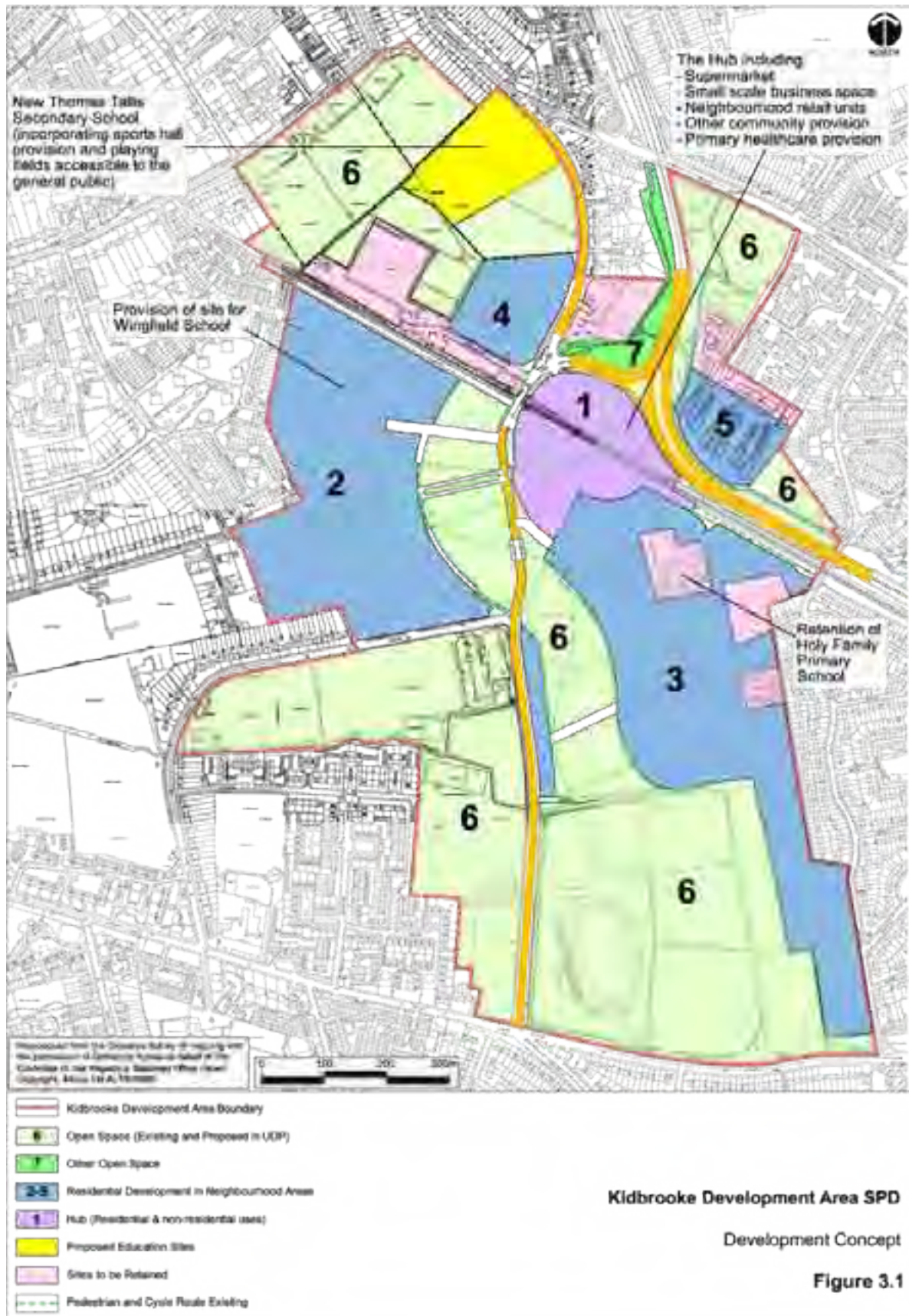
#### Development Concept Plan

- 3.2 The general spatial strategy for the Kidbrooke area is set out in Figure 3.1 (Development Concept Plan). It identifies the layout of proposed land including areas of residential development and open space. It also illustrates those existing buildings that will be retained within the development area and proposed education sites.
- 3.4 Responding to the Vision and Objectives and taking into account the environmental context of the site, the area can be divided into distinctive areas, which should be defined in terms of their broad land uses. Each area should be distinguishable from one another but also have internal variation of built form, a sense of place and an appropriate balance between built development and open space. The proposed urban structure for the KDA is defined in Figure 3.1. A masterplan and design code will be prepared for the KDA by the Council's preferred developer and will form part of their Outline planning application. This will identify the proposed approach to each neighbourhood.



# Kidbrooke Development Area SPD

## Proposed Urban Form



# Kidbrooke Development Area SPD

## Proposed Urban Form

### Scale and Mix of Development

- 3.5 The UDP establishes the target development capacity of the Kidbrooke Development Area. Overall there will be some 4,400 dwellings with a mixed use Hub, social and community facilities and open space.
- 3.6 The land use identified in Table 3.1 translates this target into the scale of residential development for each area. Commercial and Community uses are identified in Table 5.1.

The proposed average development densities for each area of the KDA have been informed by capacity testing of each area taking account of the vision for each area its surrounding context and the space requirements for private open space, public open space, accesses, car parking, community facilities as well as potential development typologies their footprints and heights. Densities are expressed as Gross Densities (Dwellings per Ha) consistent with PPS 3 and Habitable Rooms per Ha (Hr/Ha) consistent with the London Plan.

Table 3.1 – Land Use – Indicative Space and Unit Requirements

Location	Area (ha)	Indicative Residential No. Units
Western Neighbourhood Area	27.98	1,449
Eastern Neighbourhood Area	15.38	1,744
North East Neighbourhood Area	7.28	260
North West Neighbourhood Area	15.72	392
The Hub	2.79	555
Green Link	24.53	
Other Established Uses	15.32	
<b>Total</b>	<b>109.00</b>	<b>4,400</b>

### Density

- 3.7 The density of development within each neighbourhood area contributes towards defining its essential character. The concept for the development of the built form is for the design, density, intensity, and height of development to be greatest within the Hub gradually stepping downwards towards the edge of the Kidbrooke Development Area boundary. Figure 3.2 (Distribution of Dwellings and Average Residential Densities) identifies the distribution of dwellings within each broad area showing average net residential densities expressed in terms of habitable rooms per hectare (hr/h).

- 3.8 Residential densities will vary within each area with the greatest densities concentrated within the Hub, along park edges and proposed bus routes. The lowest density residential development will be adjacent to the Blackheath Conservation Area as well as existing housing to the east where there is a need for development densities to respond to the existing pattern of residential development.
- 3.9 The range of appropriate densities has been informed by the indicative density ranges within the UDP (Policies H8 and H9), mix of different unit sizes and the balance between family and non-family homes.



# Kidbrooke Development Area SPD

## Proposed Urban Form



*A high quality pedestrian and cycle network will be provided throughout the Kidbrooke Development Area.*

# Kidbrooke Development Area SPD

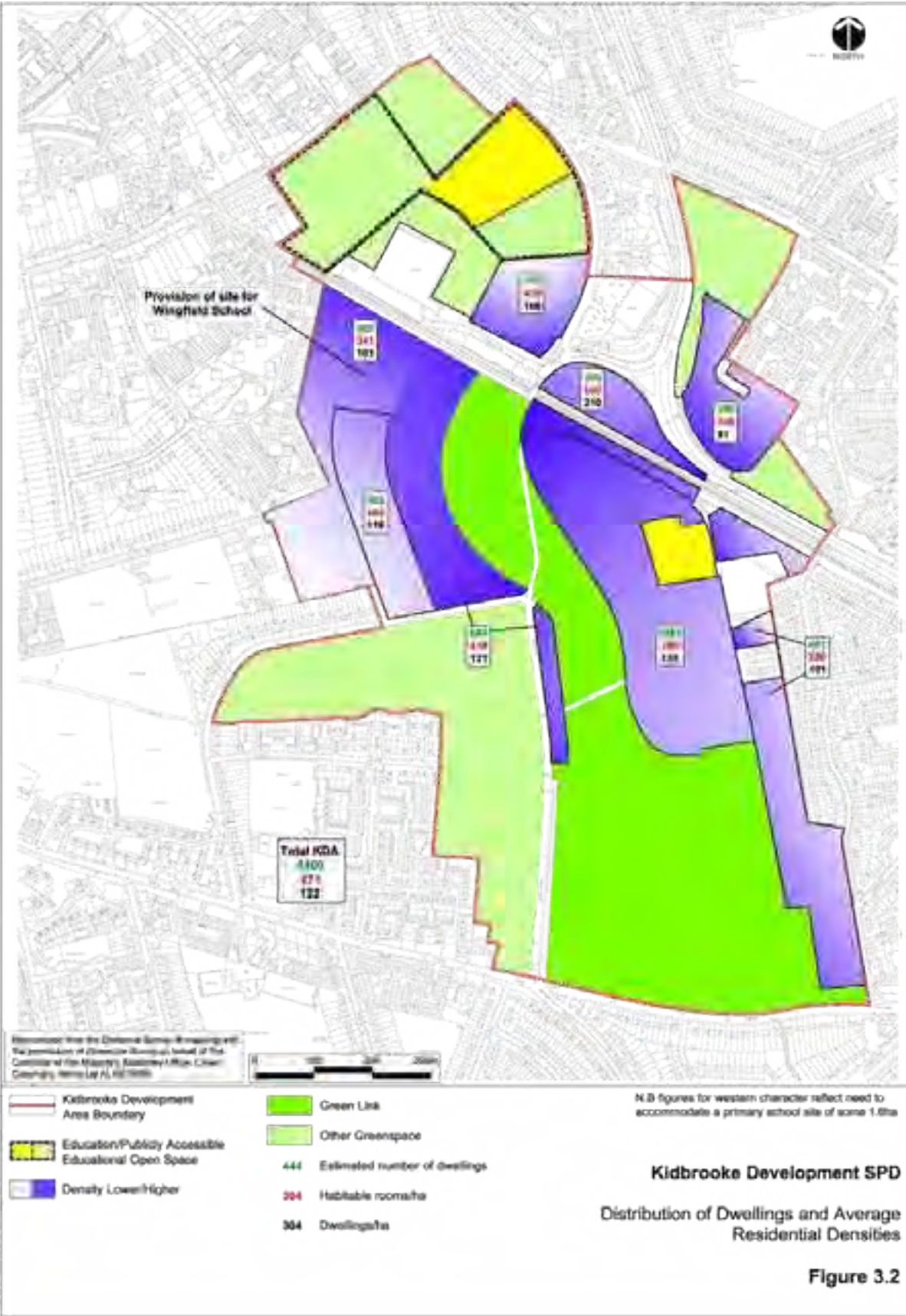
## Proposed Urban Form

### Building Heights

- 3.10 A range of appropriate building heights should provide for variation in scale and massing which can create a distinctive and interesting townscape. It also provides flexibility in how the proposed development mix identified in Table 3.1 can be realised.
- 3.11 The building height appropriate for each land parcel should reflect the following factors:
- **Public Transport Accessibility** – more intensive development forms are possible where public transport accessibility is higher;
  - **Relationship to Large Public Open Spaces** – those areas which front onto large public open spaces can be developed at greater heights to provide a sense of enclosure and help to frame the public space;
  - **Proximity to the Hub** – proposed building heights decrease from the Hub towards the edge of the development. This transition provides a legible environment and means that the Hub acts as a landmark focal point;
  - **Relationship with Existing Development** – the proposed heights respond to the established residential development. Whilst the Inspector at the UDP Inquiry noted that adjoining development did not have to match existing building heights, it is important that the heights of new development respond to the form and massing of existing buildings; and
  - **Views from Surrounding Areas** – the proposed approach to the scale and massing of development is sensitive to views into the area from its surroundings. Outside of the Hub average building heights will generally be lower than the existing Ferrier Estate.
- 3.12 A masterplan and design code prepared for the KDA should seek provide evidence on the proposed level of development could be realised in terms of massing. The Council will assess carefully the quality and visual impact of buildings in particular, taller buildings. The development concept should accommodate a range of building heights.

# Kidbrooke Development Area SPD

## Proposed Urban Form





# Kidbrooke Development Area SPD

## Housing

### 4. Housing

#### Purpose

- 4.1 The Kidbrooke Development Area will include a well-integrated mix of high quality housing of different type and tenure to support a mixed community by providing a wide range of households of different sizes, ages and incomes. This chapter outlines how the development will respond to UDP policies and defines the approach to residential areas.

#### Family Housing

- 4.2 UDP Policy H15 sets out the principles governing provision of family housing. It states that to create a balanced community at least 35% of the residential floor space will comprise of family dwellings (3 bedrooms or more).

#### Affordable Housing

- 4.3 Proposals for the Kidbrooke Development Area will include the provision of a minimum of 1,900 affordable homes which will be assimilated within each housing area. The provision of affordable housing should be in line with UDP policy H14. In recognition of the site characteristics, the economics of housing provision and planning objectives:

- A minimum of 43% affordable housing will be provided across the Kidbrooke Development Area;
- A minimum of 50% affordable housing will be provided at Greenfield locations; and
- The percentage of affordable housing should be the same within each development site.

Of the affordable homes to be provided:

- Approximately 70% should be provided as rented accommodation; and
- Approximately 30% should be provided as intermediate housing

- 4.4 For all intermediate homes the proportion of disposable income required to fund the purchase of equity share and rental charge should be no greater than 40%.

- 4.5 Table 4.1 identifies an indicative mix of affordable dwelling types and sizes which will be sought within the Kidbrooke Development Area to meet the needs of the new community.

Table 4.1 – Indicative Mix of Affordable Housing Unit Sizes

4 Bed Houses	3 Bed Houses or Maisonettes	2 Bed Flats	1 Bed Flats
10%	30%	50%	10%

- 4.6 All affordable homes should meet or exceed the Council's UDP standards, the Housing Corporation latest Scheme Development Standards Lifetime Homes, Secure by Design and English Partnerships Standards. In addition to these requirements, affordable rented housing must also comply with Parker Morris internal space and amenity standards which set out property and storage specifications for internal and external provision.

- 4.7 All affordable homes should have access to private amenity spaces - houses with gardens and flats with usable balconies or terraces.

#### Market Housing

- 4.8 Of the dwellings to be provided in the development area, 57% (2,508) will be market homes for sale. The development area will include a range of housing types including houses and flats. Table 4.2 suggests a balance of units to meet the needs of family and non-family households. All market housing should be consistent with English Partnerships latest Quality Standards. The Council's UDP policies on Lifetime Homes, Secured by Design and Private Amenity Space also apply to market housing.

Table 4.2 – Indicative Market Housing Mix by Room (%)

3 and 4 Bed Family Houses and Flats	2 Bed Flats	1 Bed Flats
At Least 20%	Approx. 65%	Approx. 15%

# Kidbrooke Development Area SPD

## Housing

### Balance Between Houses and Flats

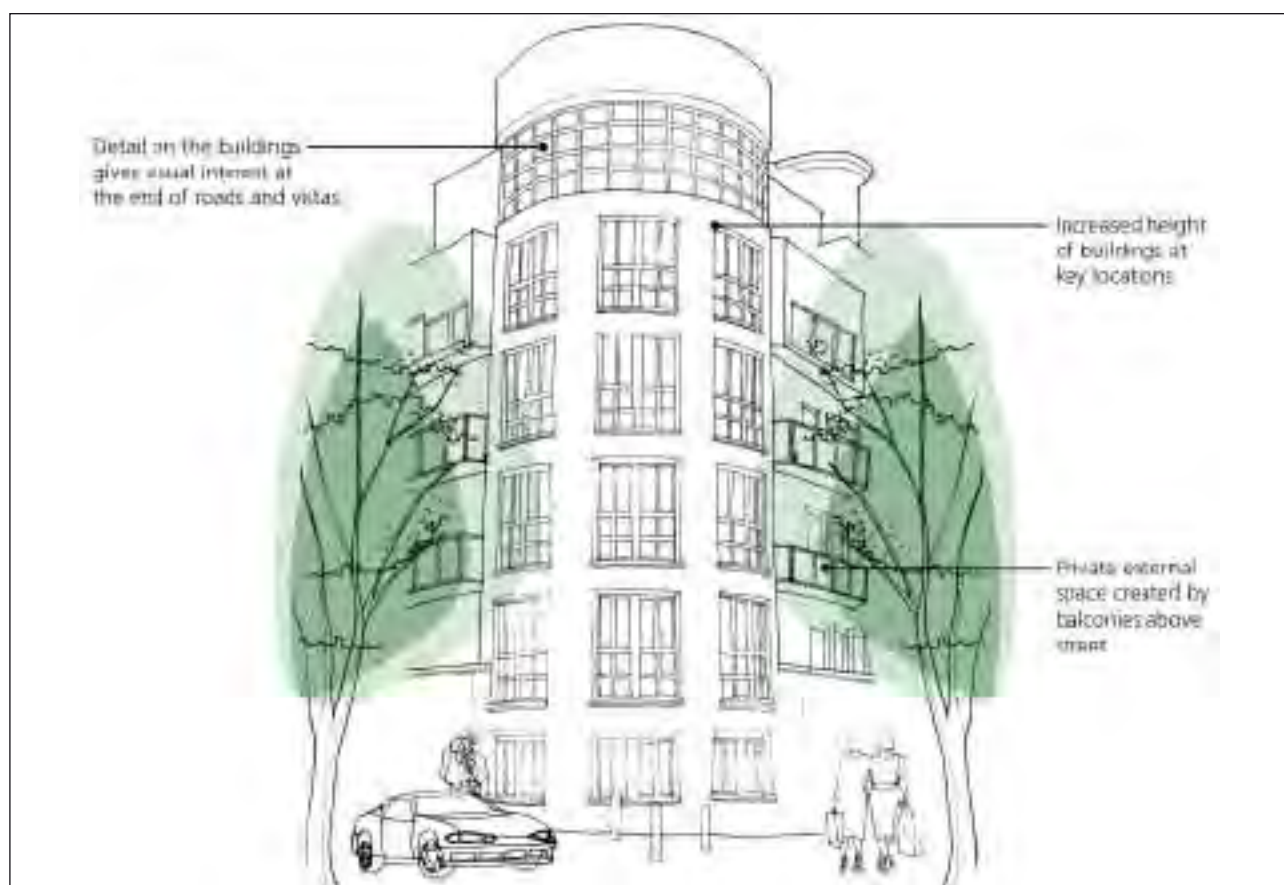
- 4.9 A balance of family and non-family housing should be provided with the majority of family housing (3 and 4 bed units) supplied in the form of houses with gardens and non-family units provided as flats.

### Special Needs Housing

- 4.10 Of the 4,400 dwellings, 5% of units should be designed to meet the needs of the elderly and or vulnerable groups. Ten percent (10%) of market and affordable units should be provided to full wheelchair standard in accordance with guidance set out in the Greenwich Wheelchair Site Brief (2002). These units should be located at ground floor level and include at least 2 bedrooms.

### Other Issues

- 4.11 All new housing must comply with the Eco-homes excellent standard, equivalent of level 3 Code for Sustainable Homes and a NHER rating of 9. They will be consistent with 'secure by design' principles.
- 4.12 The following parameters should guide the distribution of dwellings within the KDA:
- A mix of dwelling sizes should be provided within each residential area;
  - Predominantly non-family dwellings (< 3 bedrooms) to be provided at the Hub;
  - Larger family accommodation to be located in the Eastern and Western Neighbourhood Areas adjoining neighbouring residential areas; and
  - Elderly persons housing should not be located adjacent to school sites or children's play areas.



*Corner buildings should have a distinctive treatment providing a sense of arrival to the area.*

# Kidbrooke Development Area SPD

## Housing

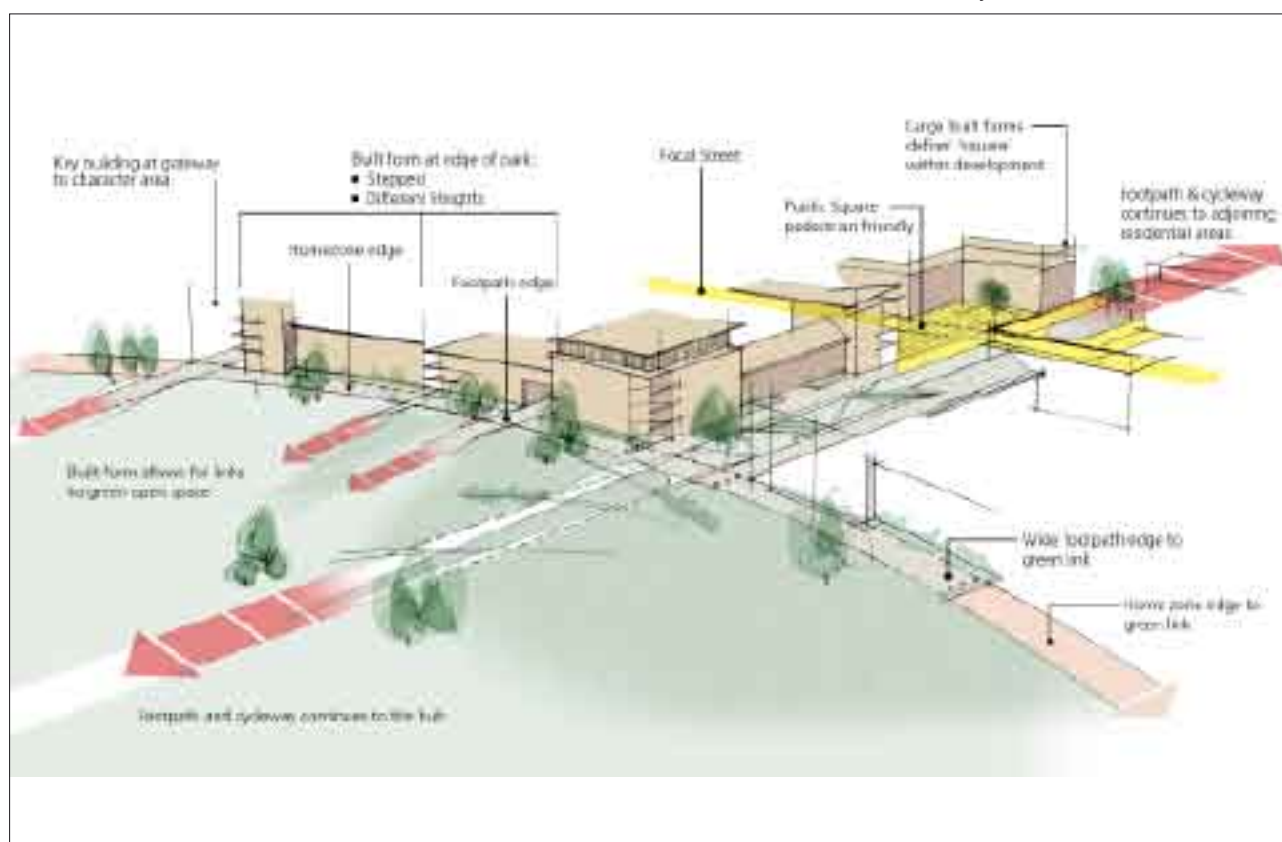
### Design Principles for Residential Areas

4.13 Each residential area will adhere to the principles of good sustainable neighbourhoods set out above in terms of the type, tenure, and range of housing. In particular assimilating different housing tenure should be a priority when designing the neighbourhood areas. Design principles identifying how the residential areas will be developed are described below and illustrated by sketches and photographs. Developers should apply these principles when formulating more detailed proposals.

### Western Neighbourhood Area

4.14 This residential neighbourhood should be structured around a main street with links to a new site for Wingfield Primary School and a central public space. The area will include traditional residential streets with main entrances of buildings facing directly onto the street. The approach to developing the western area should include:

- Greatest densities within this character should adjoin the Green Link with buildings stepping upwards from the park edge and open space;
- The island of development located between Kidbrooke Park Road and the Green Link should have a dual aspect addressing both the street and the Green Link;
- Lower rise properties with private gardens should buffer the western edge of the neighbourhood area to enhance the setting of the Blackheath Park Conservation Area;
- Inclusion of a Locally Equipped Area of Play (LEAP) to meet the needs of younger children;
- The provision of open spaces and landscaped amenity areas should be provided and include tree planting and a sense of openness to residential areas; and
- Proposals should not adversely impact on the character or setting of the Blackheath Park Conservation Area which adjoins the western boundary of the KDA.



*The boundary between the green link and adjoining residential development should be softened providing a continuous pedestrian and cycle route along this edge but only limited access for vehicles requiring access to the area.*



# Kidbrooke Development Area SPD

## Housing



*Although residential areas will have an urban feel streets should include trees. Physical and visual links are established with the Green Link.*



*Character areas should include focal public spaces to help define the identity of the character area as a whole. These may include waiting areas for bus services, and areas for sitting out. Active ground floor uses for local shops or community uses could also be located here.*

### Eastern Neighbourhood Area

- 4.15 This residential neighbourhood will provide a variety of homes and integrate Holy Family R.C. Primary School, the Neighbourhood Resource Centre and the more recent developed housing at Kimbell Place. The area should be linked to the Hub by a main axial route which also forms the main street through the development, and would accommodate a bus route and include a focal public space.
- 4.16 The area will take the form of a series of traditional streets. However there will be a range of building heights and forms within the area. The whole area should be softened by provision of street trees and landscaped areas within the development plots.
- 4.17 The approach to developing the Eastern Neighbourhood Area should include:
- Retention of existing east-west pedestrian and cycle routes and additional links providing easy access to the Green Link should be encouraged;
  - The greatest densities and building heights will be on those development parcels adjoining the Hub and the park edge;
  - There is a need to respond to the pattern of existing terraced and semi detached development and storey heights along buildings to the east of Tudway Road;
  - The provision of Locally Equipped Area of Play (LEAP) to meet the needs of younger children;
  - The use of Sustainable Urban Drainage Systems to address the small risk of flooding from surface water run-off in certain areas; and
  - Proposals should not adversely impact on the character or setting of the Eltham Green Conservation Area;



*Dedicated pedestrian and cycle links will be provided with surrounding neighbourhoods.*

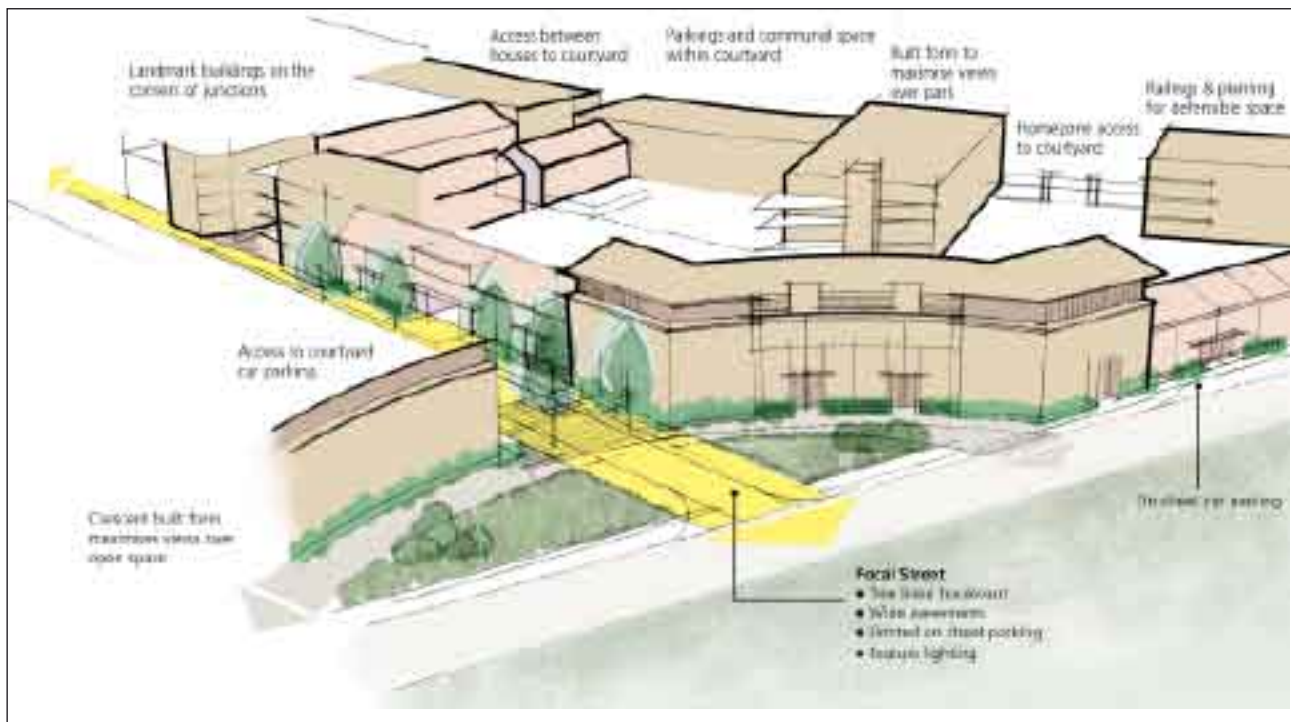
# Kidbrooke Development Area SPD

## Housing

### North West Neighbourhood Area

4.18 The North-West Neighbourhood area will integrate a new campus for Thomas Tallis School with enhancements to the quality of open space and a new residential neighbourhood. The residential area will comprise a mix of houses and flats arranged within a traditional street layout. Densities will be graded with the lowest densities adjoining boundary with the adjoining playing fields with highest densities closest to Hub. The approach to developing the North West Neighbourhood Area should include:

- Connections westwards should be enhanced through extension of the Green Chain Walk along the edge of Thomas Tallis School to Blackheath Park which links onwards to Blackheath;
- Thomas Tallis School buildings will be relocated and redeveloped; its playing fields will be re-configured but retained as MOL;
- The western edge of the area is surrounded by houses. Residential development along the western and southern boundaries will be screened from the allotments and the employment activities by structural planting to avoid overlooking; and
- The area should be directly linked to the Hub by improvements in crossing Kidbrooke Park Road. A wide pedestrian and cycle link should link the area to the Green Link and the Eastern and Western Neighbourhood areas.



*Focal spaces should be established which mark important routes and transitions in the pattern of development. These should be framed by adjoining buildings which are detailed to reinforce the character of the street.*



# Kidbrooke Development Area SPD

## Housing



*The interiors of the residential plots will provide garden areas including community gardens.*



# Kidbrooke Development Area SPD

## Housing



*Where development of 4 storeys is proposed neighbouring existing 2 storey development it is expected that buildings will be set back slightly from the street to create a harmonious relationship between buildings of different heights.*



*Access to Sutcliffe Park should be improved through additional physical and visual links to the heart of the area.*



# Kidbrooke Development Area SPD

## Housing

### North East Neighbourhood Area

- 4.19 The area will be connected to the Hub via enhanced links crossing the A2 and the Hub area. Pedestrian connections to the Hub will be safe to use and well lit, the use of a single connection should concentrate footfall, enhancing surveillance.
- 4.20 Proposals for residential development within this area have received planning permission. These should be successfully integrated with existing development.
- 4.21 As part of planning approval for the redevelopment of the National Maritime Museum site, the wildlife corridor linking Kidbrooke Green and Birdbrook. Nature Reserves will be extended and enhanced in conjunction with residential development.



# Kidbrooke Development Area SPD

## Housing

### Areas of mixed development



*All buildings should be accessed directly from the street and have a street frontage.*



*Flats should be provided with private external spaces directly associated with the dwelling these could be shared among up to 6 households. In addition areas have also been provided which could be used for tree planting, community gardens or informal sitting out/children's play.*



*Some parking serving mixed plots should be located within the centre of the plot accessed through a gated entrance or beneath a 'bridged unit dwelling'. The entrances to court yards are limited to residents only providing an attractive and secure access point. The vehicular entrance should ramp up to the height of the pavement to avoid disrupting pedestrian movement. Car parking areas should be overlooked by the dwellings they serve. Some parking may be provided as under-croft parking.*

# Kidbrooke Development Area SPD

## Housing

### Areas of flats and apartments

Many of the principles identified in relation to mixed development are also applicable to plots containing flats and apartments. However, specific consideration of the treatment of external spaces and parking is required.



*The entrances to flats should access no more than 6 flats on each floor. Flats located at the corner of the plots should be used to 'turn the corner' of the plot. These corners could be made into a feature incorporating balconies or special building detailing.*



*Flats should also be provided with balcony areas as well as private external space at ground level.*



*Parking should not generally be provided within the courtyard as this should provide private external spaces of residents. Instead car parking can be provided in basement or undercroft parking. Access to the car park should be from a ramp recessed back from the building line at street level.*



# Kidbrooke Development Area SPD

## Housing



*Private external space should be controlled and be accessible to residents and visitors only.*



*Private external space should provide outside garden space for sitting out relaxation and children's play and could incorporate areas for waste disposal and cycle storage.*

# Kidbrooke Development Area SPD

## Housing

### Terraced housing



*All buildings should be accessed directly from the street at ground level and have a street frontage. Corner houses should provide adequate street surveillance and avoid long stretches of blank facades.*



*Parking should generally be provided on street or in small parking lay-bys overlooked by adjoining housing, parking could also be provided to the rear of some properties within the property boundary.*



*Generally terraced properties should be located within home zones which will provide shared spaces accommodating access and providing informal opportunities for face to face interaction and children's play.*



*The privacy of individual dwellings should be safeguarded through street planting and soft landscaping treatment as well as the through building design.*



# Kidbrooke Development Area SPD

## Housing



*All houses should be provided with a private garden to the rear at least 60 sq.m in size, some properties will be provided with gated rear access.*

# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure

### 5. The Hub and Community Infrastructure

#### The Hub

- 5.1 It is intended that a new high quality Local Centre (known as The Hub) will be built to define the development, acting both as a landmark focal point of activity and service. The Hub must be the most accessible location within the development and the area should have a high level of activity throughout the day stimulated by the diverse range of activities to be accommodated.
- 5.2 Hub activities should be knitted together by high quality public spaces including a focal space which provides a pleasant environment for sitting out in terms of its aspect and microclimate. As a minimum the design and range of facilities within the Hub should meet BREEAM Standards to achieve an 'excellent' rating.

#### Community Facilities

- 5.3 A range of employment opportunities, local community facilities and services (health, education, child-care, cultural, police, religious and social) should be provided to meet the broad needs of residents in the area.
- 5.4 Specifically proposals for the Hub should include:
- A supermarket up to 2,787 sq.m (30,000 sq.ft) gross in size. The role of the supermarket will be to anchor the surrounding development and mix of uses;
  - Retail units (shops, café, pub, professional services) Approx 3,100 sq.m.
  - At least 1200 sq.m of B1 small business space. It is likely that the location will appeal to small and medium enterprises (SMEs) and could take the form of a business centre or managed workspace. Premises could be located on the upper floors of buildings but should have a separate entrance to residential units which may be accommodated within the same building;
  - A range of community uses including a primary health care facility. Other facilities such as a sports facilities, (including commercial), youth provision, community meeting space, and multi-faith meeting space may also be located within this area.



*The Hub will act as a focal point for the community in a high quality environment.*



*Leisure provision will meet demand for indoor health and fitness.*

# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure

### Residential Use

- 5.5 Residential development should be located within all areas of the Hub. All residential development provided will be non-family accommodation in the form of flats and apartments. Within the Hub, buildings will be developed at a density of up to 600 habitable rooms per ha. Although heights will generally be within the range of 6-12 storeys there is potential for one or more buildings of outstanding architectural quality to extend to around 15 storeys. Building heights should have due regard to the different levels around the station and railway line.
- 5.6 For residential development to be successfully integrated with other uses it is important that separate entrances are provided for residential and non-residential uses at ground level. Residential units should also have direct lift and staircase access within the building to car parking areas.

The amenity of existing and future residents in the hub area should be safeguarded. Potentially conflicting uses should be separated. Potential issues of noise and disturbance relating to traffic on the A2, ground floor activities and servicing should be mitigated through the design process.



*Redevelopment and modernisation of schools to meet educational requirements.*



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure

### Interchange and Public Spaces

- 5.7 The railway station will be transformed into a multi-modal transport interchange highly accessible to users which will link Kidbrooke to other parts of the Borough and Greater London. A transport interchange could be located on a deck over the railway line. It is envisaged that a main entrance will serve the station platforms below and provide access to bus services and the bus transit route. The interchange will provide an efficient interchange between rail and bus services including the proposed bus transit route. It should enable uncongested access to the Hub for bus passengers, pedestrians and cyclists and have a pleasant and safe environment for users.
- 5.8 At the heart of the proposals should be a central square which defines the area. Pedestrian routes should be given priority within the Hub. Proposals for the hub should be accompanied by an assessment which considers the feasibility, viability and deliverability of potential deck/bridge options across the railway. The main circulation within the Hub should be at a single level which will connect to adjoining neighbourhood areas where possible at grade.
- 5.9 A wide crossing could be provided from the North West Neighbourhood Area into the transport interchange with a further crossing provided south of the railway bridge which should link in with the public space immediately south of the interchange.
- 5.10 A high quality pedestrian route will link the North East Neighbourhood Area across the access slip road to the A2. Footpaths and crossings should be enhanced and improved.
- 5.11 Development within the main square should provide active frontages for example, shops, cafes, pub, health centre etc.
- 5.12 The arrangement and composition of buildings adjoining the A2 should announce the Hub and the area as a whole establishing a positive image of the area. Access and entrances should not front onto this edge. A strip of landscape planting will help to buffer the effects of the road. Mitigation measures will need to be considered for the effects of noise and air pollution.



*The design of buildings should be iconic and reflect that views will be possible from within the development and the surrounding area.*

*Taxis and private vehicles will drop off visitors to the hub within a paved square to the south of the access to these facilities will be from a junction located in the same place as the existing station access. This square should also accommodate a cycle parking facility.*

*Bus stops should be located parallel to the station entrance in a series of lanes. Bus access to/from the interchange should be signalled to provide priority to bus services.*

*Development north and south of the station entrance should be oriented so that entrances face the transport interchange. The design of buildings should complement the design of the station building.*

# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure



*Smaller scale retail units providing local services and facilities serving the area would be clustered around the supermarket entrance and lining the lanes extending from the main square.*

*Services which may require ease of pick-up/drop off such as takeaways and dry cleaners could be located close to the interchange entrance where access is provided to the kiss and ride facility and parking directly below the deck.*



*The front of the station will provide a comfortable and attractive environment for users to wait and could include ancillary services such as a café, small convenience store or newsagent.*

*The gateway points at the threshold to the hub will need to be appropriately treated to provide efficient and safe access but also to define the entrance into this area.*



*Public spaces should have a south facing aspect and should provide a pleasant environment for sitting out in the summer months.*



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure



*The heights and proportions of the surrounding buildings should create a sense of enclosure with the landscaping of the square provide a balance between hard and soft elements.*

*Community uses will be located south of the railway line between the central plaza and the transport interchange facilities. Community activities could also be combined with other uses including such as, retailing, business space leisure and residential uses so long as there is adequate separation and management of uses within the building.*

*The sequence of spaces which open into each other should provide a pleasant experience as users move from one to another. Appropriate seating, lighting and hard landscaping treatment should be used.*

*Buildings within the hub will have a positive relationship with the green link with the proposed building heights, frontage and building detailing addressing the open space. A plaza could provide the main threshold point between the 2 areas.*

*Secondary routes in the hub could be developed as "lanes" fronted on both sides by active frontages.*



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure



*The main square would be an appropriate location for a café-bar and restaurants as potential exists for outside seating.*



*The pedestrian and cycle routes linking the hub to residential areas will be provided.*

# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure



*Where flats are accommodated above commercial development the residential component should generally be stepped back from the ground floor building line to create an appropriate sense of enclosure daylight at street level.*



*Office premises are most likely to be attracted to locations adjacent to the transport interchange. Sites adjoining the A2 may appeal to companies who wish to demonstrate a strong physical presence.*



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure

### Access and Servicing

- 5.13 The design of vehicular access to the Hub will depend upon the design of the Hub area. Due regard should be given to encompass the access requirements of different users; service delivery and their timing; as well as traffic management. Special attention will also need to be paid to the physical constraints of this area, including gradients and access arrangements to the A2 and width restrictions along Kidbrooke Park Road.

### Education Provision

- 5.14 The majority of the educational needs of the community will be met by redeveloping and modernising existing schools within the development area, to provide facilities that cater for the variety of educational requirements of its students. Where possible, schools will have extended hours to allow use of the facilities by the broader community and the general public.

- 5.15 Thomas Tallis Secondary School will be redeveloped as part of the Building Schools for the Future initiative into a state of the art Community School meeting the highest standards of design. Planning permission for the proposals has been granted.

The school buildings will be relocated northward of the present site. The main entrance to the school will be from Kidbrooke Park Road close to the junction with Rochester Way. The upgraded school will be an important landmark at the northern edge of the development. It will include an enhanced range of indoor and outdoor sports facilities which will be accessible to the public out of school hours and term time through a community use agreement. The playing fields remain MOL.

- 5.16 Wingfield Primary School will be redeveloped and relocated to a new site within the Western Neighbourhood Area south of the railway line. It is proposed that the new school building could have capacity for 2-form entry.

- 5.17 The Holy Family (R.C.) Primary School will remain at its existing site. The School are considering a series of modernisation works to upgrade their facilities. It is envisaged that the school will remain a single form entry. Proposals should respond appropriately to the school. It is important that separation / buffering is provided between Holy Family School and surrounding residential areas. This could take the form of suitable types of planting to screen the school from the surrounding development. Also, retention of safe access to the site is an important issue - both during the construction phase and post development.

- 5.18 Indoor facilities for young people will be provided within the Kidbrooke Development Area to meet the needs of different age groups.

### Indoor Health and Fitness

- 5.19 An assessment of leisure facilities needs associated with KDA was undertaken to establish facilities requirements. Existing facilities within Kidbrooke and the surrounding area include:

- David Lloyd Leisure Centre (private) on the corner of Weigall Road which includes 4 all weather tennis courts, gym, swimming pool, spa and other facilities;
- The proposed Eltham Centre providing swimming pools, a library, community college, dance studio, healthy living centre, meeting spaces, crèche and café; and
- Eltham Green Sports College which is a centre of excellence and includes a range of facilities and indoor courts available for community use.

- 5.20 The Meadowside Leisure centre will be demolished as part of the regeneration of the area however it is considered that the redeveloped Thomas Tallis School and existing facilities should meet the demand for public indoor health and fitness facilities by the new community. A commercial health and fitness centre could also be provided. There will also be improved public transport links to sports and leisure facilities at Eltham.



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure

5.21 Table 5.1 below provides minimum indicative community facilities.

Table 5.1 – Indicative Community Facilities

Neighbourhood Area	Facility	Area (ha)	Gross Floorspace (sq. m.)
Hub	Retail Units (shops, cafe, pub, and professional service office)		Approx. 3,100
	Space for Small Businesses		Approx. 2,295
	Supermarket		Maximum 2,787
	Indoor Sports Provision*		Approx. 1,500
	Community Meeting Space and Healthcare Provision*		Approx. 4,700
Western	Proposed new site for Wingfield Primary School	1.68	
Eastern	Holy Family Primary School	0.15	
North Western	Redeveloped Thomas Tallis Secondary School	9.6	

\*Can be located in other neighbourhood areas





### 6. Movement Infrastructure

#### Purpose

- 6.1 In considering movement and its patterns across the development area, a re-configured and upgraded movement framework should be developed that seeks to integrate land uses and provide sustainable transport options to improve access to housing, jobs and services while reducing reliance on private cars. Ensure optimum accessibility to all residents within the development area;
- Reduce reliance on the private cars and increase the choice available of sustainable modes of transport such as public transport, walking and cycling;
  - Reduce the need to travel whilst providing access to economic opportunities in the wider area;
  - Provide a safe high quality environment; and
  - The movement strategy should provide appropriate traffic management within the area to provide a safe environment for all road users.
- 6.2 This section outlines the proposed urban grain, public transport concept and approach to street hierarchy. An outline planning application would need to be accompanied by a Transport Assessment which would outline appropriate mitigation measures to accompany development.
- 6.4 The orientation of the development plots should be designed to promote movement between the Eastern, Western and North-West Neighbourhoods Areas and the Hub/station by foot and cycle by providing safe, direct routes to minimise journey times, in particular north/south connections across the railway line and A2/ Rochester Way are shown (refer to Figure 6.1). These routes will provide high quality routes for pedestrians and cyclists.
- 6.5 Main points of arrival into the areas and key gateway should be defined. Figure 6.1 provides indicative possible main points of arrival to the area. The proposals for the public realm within these areas should reflect the role of these areas.
- 6.6 The development of routes should provide the users with an understanding of their environment that is easy to navigate and has a sense of direction and space. Development should be orientated to maximise views between residential areas towards the Green link particularly where there is a development frontage. The proposed street pattern should create clearly defined street spaces with the potential for natural surveillance. As part of the proposals, consideration needs to be given to crossings and existing subways which provide improved, enhanced and safer access arrangements.

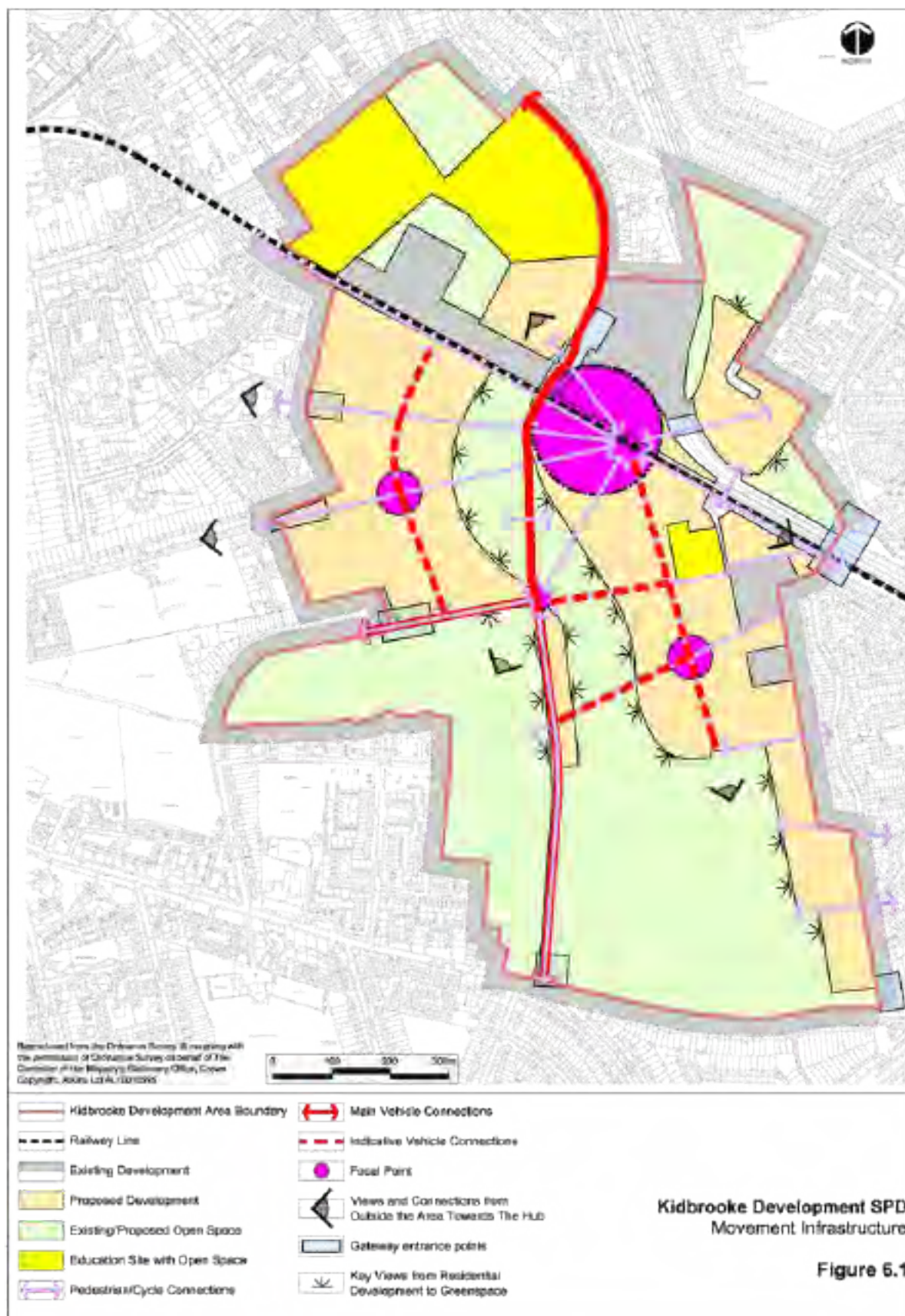
#### Urban Grain

- 6.3 Figure 6.1 provides an outline approach to the development of movement framework. Plot depths within the whole of development area should be designed to promote permeability and ensure easy access to destinations. These plot sizes provide for long-term adaptation and change in the built form should the need arise. Some plots may be open to allow movement through where the design can promote natural surveillance.



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure

### Public Transport

- 6.7 The development concept should be informed by the need to support viable and frequent rail and bus services in order to maximise the potential for public transport use. Indicative public transport routings and accessibility is shown on Figure 6.2 (Indicative Public Transport Routes and Accessibility). The quantum and density of development proposed for the area is based upon the assumption that public transport accessibility (indicated by PTAL scores) should be increased to level 3-5 across the Kidbrooke Development Area. The indicative public transport and density levels are consistent with the approach recommended in the UDP and the London Plan.
- 6.8 The highest densities of development are located close to the Hub and public transport routes to provide sufficient population within bus and rail route catchments to sustain frequent service intervals on and off peak.
- 6.9 In order to maximise public transport use to and from the development, bus stops should be spaced at regular intervals. The routes used by bus services are proposed to be of focal streets to ensure they represent attractive pedestrian routes and maximise footfall.
- 6.10 The layout of bus routes will ensure that public transport has priority over private transport. The indicative routing of the bus services improves the accessibility frequency and operational efficiency of bus services in the area as demonstrated by PTAL scores.
- 6.11 There is a proposal for a Bus Transit Route running along Kidbrooke Park Road providing fast and frequent connections from the Hub to North Greenwich Station, Eltham and Bromley. The transit route may have a segregated bus lane.

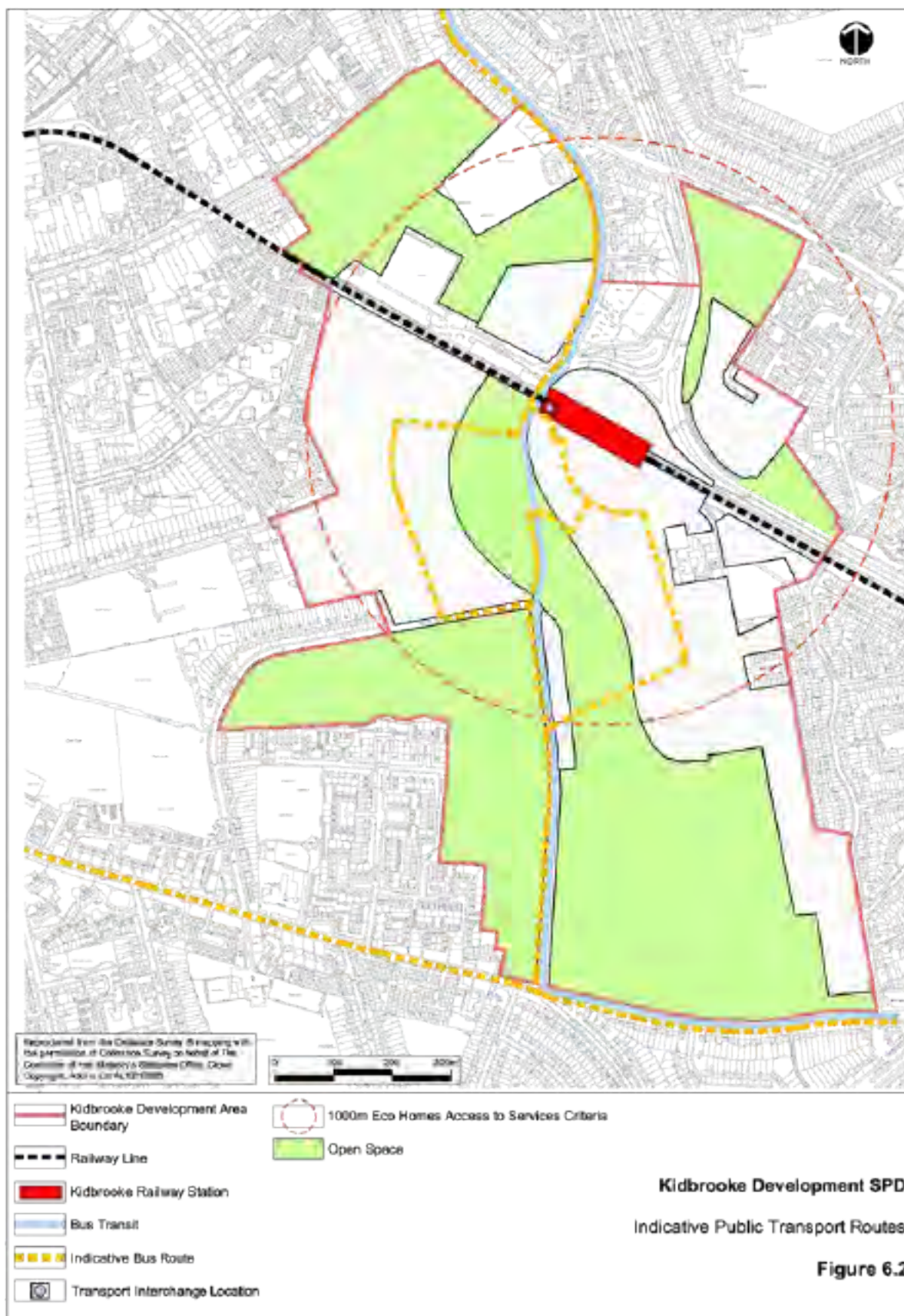
### Street Hierarchy

- 6.12 A movement framework for the area should seek to discourage the use of private transport by giving priority to more sustainable alternatives whilst ensuring that all areas have vehicular access. The proposed street hierarchy showing the different levels of the road network is shown in Figure 6.3 (Indicative Street Hierarchy).
- 6.13 Proposals include the reconfiguration of the road network including the construction of new roads. However, some of the existing roads will be maintained and upgraded to ensure traffic calming where appropriate.
- 6.14 The key principles to inform the street hierarchy are:
- Dispersal of vehicular traffic to avoid congestion and conflict between the private car and other modes and to limit queuing at junctions with Kidbrooke Park Road;
  - To control vehicle movement and speed of traffic through the use of urban design;
  - Ensuring street activity, vehicle use, and access arrangements are appropriate to the design and function of each street type;
  - Integration of new development with existing routes where appropriate;
  - Using the design of routes to reinforce the character of the place; and
  - Re-use or adaptation of existing highways where appropriate.
- 6.15 These principles have been applied to define five different street types:
- Primary Routes;
  - Distributor Roads;
  - Local Residential Roads (Home Zones);
  - Focal Streets/Bus routes; and
  - Pedestrian and cycle routes.
- 6.16 In general only secondary routes or bus routes will connect with primary routes. Home zones should normally connect only with secondary routes or bus routes in order to provide a transition in speed from Kidbrooke Park Road into the heart of the development. Details of street types are provided at Appendix C.



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure





# Kidbrooke Development Area SPD

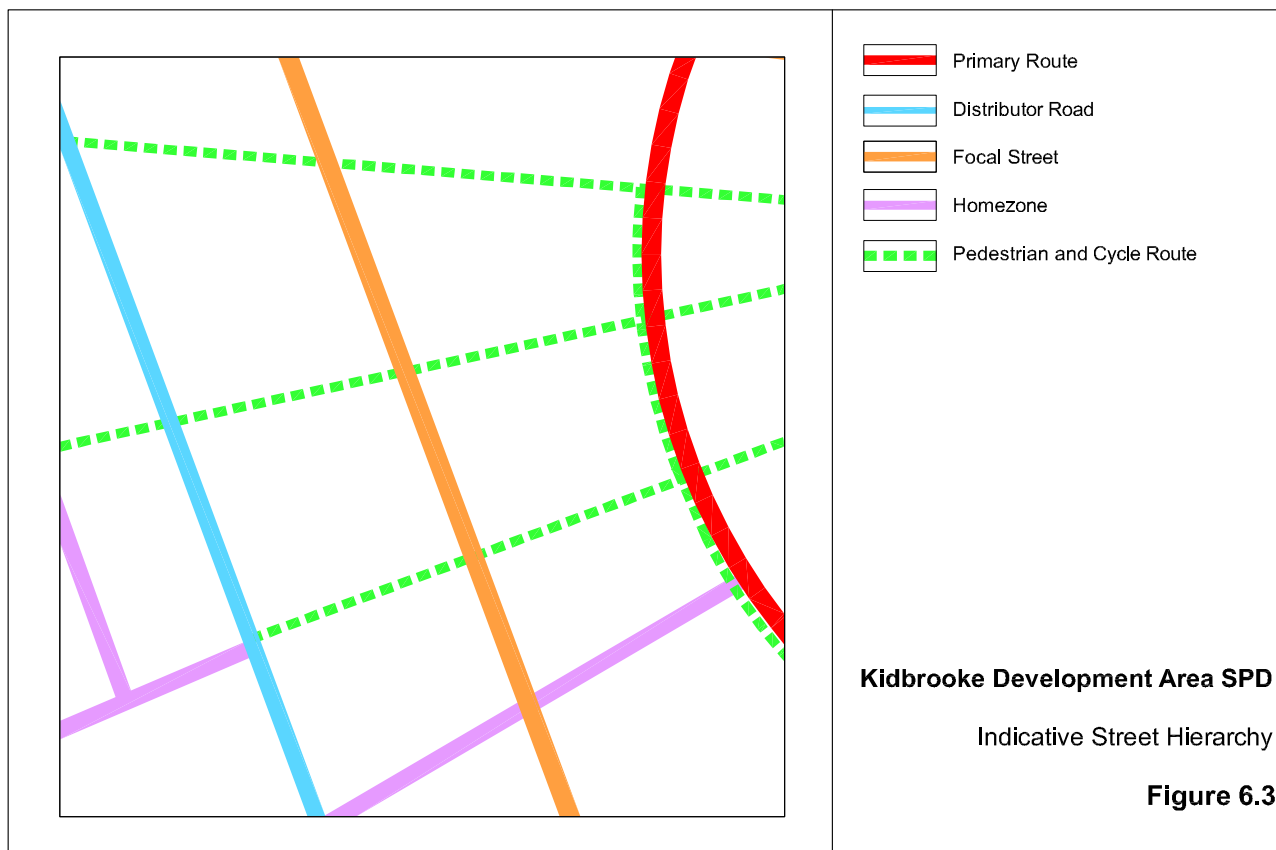
## The Hub and Community Infrastructure



*Character of Distributor Road.*



*Character of Bus Route and Focal Streets.*



# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure

### Cyclists and Pedestrian Routes

- 6.17 Cyclists could benefit from direct and dedicated cycle lanes integrated with bus route corridors. In addition, there should be other cycle routes which provide improved north-south access through the Green Link and enhanced east-west connections. Pedestrian and cycle links from the Hub through to the neighbourhood areas should be provided.
- 6.18 The pedestrian network could consist of footways along all existing and new roads plus other footpaths and footways which will give direct access to areas of interest such as green areas and Kidbrooke Station / The Hub.

### Car Parking and Servicing Provision

- 6.19 Adequate levels of car parking should be provided throughout the Kidbrooke Development Area. The quantity of parking provision to be provided should be consistent with the Council's car parking standards defined in Policy M23-M26 of the UDP.

### Neighbourhood Areas

- 6.20 One space per residential unit will be provided within the Eastern, Western, and North West Neighbourhood Areas. No parking provision should be made on Primary Routes or on sensitive edges abutting the Green Link.

### Parking Provision in The Hub

- 6.21 The majority of parking provision in the Hub should be provided underneath the main circulation areas reflecting the higher density of development in this area and the need to provide accommodation for other uses at street level including public spaces and the transport interchange.
- 6.22 The parking requirement assessment for the Hub should consider residential, commercial and community parking need. The parking requirement for residential units in the Hub should be based on 8 spaces being provided per 10 units. This responds to UDP parking policy which considers areas with higher PTAL levels and higher proportion of flats should have less parking provision.



*Parking provision will be provided on street, in parking courts (see above) and in undercroft parking areas.*



*Examples of Local Residential Roads.*

# Kidbrooke Development Area SPD

## The Hub and Community Infrastructure

### Design and Configuration of Parking Provision

- 6.23 The design and configuration of parking in the Kidbrooke Development Area should be designed to be efficient, attractive, safe, and appropriate to its location. Parking should be provided in an efficient way that will minimise its visual impact and will ensure that the amenity of the neighbouring areas will not be adversely affected. The design of parking areas should reflect Sustainable Urban Drainage Systems Principles. Provision of parking will be accessible to all sections of the community in accordance with the Disability Discrimination Act 1995.



*Parking provision will be provided on street, in parking courts (see above) and in undercroft parking areas.*





# Kidbrooke Development Area SPD

## Green Infrastructure

## 7. Green Infrastructure

### Purpose

- 7.1 The Kidbrooke Development Area has a series of significant green spaces and as part of the development of the area a strategic landscape framework should be defined (refer to Figure 7.1 Green Infrastructure). A proposed landscape framework should establish a hierarchy of spaces which protects and enhances existing sites of nature conservation importance and significant landscape features, and provides for the recreational needs of the community, enhancing biodiversity.
- 7.2 The key principles which should inform the strategy are set out in the remainder of this chapter.

### Protection of Metropolitan Open Land

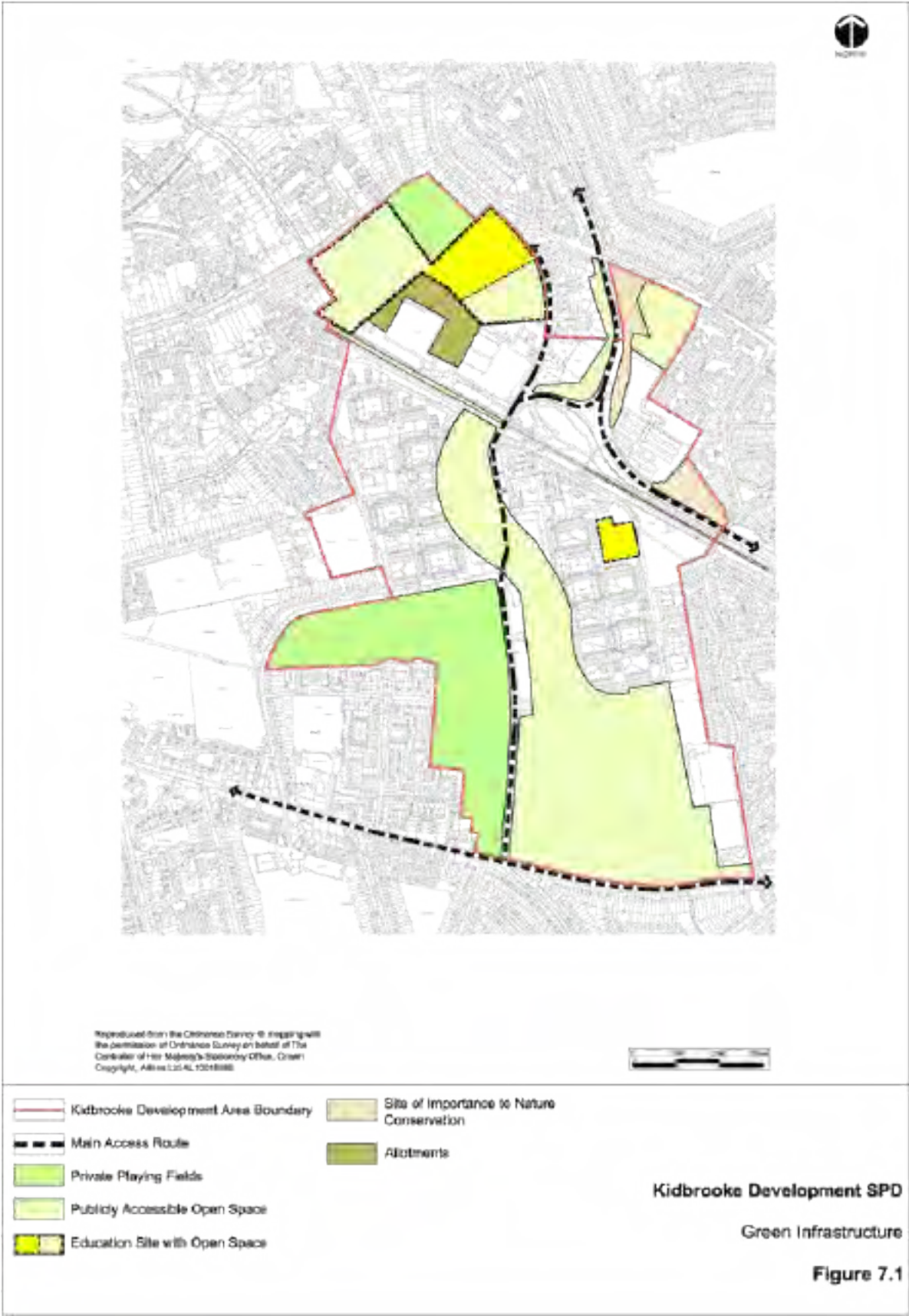
- 7.3 The areas of Metropolitan Open Land (MOL) identified within the UDP will be protected and enhanced by redevelopment at Kidbrooke. These areas comprise a network of open spaces which have more than a Borough significance providing visual amenity and recreational opportunities to the community. Some areas of MOL also form part of the South East London Green Chain.
- 7.4 The redevelopment of the area provides opportunities to extend the Green Chain walk through Sutcliffe Park and the proposed Green Link to the Hub and from the Hub through the North West Neighbourhood Area towards Blackheath. The Green Chain already extends westward along the Quaggy River to Weigall Road. Appropriate crossing points, signage and interpretation facilities should be provided to fully integrate these spaces to the wider network.

### Provision of Access to Public Parks

- 7.5 The proposed development will provide access to public park provision consistent with the parks hierarchy set out in the UDP. The pattern of park provision should be designed to provide the variety and quality of park provision needed to support the local community.
- 7.6 The proposed landscape framework should enable all residents to be located within 400m of a publicly accessible Local Park. This is achieved through retaining Sutcliffe Park and Kidbrooke Green and establishing a new Green Link. Sutcliffe Park and the new Green Link should connect with the South East London Green Chain Walk. To the south Sutcliffe Park should be connected to the walk at Eltham Palace. To the north the path will connect from the Green Link to Blackheath.
- 7.7 Sutcliffe Park, a District Park should be extended northwards to establish a larger district park of some 24 ha. which will represent a net increase in public park provision of approximately 7 ha. The total area of park provision within the Kidbrooke Development area will be around 26 ha. The range of facilities at Sutcliffe Park should be expanded.
- 7.8 The proposed Green Link will be a linear park that incorporates a series of outdoor spaces providing a variety of recreation provision of a scale which reflects the needs of the new community. This could include:
- Locally Equipped Areas of Play (LEAP) to serve the needs of children aged 4 - 8 within the Eastern and Western neighbourhood Areas;
  - A Neighbourhood Equipped Area of Play (NEAP) located in the centre of the Green Link to meet the needs of older children including a multi-use games area, skate ramp and adventure playground;
  - Provision of formal recreation opportunities not offered within Sutcliffe Park;
  - A series of informal spaces providing informal recreational opportunities including ball games, sitting out and relaxation;

# Kidbrooke Development Area SPD

## Green Infrastructure





# Kidbrooke Development Area SPD

## Green Infrastructure



*Extension of Sutcliffe Park to north will create a 'Green Link' through the development.*



*Opportunities for informal recreation within areas of natural greenspace.*

- A mosaic of natural habitats to enhance local biodiversity and to enable access to nature. Consideration should be given to increase the range of species of flora and fauna through the creation of meadows and small pockets of woodland;
- Provision of pedestrian and cycle linkages from the Green Link to all the neighbourhood areas;
- Provision of circular routes to accommodate informal physical exercise such as walking, jogging and cycling; and
- Integration of a Sustainable Urban Drainage System to manage surface run-off and extreme flood events up to 1 in 1,000 year frequency.

7.9 Landscape proposals should include indigenous species and incorporate a variety of planting types that could include structure planting to reinforce existing landscape features and define key axes extending into the development, ornamental planting, planting to enhance the setting of formal and informal recreational activities and waterside planting.

7.10 Park provision should be designed to the highest standards and provide variety and interest in the range of environments and activities which are supported. The quality of provision and management of the site should be consistent with the Civic Trust Green Flag 'Excellent' Standard.

### **Sustainable Urban Drainage and Water Infrastructure**

Proposals should incorporate appropriate Sustainable Urban Drainage Systems to manage surface run-off and extreme flood events up to 1 in 1,000 year frequency. Tree planting should take place in locations which to not compromise essential water supply and drainage infrastructure. Access to sewerage and water supply infrastructure should be available 24 hours a day and not be impeded by street furniture.

# Kidbrooke Development Area SPD

## Green Infrastructure

### Provision of Opportunities for Children's Play

- 7.11 Children's play provision should be an integral part of the community. Sufficient space should be provided to enable good access to formal and informal children's play opportunities throughout the development and will meet NPFA and GLA quality criteria. There should be a diversity of play areas provided in terms of their design and character which are safe and accessible.
- 7.12 Children's play provision should be integrated with and co-located within public parks and other forms of open space provision rather than managed as stand alone facilities. The combined land take for children's play provision including NEAPs, LEAPs and other formal provision should be around 2 hectares.



*Provision for children's play including teenagers.*

### Provision of Access to Areas of Natural and Semi-Natural Greenspace

- 7.13 All residential areas within the Kidbrooke Development Area are already located within 1 km of an accessible Site of Importance for Nature Conservation. This meets the requirements of the UDP (Policy O23). The three existing Sites of Nature Conservation Importance identified on Figure 7.1 will be retained. Proposals at the site should include a wildlife management plan to protect and enhance Kidbrooke Green and Birdbrook Nature Reserves.
- 7.14 A range of habitats located along the length of a structural natural feature such as a sustainable urban drainage system or structural planting could be used define the natural greenspace component of the Green Link. Opportunities to extend the area of nature conservation importance could be explored within the Green Link.

### Provision of Access to Outdoor Pitch Sports Provision

- 7.15 The Greenwich Playing Pitch and Allotment Study establishes the level of provision required to support the needs of the Borough up to 2016 at 1.49 ha per 1,000 population. All residents should be located within 400m of a playing pitch site in secure community use.

- 7.16 Taking account of the proposals to reconfigure existing land uses, playing pitch provision within the area will be above the minimum recommended standard for the Borough in terms of full size pitches. However at the Borough level there is a shortfall in 5-a-side football provision and opportunities may exist to include additional provision within proposals for Thomas Tallis School or the Green Link.
- 7.17 Proposals for the Thomas Tallis Secondary School include new playing fields which will include the provision of outdoor sports pitches to meet the needs of the pupil population and will be available for community use out of school hours.
- 7.18 The proposed Wingfield Primary School will be redeveloped on a new site within the Western Neighbourhood Area identified on Figure 3.1. The new school site (approximately 1.68 ha) should include between 1.36 and 1.6 ha of outdoor space reflecting the needs of the future pupil population consistent with DfES guidelines. The school buildings should be designed to frame the Green Link which may incorporate play areas and outside spaces associated with the school.

# Kidbrooke Development Area SPD

## Green Infrastructure

### Provision of Access to Allotments

- 7.19 The allotment site located within the area at Kidbrooke Park Road should be retained. This site is 1.94 ha in size and accommodates over 40 plots almost all of which are occupied.
- 7.20 The Playing Pitch and Allotment Study prepared to support the UDP recommended that all residents should be located within 400m of an allotment and at the Borough level an allotment standard of 0.13 ha per 1,000 population to meet the current and future needs.
- 7.21 Based on this recommendation, parts of the proposed Eastern and Western Neighbourhood Area are located outside of the catchment area of existing allotment sites. Additional opportunities for allotment or community gardening could be incorporated elsewhere within the development area. There should be no loss of allotment plots within the KDA.

### Provision of Open Space within Residential Areas

- 7.22 Residential areas will be well served by a network of smaller open spaces that should perform an important community function, with seating and other opportunities for informal recreation.
- 7.23 Community gardens, that could be located within the centre of selected perimeter blocks, will provide access to outdoor space which may be private or semi-private for those living in the area. Provision may include local areas of play for those aged under 5 years old, doorstep greens and opportunities for allotment or community gardening as well as space for sitting out.
- 7.24 A series of new civic spaces should be an integral part of the Hub, including a central space which provides a pleasant environment for sitting out and relaxation in terms of its aspect, provision and microclimate. This space should be a focal point for activity both within the Hub and the development as a whole given the intensity of use linked to the transport interchange, retail, commercial and community activities located within this area.
- 7.25 Where appropriate biodiversity enhancement measures such as green roofs should be combined with new development.

### Retention of Existing Trees

- 7.26 While the condition of individual trees within the Kidbrooke Development Area is not outstanding in terms of their form or health, within groups they provide significant amenity to the spaces they occupy.



*Provision of open space within residential areas.*



# Kidbrooke Development Area SPD

## Green Infrastructure

- 7.27 Retention of existing trees within the proposed development is desirable as they contribute to the amenity of the development and improves the microclimate of the spaces they occupy. Indigenous trees within the area have been prioritised according to BS5837 'Trees In relation to Construction'. The tree survey information should be utilised to assist in preparing the masterplan layout. Those trees classified within Categories A and B of the standard should be retained where possible.

Additional indigenous tree planting should ensure there is no net loss but preferably a gain in the number of trees on site.

### Water Management

- 7.28 The landscape structure will respond to existing floodplains and where appropriate incorporate features to mitigate the risk of flooding. The landscape framework should incorporate a Sustainable Urban Drainage System. This may include creating areas of soft landscape to accommodate surface water run-off, holding water on site within areas of permeable hard surface and incorporating flood management within the new extension to Sutcliffe Park.

### Management of Open Spaces

- 7.29 A management strategy relating to the Landscape Framework including streets and open spaces should accompany planning applications in order to identify responsibilities and appropriate management regimes and funding for individual spaces and facilities within those spaces. Such a strategy is important to make sure that provision is well maintained and sustainable in the long term.



*Provision for formal and informal recreation throughout the Kidbrooke Development Area.*

# Kidbrooke Development Area SPD

## Green Infrastructure







# Kidbrooke Development Area SPD

## Sustainability Strategy

### 8. Sustainability Strategy

#### Purpose

- 8.1 Sustainable development considers the environmental, economic and social context within which development takes place and seeks to meet 'the needs of the present without compromising the ability of future generations to meet their own needs.' (Brundtland Report 1987). Principles of sustainable development are integral to the successful redevelopment of the Kidbrooke Development Area and this document sets out how policies contained in the UDP (policy SH4) and in this document will be delivered, most notably the Eco homes standard. Sustainability parameters should consider how the development is designed and constructed as well as its future use.
- 8.2 As part of achieving sustainable development proposals must address the following factors.

#### Energy efficient design

- 8.3 The proposals should be energy efficient in terms of their design. The following hierarchy will be used to assess applications:
- using less energy, in particular by adopting sustainable design and construction measures (London Plan Policy 4A.3)
  - supplying energy efficiently, in particular by prioritising decentralised energy generation (London Plan Policy 4A.6), and
  - The proposals should integrate adaptation measures with mitigation to tackle climate change.

#### BREEAM / Code for Sustainable Homes and Eco Homes Standards

- 8.4 The whole of KDA will meet the 'excellent' rating for the BREEAM sustainable design and construction standards. Proposals for residential development should comply with the Code for Sustainable Homes, currently this is Level 3 (Comparable to Eco homes Excellent). However, over the course of the implementation period this will rise to levels 4 and 5. The SPD has incorporated those principles which can be addressed at the neighbourhood level. It is anticipated that later phases of the development should reach Code Level 6.

#### Renewable Energy

- 8.5 The UDP includes policies requiring a range of energy efficiency and renewable energy technologies that require consideration by the developer.

The Kidbrooke Development Area will need to adhere to the latest renewable energy targets. Currently at least 10% of the site's electricity or heat needs should be generated from renewable sources. Council and GLA best practice must be followed to identify how the latest renewable energy targets will be met, prioritising decentralised energy generation, energy efficiency measures into the design and construction of buildings and the use of renewable energy supplies and efficient delivery of supply.

The proposals for Kidbrooke should consider microgeneration and Combined Heat and Power. Proposals could include a CHP plant and site wide district heating system.



**Community:** Section 2 establishes the vision of a sustainable community including elements relating to cohesion and social equality. The SPD also promotes health and well-being by through the design of an environment which contributes to the health and well being of the residents. Facilities which encourage healthier lifestyles are accommodated within the development in addition to providing health care facilities.

# Kidbrooke Development Area SPD

## Sustainability Strategy



**Land Use:** the SPD provides a mixture of land uses including provision for small enterprises, education and training which promotes more sustainable travel patterns. Section 3 promotes sustainable land use patterns including guidelines relating to the efficient use of land and housing density.



**Landscape, Biodiversity and Ecology:** measures to promote high quality landscape proposals including biodiversity and ecology are included in Section 7.

### Sustainable Urban Drainage

- 8.6 The SPD requires KDA to incorporate Sustainable Urban Drainage (SUDS) to reduce the total amount of flow and rate of surface water that runs directly to rivers through drainage systems. Other benefits should also be sought including wildlife improvements and water conservation.

### Contaminated Land

- 8.7 Parts of the Kidbrooke Development Area may potentially be contaminated from previous uses on the site. Appropriate remediation (if required) should take place prior to development.

### Sustainable Construction Methods

- 8.8 Proposals for the construction of the development should include the use of sustainable construction methods. Opportunities for sustainable construction include modular construction techniques, consolidation centres for the transfer of raw materials and waste, safeguarding potential sources of pollution and measures that avoid the use of topsoil. Buildings should be constructed using products and materials from sustainable sources. Physical protection of existing trees and waterside zones should be ensured during construction. Proposals to mitigate the potential nuisance, dust, emissions and noise generation from construction related activities are also necessary.

### Biodiversity

- 8.9 The developer is expected to provide spaces in the Green Link and elsewhere in the area which promotes biodiversity and ecology. The area should incorporate a series of small green spaces set with a continuous and linked hierarchy of larger greenspaces linked to the Borough's wider green chain network. Focal streets and courtyards should provide continuous habitats through the planting of street trees. Such areas can help mitigate the effects of air pollution and provide shade and noise attenuation. Habitat areas can be integrated within sustainable urban drainage measures.

# Kidbrooke Development Area SPD

## Sustainability Strategy

### Waste Management

- 8.10 All buildings and public spaces should include appropriate facilities for the collection and separation of waste materials. Recycling facilities should be located with all development including residential units.

### Residential Travel Plans

- 8.11 Sections 3 and 6 promote sustainable travel options. Part of this will require the production of a residential travel plan to reduce the number and length of car trips generated by a residential development, whilst supporting more sustainable modes of travel and reducing the overall need to travel. A car club is likely to form an important component of the travel plan.

### Secured by Design

- 8.12 The SPD embodies 'Secured by Design' principles as part of achieving a high quality built environment and community safety. These principles should be incorporated in the redevelopment of Kidbrooke to assist in reducing the opportunity for crime and fear of crime to create a safer and more secure environment.

### Sustainability Targets

- 8.13 The proposals should contribute towards meeting the sustainability indicators targets set out in Table 8 of the Sustainability Appraisal Report. The Council will monitor these at appropriate intervals as the community develops.



**Energy Efficiency:** the SPD promotes energy efficient buildings and seeks a minimum of 10% of energy requirements to be provided by renewable sources. The SPD includes a strategy to deal with waste management and a strategy to reduce water consumption and conserve water. Environmentally friendly construction techniques have also been considered.



**SUDS:** where appropriate development will be expected to incorporate Sustainable Urban Drainage (SUDS) to reduce the total amount of flow and rate of surface water that runs directly to rivers through drainage systems.



**Movement:** more sustainable transport and movement frameworks are promoted throughout the document. Section 2 establishes the vision and objectives regarding this issue and movement framework principles are provided in Section 6.





# Kidbrooke Development Area SPD

## Delivery Framework

## 9. Delivery Framework

### Approaches to Delivery

- 9.1 The proposals for Kidbrooke Development Area outlined in the UDP (adopted in July 2006) and expanded further by this SPD, are complex and large scale in nature and are aimed at ensuring the sustainable redevelopment of the area. The various proposals/components are interdependent and require special delivery mechanisms and a comprehensive approach to delivery.

The KDA includes multiple land owners. The Council has entered into a development agreement with a preferred developer to take forward proposals for its land holdings in the KDA. Assembly of several other land parcels is underway and CPO procedures have been utilised where necessary in order that a comprehensive approach to development can be taken. Several areas identified for residential development towards the edge of the development are owned by other landowners and may be taken forward separately but within the framework identified within this SPD.

It is envisaged that the outline planning application currently being prepared by the Council's preferred developer will include a masterplan and design code covering the whole of the KDA. A programme of consultation will take place when the outline planning application is submitted.

### Development Phasing

- 9.2 In order for the development to be successfully implemented, the rehousing of existing residents and the demolition and redevelopment of existing buildings should be carefully managed, to minimise the impact on existing residents and support the viability of social and community infrastructure.

The planning application should include a phasing programme identifying the timing of development including a programme for the hub, and social, community and green infrastructure. The planning application should also identify how the phasing and construction programme will be managed to minimise impact on established residents and retained uses. In addition the proposals should identify what interim arrangements will be

made for service delivery during the decant and construction phase. During construction a number of temporary uses may be needed within the KDA. The siting of these uses should minimise potential amenity impacts on occupied residential areas and retained uses.

- 9.3 In total, the new build programme is likely to take between 10 to 12 years. The Hub phase will be developed at the earliest possible stage, subject to the approval of detailed design and implementation procedures. The level and type of service provision in the Hub will need to keep pace with the population levels in the Development Area as a whole.
- 9.4 The Green Link will be phased and brought forward throughout the development starting from the existing southern part of Tudway Road and moving north to the Hub. Delivery of the greenspace should be brought forward to keep pace with levels of residential development.

### Delivery of Transport, Social, Public Realm and Utility Infrastructure

- 9.5 The redevelopment and regeneration of the Kidbrooke Development Area will have a direct impact upon the transport, social, public realm, and utility infrastructure of the area. The Council has identified a series of infrastructure improvements and facilities that will be required to support the future needs of the area.
- 9.6 The Council accepts that the list of requirements may change over time as proposals are developed in further detail and the phasing of its implementation is progressed. In addition priorities may alter in response to the changing needs of the new community. Therefore the list of requirements will be kept under review and developed further in consultation with stakeholders and the local community. The requirements and benefits that will be sought are outlined below:

# Kidbrooke Development Area SPD

## Delivery Framework

### Housing

- 9.7 Provision should be made of no fewer than 1,900 affordable homes across the entire development site. Approximately, 70% of affordable homes should be social rented housing and approximately 30% intermediate housing. Consistent with Policy H4 of the UDP, Greenfield Sites should include at least 50% affordable homes subject to an independent financial assessment to maximise the number of affordable homes that can be delivered. The approach to viability testing is set out in the Council's Planning Obligations SPD which utilises the GLA Affordable housing toolkit.
- 9.8 Affordable homes shall comply with the following minimum design requirements:
- Affordable rented homes built to Parker Morris Space Standards;
  - Incorporate Housing Corporation Scheme Development Standards; and
  - Affordable rented homes should be provided in perpetuity.
- 9.9 All residential units shall
- Achieve the Building Research Establishment's BREEAM excellent rating;
  - Built to Lifetime Homes Standards;
  - 10% of dwellings to be built to full wheelchair standard; and
  - Meet Secure by Design Standards.
- 9.10 The Council will seek to ensure proper management of any properties purchased on a buy to let basis to foster the development of a sustainable community. The Council's Planning Obligations SPD in conjunction with the Mayor of London Affordable Housing Toolkit should be used to confirm the viability of provision at planning application stage.

### Movement and Transport

- 9.11 The principles of delivering transport infrastructure should include the following:
- Funding of new and upgraded road infrastructure (including highways) infrastructure, traffic, and environmental improvements, including management of construction traffic;
  - Contribution towards improved public transport links to North Greenwich and Eltham;
  - Funding for a high quality network of walkways, cycleways and crossing points through the area;
  - Contribution towards improvements to Kidbrooke station;
  - Funding of improved public transport interchange facilities;
  - Funding and provision of land associated with a bus-transit scheme;
  - Funding of improved bus services, including new bus services, and improvements to bus waiting areas;
  - Green travel plans for residential, workplaces, and school proposals and funding for an associated package of measures;
  - Contributions towards a low emission zone;
  - A car parking management plan;
  - Funding a range of other transport related initiatives as necessary within the area; and
  - Proposals should be accompanied by an appropriate Transport Assessment
  - Establishment of a Car Club

Appropriate public transport proposals to support development should be developed in consultation with TfL.



### Social, Economic, Cultural and Leisure

9.12 The principles of delivering community infrastructure should include the following:

- Funding of improvements to education facilities to increase the capacity of schools in the development area or in the vicinity of the development area to meet the needs of the new community;
- Funding to meet the capital and revenue expenditure needs of intermediate, primary and mental health-care services required by the new community;
- Funding/provision of a children's centre/affordable childcare (nursery/crèche) facilities to meet the needs of the new community;
- Contribution towards provision of social services;
- Funding/contribution towards provision of sports facilities, libraries, community meeting venues or places of worship;
- Funding/provision of other community facilities providing a range of services equal and with the scale of development;
- Funding the long term management of Kidbrooke in a sustainable way;
- Contribution towards emergency services provision, for example possible police facility and/ or provision of CCTV and monitoring;
- Funding an appropriate contribution toward the cost of completing the Council's Cultural Plan; and
- Retail proposals should be accompanied by an appropriate retail impact assessment consistent with the latest government guidance.

### Open Space and Public Realm

9.13 The principles of delivering open space strategy and public realm works should include the following:

- Funding/provision of open space, public civic spaces, and environmental improvement works;
- Funding/provision of a range of spaces and areas to meet the recreational needs of the local community including a range of recreational areas within the 'Green Link';

- Funding/provision of wildlife protection areas through the creation and enhancement of Sites of Importance to Nature Conservation;
- Funding/works associated with extending the Green Chain Walk;
- Funding/provision of child play areas (including Local Equipped Areas of Play and Neighbourhood Equipped Areas of Play) to meet the needs of the local community; and
- Funding, management and maintenance of public civic spaces in the Hub.

### Employment and Training

9.14 The Council will seek the following:

- Funding a training allowance payment per new unit of residential accommodation;
- Developers will fully participate with Greenwich Local Labour and Business Scheme (GllaB) and actively pursue training and employment initiatives appropriate to the size and importance of their development; and
- Provision/contribution towards affordable business space or business support.

### Sustainable Development

9.15 Proposals should adhere to the following:

- Proposals for development will need to demonstrate and achieve sustainability/recycling targets;
- Non-residential development shall deliver the BREEAM excellent rating;
- More than 10% renewable energy should be achieved to reduce the reliance on traditional energy production and/or reduce emission levels of carbon dioxide;
- Proposals could include a Combined Heating & Power plant and site wide district heating system;
- The development should be a zero net carbon emission development;
- Financial contributions will be sought toward air quality and environmental monitoring;
- Proposals should include a strategy to promote efficient water use and recycling;

# Kidbrooke Development Area SPD

## Delivery Framework

- A flood risk assessment should accompany proposals for development within areas identified in Figure 2.1; and
- Development should incorporate Sustainable Urban Drainage Systems
- Proposals should be accompanied by an appropriate Energy Statement and Sustainability Strategy..

### Water and Drainage

- 9.16 At present water supply, sewerage and drainage serving the KDA is at capacity. The developer should identify how the net increase in water and waste water demand should be met through adequate provision of infrastructure. Proposals should identify appropriate provision for drainage to ground, watercourses or surface water sewer.

### Meeting Council's Costs

- 9.17 It is expected that applicants/developers will provide financial contributions toward Council's professional and legal costs in processing planning applications and negotiating legal agreements.
- 9.18 It is anticipated that the funding and delivery of the necessary infrastructure, facilities and regeneration benefits will be secured via legal agreement. The Council as major landowner is in a position to secure these benefits through legal development agreements with development partners. In conjunction, with legal development agreements, planning obligation agreements (Sections 106/278) will also be used to secure the funding and delivery of improvements to the area. The Council's Planning Obligations SPD outlines the contributions required.

- 9.19 Further guidance on planning obligation agreements has been prepared and adopted as a Supplementary Planning Document. This guidance will assist in negotiating individual obligations and delivering the social/economic benefits as required.

### Compulsory Purchase Powers

- 9.20 The SPD is intended to encourage participation in the regeneration process by third party landowners and developers to realise the Vision for Kidbrooke. Indeed the Council has already discussed a number of proposals for development of sites within the area. However should development proposals not accord with the objectives for the area or landowners be unwilling to participate in this process the Council reserves the right to use its compulsory purchase powers to realise development of these sites consistent with the Vision for the area.

# Kidbrooke Development Area SPD

## Appendix A - Background and Context

### Appendix A – Background and Context

#### SPD Rationale

The SPD for the Kidbrooke Development Area identifies the spatial planning framework for the new neighbourhood including its urban structure, layout and form of development in broad terms to set the parameters for development proposals to respond to. The guidance is summarised in a series of different thematic layers and plans included within this document. Plans for the area have evolved over time and the SPD reflects earlier work and consultation relating to the Kidbrooke Vision Masterplan (refer to Statement of Community Consultation for a description) that has been prepared in partnership with the local community/stakeholders and subsequent technical studies which were prepared to inform the Unitary Development Plan.

The following considerations have informed the proposed spatial framework plan (Figure 3.2).

#### Social and Economic Needs

The proposed layout and mix of uses responds to the existing problems of multiple deprivation associated with the Ferrier Estate in terms of poor housing conditions, crime, poor provision of community facilities, access and parking issues, and access to employment. These issues are documented within the Sustainability Appraisal Report.

#### Local Environmental Context

The SPD layout has been informed by an appreciation of the local context in terms of the natural and built environment. A wide range of environmental issues have been investigated and considered to inform the location and layout of uses within the masterplan and to define the areas within the Kidbrooke Development Area which are suitable for accommodating built development.

The key environmental issues which have been reflected within the SPD are summarised on Figure 2.1 and described below:

**Flood Risk** – Part of the Kidbrooke Development Area is at risk of flooding from the Kid Brook and Quaggy River. The masterplan layout responds to this issue to remove the risk; those areas that are proposed to accommodate residential development are located outside of the area at risk from flooding. Within the detailed design of the Eastern Neighbourhood Area and Thomas Tallis School it will be necessary to consider how the identified risk of flooding from other sources can be mitigated, where necessary Flood Risk Assessments are to accompany outline planning applications.

**Open Space** – Metropolitan Open Land (MOL) and Community Open Space will be protected as part of proposals following revised boundaries established by the Unitary Development Plan. These areas are predominantly open in character providing breaks in the built up area and may provide open air facilities, features or landscapes of historic, recreational or nature conservation importance.

**Biodiversity, Flora and Fauna** – There are 4 Sites of Nature Conservation Importance (SNCI) located within the Kidbrooke Development Area which are of Borough Importance. One of the sites accommodates protected species. These sites are to remain as areas of Community Open Space or Metropolitan Open Land (MOL). Residential and employment uses are not proposed within these areas. Outside of SNCIs, there are some existing areas of Open Space of low ecological value. The proposed approach to open space is described within Section 7 and in relation to each neighbourhood area.

**Contaminated Land** – A Contamination Risk Assessment Study has identified that the KDA includes areas where significant land contamination potentially exists within the soils and ground water due to the historical use of the site. The locations of potential areas of contamination are not known and have not been reflected in the SPD. Further site investigations will be required to identify whether any mitigation measures are required.

**Cultural Heritage** – The Cultural Heritage Appraisal Study identified no cultural heritage designations or listed buildings within or adjoining the development area. However the area does adjoin the Blackheath Conservation Area to the west. The approach to development should not compromise the legibility and character of the Conservation Area and should seek to enhance the area through improvements to the layout and quality of the built form and public spaces.

#### Existing Urban Structure and Form

The Kidbrooke Development Area comprises 109 hectares (270 acres) of land either side of the A102 Blackwall Tunnel approach. It includes the large Council estate known as the Ferrier Estate and adjacent land together with public and private open space, schools and the Kidbrooke mainline station.



# Kidbrooke Development Area SPD

## Appendix A - Background and Context



*Existing housing in poor condition.*



*Low quality and under used play areas.*



*Current access arrangements present barriers to some sections of the community.*

Prior to the construction of the Ferrier Estate, a Royal Air Force base surrounded by open space occupied the site from 1916 until about 1965. Upon decommissioning of the base the Ferrier Estate was built in the late 1960s by the then Greater London Council with the estate being transferred to Greenwich Council in 1980.

The Ferrier Estate consists of 1,906 dwellings made up of 74 blocks of maisonettes, flats, and terraced houses ranging from twelve to thirteen storey tower blocks to two storey houses. The area suffers from poor planning and contains areas of open space that are inaccessible and under-utilised by the public. The estate is also isolated and excluded from the surrounding areas suffering from many of the social and economic problems associated with inner city areas. The estate is of a very different character to the surrounding area, especially the Blackheath Conservation Area. Two major Estate Action funded projects at a cost of £15m have attempted to tackle some of its fundamental design defects. However, despite the substantial level of capital investment the estate retains its poor reputation and the communal areas and the general layout of the estate remains problematic.

Problems of urban design of the Kidbrooke area and the Ferrier Estate impacts negatively on opportunities for residents and businesses to improve their economic and social prospects.

### Building Heights

In general the building heights within the existing Ferrier Estate range up to 12 storeys, higher than those of the surrounding area; dwellings along the western edge of the Ferrier Estate are predominantly six storey maisonette blocks together with 2 storey terraced housing while the residential dwellings to the east of Kidbrooke Park Road are generally four storeys or more up to a maximum of ten storeys. The majority of the buildings are arranged to face onto large courtyard spaces containing a mixture of parking and lawns with mature tree/shrub planting. Within the North West Neighbourhood Area existing development comprises of a mixture of educational and employment uses up to 2 storeys in height (although some storeys are double height). The residential development fronting Kidbrooke Park Road north of the railway line is 2 storeys in height. In the North East Neighbourhood Area existing development is generally 2 or 4 storeys in height.

# Kidbrooke Development Area SPD

## Appendix A - Background and Context

### Townscape Surroundings

The spaces between existing buildings divide into a number of character types:

- Two/three storey continuous street frontage with semi detached 1930's housing;
- Post war estates, 6 storeys plus, configured around courtyard spaces;
- Eleven tower blocks set within parkland style spaces; and
- Recently developed areas comprising of a mixture of traditional streets, pavilion flat blocks and shared surface areas.

Within the Eastern and Western Neighbourhood Areas the orientation of existing development follows a 'radburn' layout that does not relate well with Moorehead Way and Tudway Road that run around the perimeter of the estate. The Ferrier Estate is inward looking having a poor relationship with adjoining areas and Kidbrooke Station in terms of building heights and orientation. The areas where there are the largest differences in built form are where Moorehead Way/Tudway Road separates the Ferrier Estate from adjoining neighbourhoods.

The heights of development within the Blackheath Conservation Area to the west are predominantly 2 storeys in height, with the exception of other than a series of blocks fronting Casterbridge Way which are 6 storeys in height. Along the Eastern edge the differences are less marked as a recent 2-3 storey development to the east of Tudway Road provides a buffer between 2 storey dwellings in Eltham Green Road/ Meadowside and larger scale development within the Ferrier Estate. Along the remaining edges of the study area development is generally consistent with neighbouring residential areas or comprises of open space which separates the existing built development and existing residential areas.

### Movement and Permeability

The Kidbrooke Development Area is isolated from surrounding areas and experiences community severance including physical barriers presented by the railway line and A2 road restricting north-south movement, psychological barriers including fear of crime, natural surveillance and the quality of the public realm and accessibility barriers (e.g. low car ownership and poor public transport accessibility to key trip attractors). The open space buffer and lack of permeability between the Ferrier estate and surrounding areas increases the problem. The existing



*Poor environmental quality of existing area.*



*Access and security issues associated with public spaces.*



*Design and quality issues with internal configuration.*

# Kidbrooke Development Area SPD

## Appendix A - Background and Context

environment within the area is not legible, once within the area it is not easy to find your way around. There is a lack of overlooking of pathways in the area.

At present the road hierarchy does not encourage use of existing bus routes and the grain of development does not foster pedestrian movement to Kidbrooke Station.

### Landscape Structure

The Kidbrooke Development Area incorporates a wide range of existing open space areas including a number of playing fields and private sports grounds, community open space and Sites of Importance to Nature Conservation. To the south of the Ferrier Estate lies Sutcliffe Park, a District Park of some 16.58ha and a number of private playing fields located south of Weigall Road and west of Kidbrooke Park Road. Further west adjacent to the development area there are a number of publicly and privately owned playing fields.

In addition, within the Ferrier Estate there are a series of amenity spaces and disused children's play areas. The quality of these spaces is poor, they are not well located and do not meet the needs of the community in terms of the range of functions provided.

### Vegetation

Trees and other planting such as hedgerows in some cases pre-date the estate as indicated by the type of species and alignments that reflect historic field patterns (e.g. along Kidbrooke Park Road). Trees heights range from relatively newly planted stock of 2.5–3.0 metres to many mature specimens of Norway Maple and London Plane over 20 metres in height.

The trees and hedgerows that pre-date the development comprise exclusively of native species including beech, oak, hawthorn, ash, holly, regenerating elm etc. Currently none of the trees within the development area are protected by a Tree Preservation Order. A tree survey was carried out to identify the location of trees, their species, age and condition. Trees were also categorised according to their condition with a view to identifying which trees are desirable for retention.

### Views

A visual assessment was undertaken to establish the visibility of the existing development from local view corridors defined in the UDP to inform consideration of the potential height of development and its impact on local view corridors. This has informed the proposed views and vistas identified in Section 6.

### Conclusion

This section has provided a summary of the existing form and character of the Kidbrooke area and has highlighted a number of key considerations to be taken forward within the SPD. The following sections of the SPD identify how the opportunities presented by the site can best be harnessed to address existing problems and guide the response to environmental issues that need to be considered in the planning of future development.



# Kidbrooke Development Area SPD

## Appendix A - Background and Context



*Access and design issues associated with existing housing.*



*Existing configuration of Ferrier Estate presents physical barriers and severance between communities.*



*Example of low rise pavilion style flats.*



*Existing provision of formal and informal recreation at Sutcliffe Park.*



*Existing railway station.*



*Railway station poorly integrated with surrounding development.*



# Draft Kidbrooke Development Area SPD

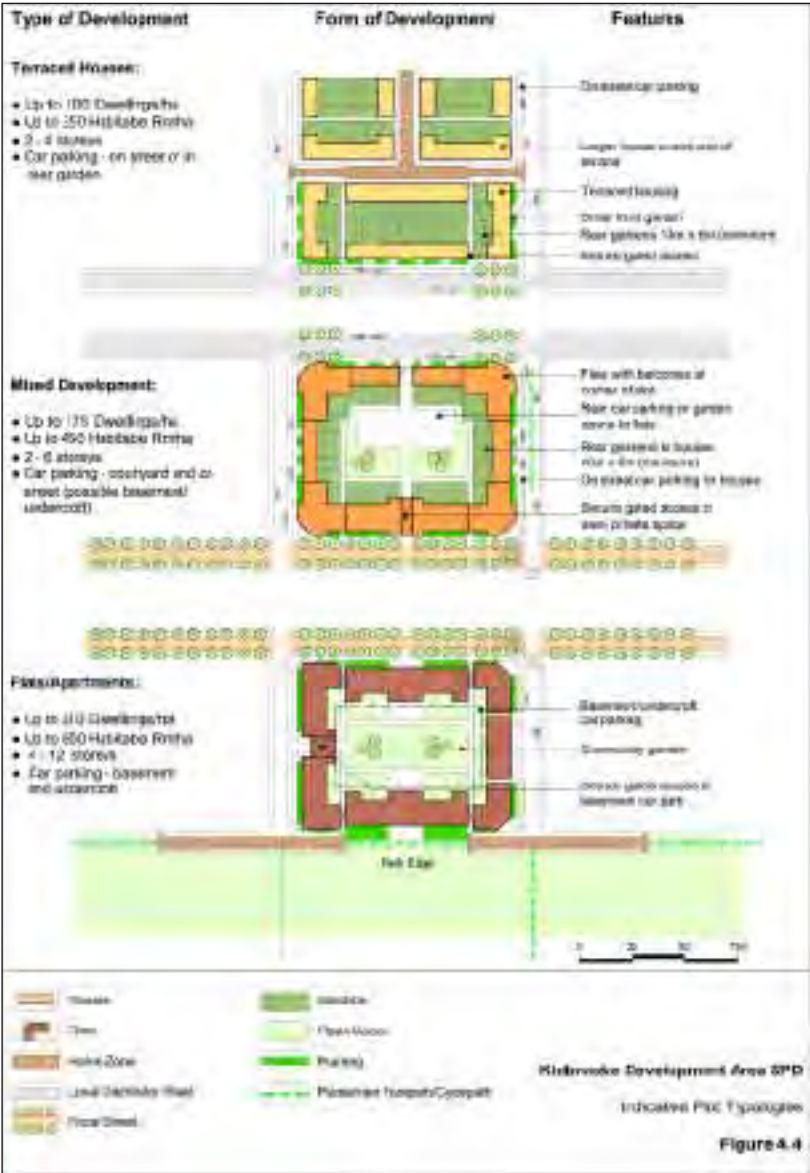
## Appendix B - Plot Typology

### Appendix B - Plot Typology

The Figures below provide illustrations of how development plots types could be developed including the structure and layout; how buildings within the plot could be arranged; provision of public and private space, access; servicing; and parking arrangements.

For all areas, the façade along plot edges should be varied to provide a sense of interest along the street. The treatment of the transition from the street into buildings should be carefully considered. Entrances should be wheel chair accessible and be at grade where possible. Entrances should be clearly defined by design detailing, porches and hard or soft landscaping.

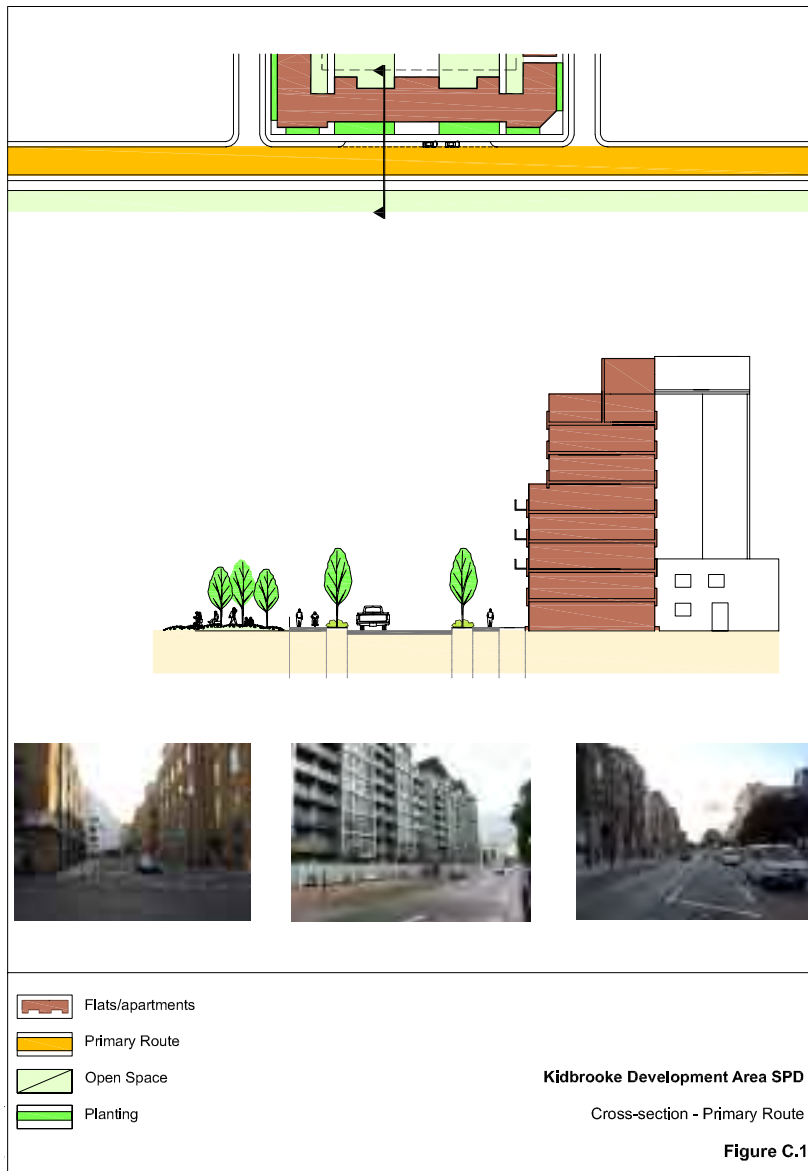
All dwellings should be provided with appropriate areas for waste disposal, recycling, cycle storage and drying.



# Draft Kidbrooke Development Area SPD

## Appendix C - Street Hierarchy Descriptions

### Appendix C - Street Hierarchy Descriptions



#### Primary Route

Kidbrooke Park Road is retained as the primary route through the Kidbrooke Development Area. This runs north to south and links the area with the A20 / A210 Eltham Road to the south and the A2 Rochester Way Relief Road and the A102 to the north.

The road follows the existing alignment however new junctions will be introduced to connect to the neighbourhood areas. It is suggested that the width and speed of Kidbrooke Park Road will be broadly unchanged. The existing traffic calming measures will be upgraded and improved crossing facilities will be provided. The route will accommodate the proposed Bus Transit Route possibly within a dedicated bus lane.

The footpath / cycle route that runs alongside the route and park should be detailed to feel more a part of the open space than the roadscape. Crossovers will be required where pedestrian and cycle routes cross the Primary Route, these require careful detail to appear as part of the overall open space. The following details will apply to Primary Routes:

Development that enables the creation of defensible space will be promoted, including:

- Footpaths to be provided either side of the road;
- A reserve for trees/parking to be provided either side of the road; and
- Road carriageways should be wide enough to allow a bus transit service to operate.

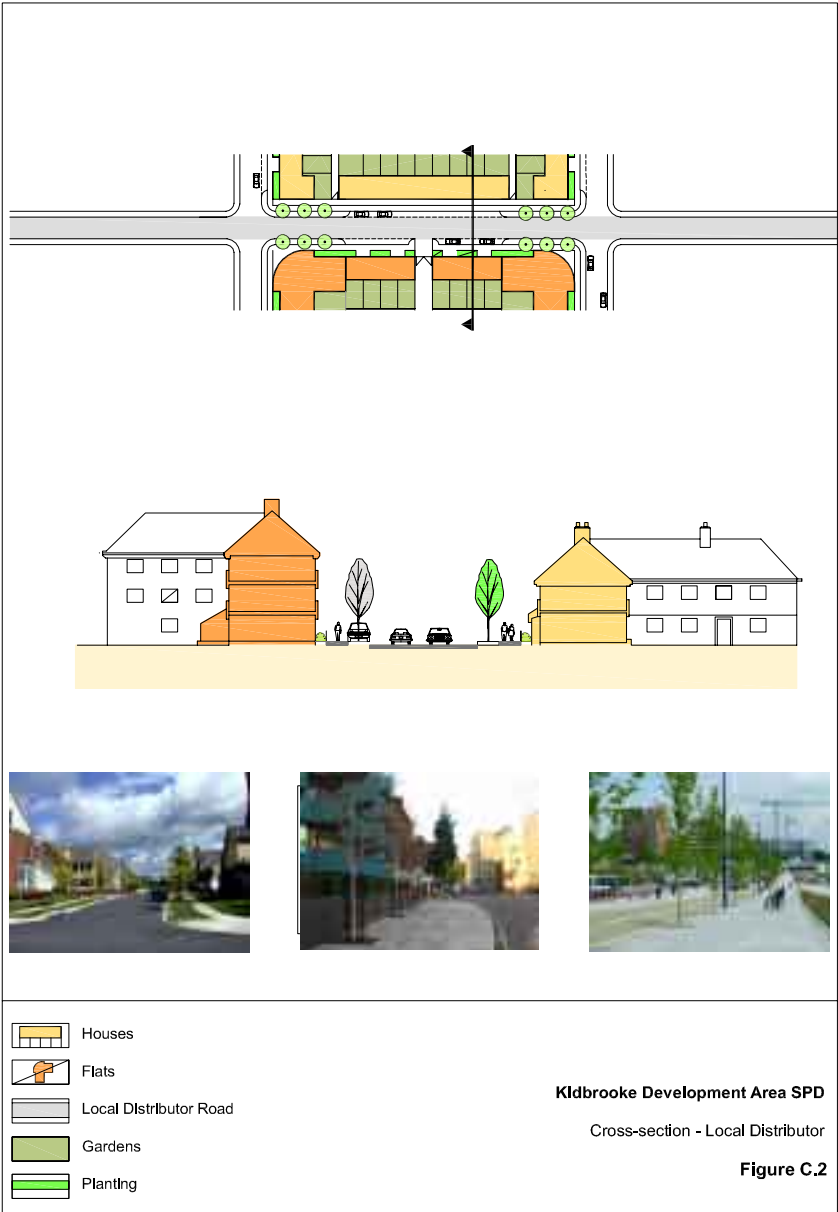
# Draft Kidbrooke Development Area SPD

## Appendix C - Street Hierarchy Descriptions

### Distributor Roads

The distributor route will have the objective of providing access for local traffic within the neighbourhood areas whilst to restraining rat-running traffic. The maximum speed of these routes will be set at a level to encourage slower vehicle speeds.

The distance across the road (building to building) will be sufficiently wide to allow defensible space in front of the buildings to be provided to maintain a sense of privacy.





# Draft Kidbrooke Development Area SPD

## Appendix C - Street Hierarchy Descriptions

### Bus Route / Focal Streets

Dimensions of these streets should broadly follow that of the Distributor Roads. As the Local Distributor Roads are designed to carry the bulk of the traffic focal streets should be designed to accommodate cycle and pedestrian routes and limited car access. These routes will also accommodate bus services, emergency access and will have limited street parking. The bus route should run along these streets with stops at principle nodes. The detailing of the streets should include street trees along the route and should 'open out' into attractive squares or shared surface areas at node locations.



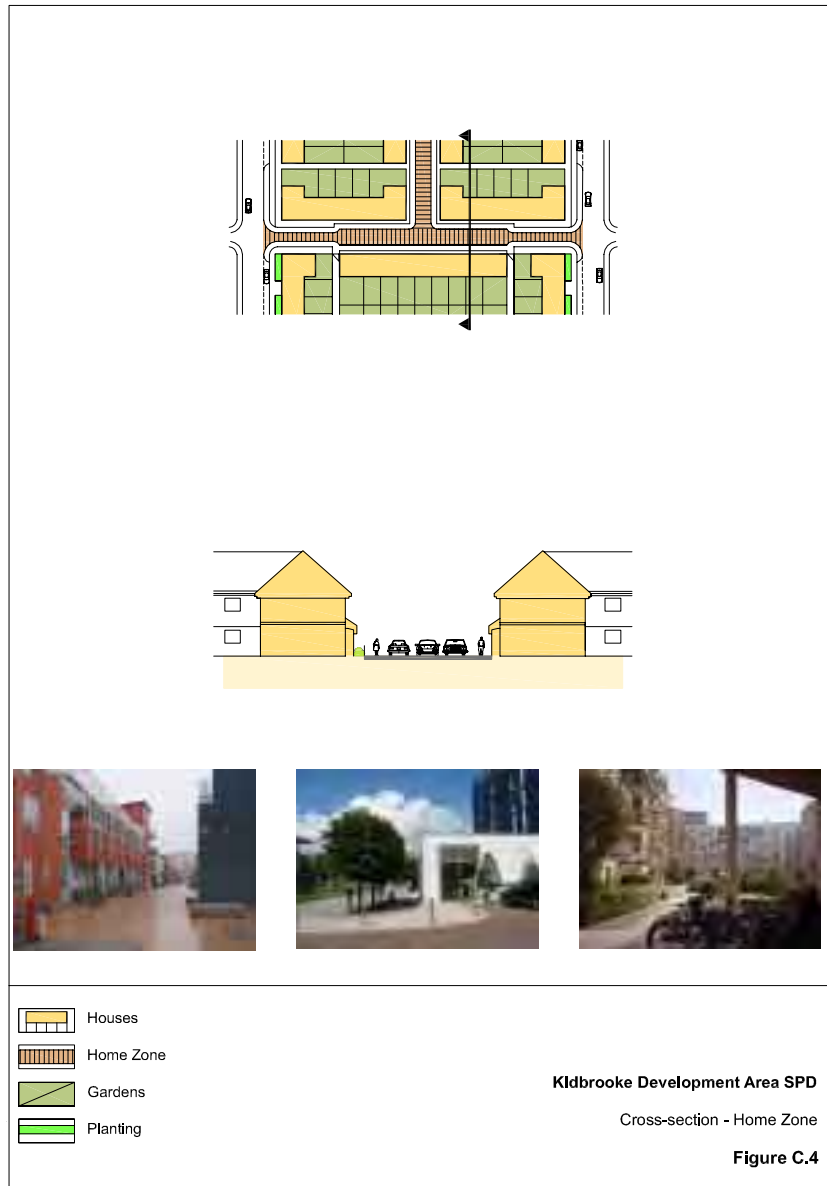
# Draft Kidbrooke Development Area SPD

## Appendix C - Street Hierarchy Descriptions

### Local Residential Roads (Home Zones)

The home zone (drawing on the Dutch 'Woonerf') is a street or group of streets designed primarily for pedestrians and cyclists rather than vehicles and will have the lowest maximum speeds of around 20 mph. The home zones are primarily planned for in lower density parts of the scheme to provide access to the houses. The shared surface concept of the home zones will also include features such as seating and play, as well as for traffic calming. Home Zones should have:

- Shared pedestrian and vehicle space indicated by the design and materials used;
- Design obstacles designed to restrict traffic movement whilst ensuring ease of access is maintained for emergency vehicles;
- Street trees and planting beds to add interest to the streetscape; and
- Small designated areas for on-street parking.



# Draft Kidbrooke Development Area SPD

## Appendix D - Glossary

### Appendix D - Glossary

Term	Definition
<b>Affordable Housing</b>	Social Housing provided by a Registered Social Landlord or local authority or low cost market housing for rent or sale which is accessible to people on lower incomes and below the minimum cost of local market housing.
<b>Biodiversity</b>	The variety of the natural environment, encompassing all living organisms, habitats and ecosystems in which they are found.
<b>Building Schools for the Future (BSF)</b>	BSF is the government investment programme for improving school buildings.
<b>Civic Trust Green Flag Assessment</b>	Nationally based criteria assessment used to judge the quality of open spaces.
<b>Density</b>	The ratio between the quantity of residential development and land area.
<b>Disability Discrimination Act (DDA)</b>	The Disability Discrimination Act 1995 (DDA) aims to end the discrimination that many disabled people face. In the context of this SPD it is of particular importance regarding disabled access to buildings and public transport. The Act was amended in 2005.
<b>Eco-Homes Standard</b>	Standards set by the Building Research Council (BRC) which the development must conform to. EcoHomes is the homes version of Building Research Establishments Environmental Assessment Method. EcoHomes balances environmental performance with the need for a high quality of life and a safe and healthy internal environment. The issues assessed are grouped into seven categories: energy; water; pollution; materials; transport; ecology and land use; health and well-being.
<b>English Partnerships (EP)</b>	The national regeneration agency which supports high quality sustainable growth in England.
<b>Flood Plain</b>	Land adjacent to a watercourse over which water flows, or would flow but for defences in place in times of flood.
<b>Green Link</b>	Large swathe of open space designed to provide relief from the built up area and running through the centre of the KDA.
<b>Greenwich Wheelchair Site Brief</b>	A standard adopted by the Council to ensure 10% of dwellings are accessible by wheelchairs.
<b>Home Zone</b>	A street designed to put the needs of pedestrians and cyclists before the car.
<b>Kidbrooke Development Area (KDA)</b>	The geographical area which the SPD relates to as defined in the Unitary Development Plan.
<b>Lifetime Homes Standard</b>	'Lifetime Homes' are dwellings designed to be fully accessible, adaptable and flexible that will meet the initial and changing needs of all types of households to include young and old, disabled and non-disabled people.
<b>Local Area for Play (LAP)</b>	Small area of unsupervised open space designated for young children's play activities close to where they live.

# Draft Kidbrooke Development Area SPD

## Appendix D - Glossary

Term	Definition
<b>Local Equipped Area of Play (LEAP)</b>	A play area equipped for children of early school age with appropriate play equipment and safety measures.
<b>Local Nature Reserve</b>	Sites designated for the benefit of wildlife and public enjoyment of wildlife under the terms of the National Parks and Access to the Countryside Act 1949.
<b>Metropolitan Open Land (MOL)</b>	Strategic protected areas of open space which are safeguarded from being developed. They provide attractive natural breaks in otherwise urban environments.
<b>Mixed Use</b>	Term used to describe development which entails a number of land uses, either within a single building or in separate buildings which form part of a larger scheme.
<b>Neighbourhood Equipped Area of Play (NEAP)</b>	A play area for older children and teenagers with appropriate facilities to enable games / activities for older children.
<b>Parker Morris Standards</b>	Housing space standards applicable to affordable rental housing.
<b>PPS12</b>	National planning guidance which guides the preparation of the Local Development Framework (LDF). LDFs are replacing UDPs under the new planning system.
<b>Public Realm</b>	A phrase used to describe the quality of public places and buildings.
<b>Public Transport Accessibility Level (PTAL)</b>	PTAL is a method used to assess the accessibility level of geographical areas to public transport. They depend on the distance from any given point to the nearest public transport stops and the frequency of the service from those stops. The final result is a grade from 1-6 where a PTAL of 1 indicates extremely poor access to the location by public transport, and a PTAL of 6 indicates excellent access.
<b>Site of Importance for Nature Conservation</b>	A statutory designation to protect areas of conservation importance.
<b>Spatial Strategy</b>	A framework to guide the development of land taking account of economic, social and environmental considerations.
<b>Statement of Community Consultation (SCC)</b>	Statement of how stakeholders and the community have been consulted in the preparation of the SPD and the key issues raised.
<b>Supplementary Planning Document (SPD)</b>	Provides policy guidance on a wide range of issues to supplement the policies and proposals contained in the UDP or Local Development Framework. Accompanied by a Sustainability Appraisal Report (SAR) and Statement of Community Consultation (SCC).
<b>Sustainability Appraisal Report (SAR)</b>	Used to assess the sustainability issues of plans, policies and programmes including SPDs. Findings are reported in a Sustainability Appraisal Report (SAR).



# Draft Kidbrooke Development Area SPD

## Appendix D - Glossary

Term	Definition
<b>Sustainable Development</b>	Development which meets the needs of the present generation, without compromising the needs of future generations to meet their own needs, encompassing economic, social and environmental well-being.
<b>Sustainable Urban Drainage System (SUDS)</b>	The use of SUDS reduces the potential risk of flooding on developments and help to protect and enhance ground water quality. These systems are being encouraged by the government through new legalisation and guidance policies.
<b>Tree Preservation Order (TPO)</b>	An order giving legal protection to an identified mature tree or to groups of trees.
<b>Unitary Development Plan (UDP)</b>	Sets out the land use strategy for the Borough. Includes policies to inform decision making in relation to development proposals.



This document contains important information. If you would like a translation of the document in your own language, please contact the Kidbrooke Project Team at the address shown below.

English



ਇਸ ਚਿੱਠੇ ਵਿੱਚ ਖਾਸ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਗਈ ਹੈ। ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਚਿੱਠੇ ਦੀ ਅਪਣੀ ਬੋਲੀ ਵਿੱਚ ਅਨੁਵਾਦ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਤੁਸੀਂ ਸੋਚੋ ਕਿ ਉਸੇ ਜੇ ਫੋਕਸ ਹੈ ਵਿੱਚ ਟਿੱਕ ਕਰੋ ਅਤੇ ਇਹ ਸਾਰਾ ਫਰਕਾ ਸਾਂਝੇ ਢੰਗ ਨਾਲ ਐਡਰੈਸ ਤੇ ਵਾਪਸ ਭੇਜੋ।

Punjabi



Qoraalkan waxaa ku kooban machnmaad muhim ah. Haddii aad doonaysid in luqaddaada lagugu tarjumo, fadlan xariiq koobaashinta midigta, booggan oo dhanna u soo dir cinwaanka hoos ku yaalla.

Somali



Bu belge önemli bilgiler içermektedir. Belgenin kendi dilinizde çevirsinizi istiyorsanız, lütfen sağdaki kutuyu işaretleyip bu sayfayı aşağıdaki adrese gönderiniz.

Turkish



此文件包含重要的信息内容。如果你需要一份關於你自己的語言的翻譯文本，請在右側的方格內划鉤，並將此頁交到下列地址處。

Chinese



Tài liệu này có chứa những tin tức quan trọng. Nếu bạn muốn bản tài liệu này được dịch ra ngôn ngữ của bạn, xin hãy gạch vào ô ở tay phải và gửi lại cả trang đó đến địa chỉ sau đây.

Vietnamese



এই নথিটিতে মূল্যবান তথ্য রয়েছে। যদি আপনি আপনার নিজের ভাষায় এটির অনুবাদ পেতে চান, তাহলে ডান পাশের বাক্সটিতে টিক দিয়ে পুরো পৃষ্ঠাটি নিচের ঠিকানায় ফেরত পাঠিয়ে দিন।

Bengali



આ દસ્તાવેજમાં મહત્વની માહિતી સમાવેશી છે. જો તમને તમારી ભાષામાં આ દસ્તાવેજનું ભાષાંતર જોઈતું હોય તો, મહેરબાની કરી જમણા બાજુના ખાનામાં ટીક (નિશાની) કરો અને આખું પાનું નીચે આપેલ સરનામે પાછું મોકલો.

Gujarati



يحتوى هذا المستند على معلومات هامة. إن أردتها مترجمة إلى لغتك فالرجاء وضع علامة في الخانة التي في اليمين وإرجاع الصفحة بكاملها إلى العنوان المذكور في الأسفل.

Arabic



اس دستاویز میں ضروری معلومات فراہم کی گئی ہیں۔ اگر آپ کو اپنی زبان میں اسکا ترجمہ درکار ہو تو براہ کرم میری رائے کی طرف سے پاس میں نشان لگا کر یہ پورا مستند ذیل پتے پر روانہ کیجیے۔

Urdu



