



PLANNING & URBAN DESIGN BRIEF

*UDP Proposal Site 22*

Ashdown Road,  
Kingston upon Thames

February 2002

Director of Environmental Services  
Royal Borough of Kingston upon Thames  
Guildhall 2  
Kingston upon Thames  
Surrey KT1 1EU

## **PLANNING BRIEF**

### **PROPOSAL SITES 22 & 23: LAND BOUNDED BY EDEN STREET, BROOK STREET, WHEATFIELD WAY AND LADY BOOTH ROAD, KINGSTON.**

#### **The Purpose of the Brief**

This planning brief will provide a framework for development on these two key sites lying either side of Ashdown Road. Together they provide one of the main opportunities for achieving development which will further the consolidation of the town as a centre for the borough and local community.

The brief sets out the appropriate uses for the site and will provide detailed design guidance for prospective developers when they seek planning permission. It has been prepared within the overall planning strategy for the development of the town centre provided by the Council's Unitary Development Plan (UDP) which is currently being reviewed. It also takes account of Government and emerging strategic guidance. As the UDP proceeds through each stage to adoption, so its policies and the brief with which it conforms, will be accorded increasing weight in the decision making process.

Further detail on such matters as the background policies, potential for conversion of the listed buildings, and protected trees on the site will be contained in appendices which can be seen in Kingston Library, at Guildhall or on the Authority's web site.

#### **Broad Aims of the Brief**

Implementation of the guidance in the brief offers an excellent opportunity for:

- meeting priority needs in the form of affordable housing and community uses, notably a well designed new public library, as part of an integrated mixed-use development;
- achieving sympathetic re-use of the vacant Head Post Office and former telephone exchange, two Grade II listed buildings, whilst ensuring that surrounding development respects and enhances their setting;
- making effective use of this highly accessible town centre site by encouraging a high quality, higher density, sustainable mixed-use development which retains a human scale and is pedestrian-friendly;
- improved traffic management in the area, especially in Eden Street;
- ensures a comprehensive approach to the future development of the site, while allowing for phased development.

#### **Site Description**

The site includes two Proposal Sites (PS22 and 23) identified in the adopted Unitary Development Plan for the borough (see Plan1). In order to achieve a more comprehensive approach, additional properties on the Eden Street and Brook Street frontages have been added. This does not mean that all the land will be redeveloped, though there is the opportunity to redevelop outdated premises which no longer meet today's requirements and do not contribute positively to the appearance of the area. Listed buildings (see Plan2) need to be retained and some more modern development such as Argyll House may remain.

The site occupies a prominent and highly visible location within the adjacent town centre relief road (Wheatfield Way). On the other side of Wheatfield Way there is the mainly residential Fairfield/Knights Park conservation area.

The site has an area of 1.77 hectares (4.25 acres). It is principally in the ownership of three parties: the Council, Imperial Tobacco Pension Trustees Ltd & Imperial Investments Ltd and a private developer. Ownership of the shops on the Eden Street frontage is more mixed.

### **Proposed Land Uses**

- **Community Uses, including a public library** which should be a landmark building in its own right. frontage to Eden Street, providing at least a point of pedestrian access could be beneficial and should be considered in accordance with the Urban Design Guidelines of the brief and a high quality design will be required.
- **Residential including affordable and special needs housing.** Priority will be given to meeting the requirements of those in greatest housing need, such as emergency hostel accommodation for the homeless and student housing. The site's location in the town centre and its proximity to bus and rail services and the wide range of town centre facilities make it particularly suitable for non-family households with low car ownership. The level of affordable housing provision should be in the region of 30 – 50% depending on the level of other community benefits obtained within the scheme.
- **Retailing (use class A1) and retail-related (principally places to eat and drink or financial and other service outlets in classes A2/A3)** on the Eden Street frontage
- Retention/Replacement of **recycling facilities**
- Retention of **public car parking** to help meet the Authority's parking capacity target for Kingston town centre of 7,000 publicly accessible spaces and address need to make provision for replacement parking facilities for Monday Market Traders. It is anticipated that much of this requirement is most likely to be met on land south of Ashdown Road.
- Retain existing levels of **office floorspace**, primarily for existing occupiers, and some additional office development. (There is an on-going, long-term requirement by Government Departments for offices on this site – ref. Appendix 2).
- **Other smaller scale community or leisure uses** may be appropriate within the listed buildings so long as they are compatible with preserving and enhancing their fabric, interior spaces and setting.

### **Access, Parking and Servicing**

#### **(i) Road Access**

There is a need to reduce traffic pressures on Eden Street. The following options for an access and urban design framework have been identified as a means of achieving this aim:

#### **Option 1 – Closing Ashdown Road (Plan 3a)**

There may be scope to close Ashdown Road to through traffic and incorporate it within the scheme. However, this would be subject to the resolution of alternative bus routing, servicing and access arrangements from the relief road (Wheatfield Way) at the Lady Booth Road junction. Where clear advantages can be demonstrated in urban design and accessibility terms, such an approach is likely to be favoured, subject to the site layout respecting the setting of the listed buildings.

**Option 2 – Retaining Ashdown Road and creating an improved link to Lady Booth Road (Plan 3b)**

This option enables the blocking off of the junction at Eden Street/Lady Booth Road to vehicular traffic whilst retaining access to properties on Lady Booth Road, including the Fairfield NCP multi-storey car park. It would involve either the provision of a link road across the site between Ashdown Road and Lady Booth Road or some widening of Wheatfield Way related to an improved junction of Wheatfield Way and Lady Booth Road. Such a solution would need to minimise severance within the development site and loss of trees on Wheatfield Way.

**Option 3 – Introduce a signal-controlled junction at Lady Booth Road/Wheatfield Way and make Lady Booth Road one-way eastbound (Plan 3c)**

This option allows traffic to turn right into Wheatfield Way from Lady Booth Road when the pedestrian signal controlled junction is in operation, without adversely affecting traffic flows on Wheatfield Way. In this option, Lady Booth Road would be made one-way eastbound from Eden Street to Wheatfield Way. It would enable the section of Eden Street between Lady Booth Road and Ashdown Road to be made 'bus only' in both directions and therefore help to reduce southbound traffic in Eden Street. This option also gives potential for some buses to be re-routed along Lady Booth Road and allows additional bus stopping facilities. It facilitates density of development to be maximised but does not significantly reduce traffic flows in Eden Street and therefore has drawbacks which require further investigation.

**(ii) Parking**

- The site is located on the edge of the inner area of parking restriction where priority is given to pedestrians and car parking with new development is limited. This makes it suitable for the provision of reduced car parking, particularly for housing, or virtually car free development, such as with hostels, in accordance with guidance contained in PPG3 & 13.
- There is a need to retain public car parking on site and some additional provision may be required, subject to other policies of the plan being satisfied, including meeting 'secured by design' safety standards as well as urban design objectives.
- There is also a need to provide replacement parking for Monday Market Traders where their existing arrangements are displaced as a result of new development.
- A legal agreement in respect of low or car-free housing may be sought denying occupants of the development the right to a parking permit in a CPZ or a contract place in an Authority car park.
- Operational parking, other than disabled parking, in respect of non-residential uses, including the library, will be resisted in accordance with Policy KTC27. In such cases, the Authority is likely to seek a Travel Plan, which sets targets for modal split, makes provision for monitoring and enforcement and identifies ways in which a shift in travel away from car dependence can be achieved.

The Authority would be seeking contributions to its transport fund related to the type of development and its traffic generation or attraction in order to improve public transport and other sustainable modes of travel (Policy KTC27).

**(iii) Pedestrian Movement**

There is a well-established pedestrian desire line (and cycle route) between the town centre and The Fairfield/Kingfisher leisure complex/ bus station, etc. along Lady Booth Road. This should be retained and enhanced as part of development proposals. Well designed walking routes, linking spaces and courtyards are required.

**(iv) Cycling Facilities**

A high level of secure, covered, cycle (and motor cycle) provision will be required, regardless of car parking provision, particularly in the context of any student hostels. Cycle Parking Standards are set out in the Proposed Alterations to the UDP.

**(v) Servicing**

The Authority will seek improved secure servicing facilities in accordance with the aims of Policy KTC25.

**(vi) Provision for Disabled People**

The Authority will expect all aspects of the development to make full provision for access for disabled people. The Authority's Supplementary Planning Guidance 'Access for All' provides guidance.

**Urban Design Guidelines**

This is a key site in the town centre in terms of development potential and the Authority is seeking a distinctive and innovative development, one which exploits the full potential of the listed buildings and integrates them into the development in an imaginative way.

**(i) Density**

Considerations of density are secondary to achieving a high quality design, taking account of appropriate building heights and bearing in mind that this is a mixed-use development. As a guide, density of residential development in the region of 450 – 700 habitable rooms per hectare is likely to be acceptable where residential development forms a single use on part of the site.

**(ii) Historic Environment**

The listed buildings in Ashdown Road should be retained and appropriate new uses found for them within any scheme of development. The listed buildings should be woven into the fabric of any new development to form a harmonious group, respecting their scale form, detailing and materials. Development must make a positive contribution to the setting of the listed buildings and pay attention to the setting of the adjoining Fairfield/Knights Park Conservation Area on the east side of Wheatfield Way. To this end, and bearing in mind its town centre location, a high standard of design is required.

**(iii) Scale and Height**

New development should be predominantly 3 - 5 storeys in accordance with UDP Policy KT15 in this part of the town centre. Pitched roofs with accommodation in the roofspace, notably in the vicinity of the listed buildings in Ashdown Road would help to increase interest and variety to the skyline. Building heights in excess of this range may be acceptable if it can be demonstrated that a high standard of design can be achieved without adversely affecting the visual amenities of the area, the amenities of the development itself and its users (including pedestrians) and the setting of the listed

buildings. Whilst the listed buildings need not necessarily constrain building heights, any proposal will have to demonstrate that due regard has been given to enhancing their setting. Plans 3a and 3b identify parts of the site where there is considered to be particular flexibility in allowing development in excess of the guidance range (subject to the above criteria). These are close to Eden Street, adjacent to Combine House/ International House and at the Brook Street/Wheatfield Way junction. Higher buildings in these locations would help reflect the transition towards the higher buildings in the core of the town centre and create points of focal interest.

#### **(iv) Form and Layout**

The scheme should incorporate a perimeter block layout, with building lines at the street edge and main entrances to buildings fronting onto the street. This will help define an effective street frontage and provide a strong urban edge and provide the opportunity for private space to be contained within backyards or courtyards at the rear. There is scope to stagger the building line in the form of projections and set-backs, to re-establish the urban grain and provide interesting rhythms at street level. This is particularly the case on the northern and southern side of Ashdown Road (subject to whether or not it is closed and incorporated within the development) and Wheatfield Way, to ensure existing and proposed street trees are incorporated into the scheme.

The primary purpose of including the Eden Street frontage is to ensure its integration as part of the development whether or not all or part of the frontage is retained. Including the Eden Street frontage permits an opportunity to achieve frontage access off Eden Street to the library and rear servicing of the Eden Street buildings. A frontage access off Eden Street could be achieved either through structural alterations to one or more of the existing shop fronts or part redevelopment of the frontage. Wholesale redevelopment of this frontage is not envisaged. (Plans 4 at Appendix 5 are diagrammatic only).

#### **(v) Detailed Design and Materials**

Materials and detailing of buildings will need careful design handling, particularly their frontages, which should be of a quality appropriate to their setting. Detailed design is especially important at ground level, not least along Lady Booth Road, which is a popular public pedestrian and cycle route. They should be robust and durable and reflect any strong building forms or architectural features, particularly in the vicinity of the listed buildings.

#### **(vi) Pedestrian Routes.**

The form of development should create, in urban design terms, an interesting and varied pedestrian environment, e.g. a series of pedestrian links between public and private spaces fronted and overlooked by development, and to use this to advantage to enhance the setting of the listed buildings. Additional opportunities will arise if the option to close Ashdown Road to vehicles is pursued.

#### **(viii) Trees and Landscaping**

Any layout should seek to retain and integrate valuable existing trees wherever possible, notably along Ashdown Road and Wheatfield Way (see plans 3a and 3b, Appendix 4), where they can make a positive and 'instant' contribution to softening and 'greening' new development, including open spaces, and adding to/reinforcing street enclosure. Where tree loss is unavoidable, e.g. to achieve satisfactory access, appropriate replacements will be sought to achieve effective landscaping.

**(ix) Car Parking**

Car parking should be provided in communal areas at basement or semi-basement level to make most efficient use of land in a visually acceptable way. Podium style development with grilles either side of the roads at the back edge of the pavement is unlikely to be acceptable across the site, especially adjacent to pedestrian routes/areas.

**(x) Crime and Amenity**

Any schemes must address the need to 'design out crime', including the need to promote safe pedestrian routes and ensure that in any layout unsupervised areas are kept to a minimum. They should also seek to achieve acceptable levels of sunlight, daylight, outlook, noise attenuation levels (bearing in mind the site's proximity to Wheatfield Way) and privacy.

**(xi) Public Art**

The Authority will encourage the inclusion of an element of public art into any development proposal.

**(xii) Energy Efficient Development**

The Authority will support sustainable forms of energy efficient development subject to normal urban design considerations.

**Procedure**

A phased development undertaken by different developers on different parts of the site may be acceptable provided it can be demonstrated that all development proposals contribute to provision of appropriate community benefits and do not prejudice the comprehensive redevelopment of the Proposal Site as a whole in a properly co-ordinated and integrated manner. In particular, the issue of possibly closing Ashdown Road and incorporating it within the development must be resolved at the initial stage. Any proposals should be accompanied by :

- an Archaeological Field Study of the site and by a full statement of the design approach to the development of the site;
- A detailed traffic assessment (public and private transport);
- An Urban Design statement, demonstrating how the proposed development seeks to achieve the urban design objectives of the brief (ref. should be made to the DETR publication 'By Design' – May 2000).

**Community Benefits**

**The following community benefits will be sought as a priority in accordance with UDP Policy RES8 :**

- Arrangements ensuring the provision of/contribution to the provision of community facilities including a public library;
- Affordable Housing;
- Recycling Facilities including integrated recycling facilities within the development;
- Public car parking;
- Arrangements for replacement of existing Market Traders parking where this is displaced by any development;

Additional benefits will be sought as appropriate to development proposed including:

- Contributions to transport improvements commensurate with the impact of the development and Travel Plan;
- Secure cycle parking provision to the required standards;
- Education contribution with 2-bed units or larger housing units;
- A capital contribution towards the expansion and development of the town centre CCTV system (to include cost of monitoring and maintenance by RBK).

The level of benefits sought will be through a process of negotiation with developers and will be related to and commensurate with the scale and impact of development.

This brief will be an important material consideration in assessing the acceptability of proposals for the development of this site. However, the Local Planning Authority will also need to take into account all other material considerations when determining a planning application, including any new central government guidance and guidance from the Mayor of London. Increasing weight will be accorded to emerging local plan policies as successive stages towards the adoption of UDP alterations are reached. The relationship of proposals with surrounding sites is also an important consideration.

## **CONTACTS**

Planning	Karen Perry	020 8547 5418
Conservation & Listed Buildings	Tony Hall	020 8547 4652
Neighbourhood Traffic Engineers	Paul Drummond Peter Johnston	020 8547 4690 020 8547 5915
Borough Valuer	John Barlow	020 8547 5670
Area Building Control Officer	Mark Tuffney	020 8547 5334
Access Officer	Mike Lapworth	020 8547 5334
Landscape/Arboriculture	Dominic Blake	020 8547 5505
Crime Prevention Design Adviser	Richard Gerrard	020 8547 5656

## **APPENDICES**

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## **APPENDIX 1**

### **National and Local Planning Policy Guidance**

There has been a whole tranche of national planning guidance in recent years aimed at promoting high quality, higher density and sustainable mixed-use developments. Housing policies encourage mixed tenure and socially inclusive communities. This will have a bearing on the way in which proposals for these sites will be considered. Some of the strategic guidance in particular is still emerging, including the Mayor's Plan, but as each successive stage towards its publication is reached, it will assume greater weight in the decision making process.

Relevant policy directions and guidance are embodied in the GLA 'Towards the London Plan – Initial Proposals for the Mayor's Spatial Development Strategy' (pub. May 2001) and 'Sustainable Residential Quality – Exploring the Housing Potential of Large Sites' (pub. Jan. 2000). Planning Policy Guidance notes 1, 3, 6, 13, 15, 16 and 24 are also considered relevant.

Any proposals will also be considered against the Council's UDP, adopted March 1998 and its policies as emerging in its Proposed Alterations for Deposit (March 2001) and Proposed Revised Alterations for Deposit (February 2002). The latter are currently the subject of public consultation (22 February – 5 April 2002). A public inquiry is anticipated in Autumn 2002. The Council's UDP will require to be in 'general conformity' with the Mayor's London Plan (which will replace existing strategic guidance) when it is published.

The above, including the relevant UDP policies, are summarised below.

### **National Policy Guidance**

**Towards The London Plan**, in its emerging form gives guidance, inter alia on the definition of affordable housing, viz.

- Social rented housing for households on low incomes, and
- Sub-market renting or part-ownership housing for a growing number of people on moderate incomes who cannot afford to rent or buy at London prices, but who are also unlikely to qualify for social rented housing.
- It advocates a London-wide target of 50%, comprising 35% for social renting and 15% for new intermediate housing.
- Such housing should be integrated into new housing and commercial development to foster mixed and balanced communities and to provide affordable housing for key workers and meet e.g. the need for single person households and people with special needs.

The London Plan will develop the concept of 'Sustainable Residential Quality (SRQ)', which takes account of location, public transport, accessibility, density and car parking.

**The SRQ** guidance advocates new high-density development where sites are appropriately located with adequate public transport accessibility and

capacity. Ashdown Road would be considered to fall into this general category. In such cases, car parking would be limited to help ensure that the growth in journeys created by the growth in population is accommodated, so far as possible, within the public transport network. The layout should be designed primarily for the needs of pedestrians, not cars with links to bus stops, community facilities etc. It sets out general density parameters based on site location criteria.

### **Relevant Planning Policy Guidance (PPGs)**

#### **PPG1: General Policy and Principles; PPG3: Housing; PPG6: Town Centres and Retail Developments; PPG13: Transport**

The key principles encapsulated in guidance are as follows:

- Promoting sustainable development,
- Promoting mixed use developments
- Promoting good design

Under these general headings the guidance seeks the following:

- maximising the use of accessible town centre sites, including the amount of housing, while making them more attractive places in which to live and work
- providing a mix and range of types of housing to meet the requirements of the whole community, including those in need of affordable housing and special needs housing, close to where jobs are provided
- conserving the cultural heritage
- improving access and traffic management and enhancing the pedestrian environment
- minimising the need to travel by car fostering forms of development which encourage walking, cycling and public transport use and securing a more accessible environment for everyone, including wheelchair users etc.
- sustaining and enhancing the vitality and viability of town centres
- promoting more flexible parking and density standards.
- promoting good design and safe environments where people want to live, which have their own distinctive identity but respect and enhance local character
- identifying appropriate sites for new retail and leisure developments identifying new uses for vacant buildings, which may be suitable for conversion to other uses including flats and hostels

#### **PPG15: Planning and the Historic Environment**

This advises that

- design of new development should have regard for the setting of listed buildings. In general it is considered better that old buildings are not set apart but woven into the fabric by following fundamental architectural principles of scale, height, massing and alignment and use appropriate materials to form a harmonious group.
- a balance has to be struck between seeking new uses for listed buildings and maintaining other planning controls
- listed buildings are irreplaceable assets and they can be robbed of their special interest by unsuitable alterations. Any works which affect their

- character or setting need to be justified. The Guidance sets out the relevant criteria against which listed building applications are considered
- preserving or enhancing the character or appearance of a conservation area is a material consideration in assessing proposals which are outside the conservation area but which would affect its setting, or views into or out of the area.

### **PPG16: Archaeology and Planning**

The site is located in an Area of Archaeological Significance. PPG16 gives guidance on the handling of any archaeological remains discovered on site. It recommends early dialogue between developers and the planning authority and that it is reasonable for the planning authority to request the prospective developer to arrange for an archaeological field evaluation to be carried out before any decision on a planning application is taken.

### **PPG24: Planning and Noise**

This is of relevance given the site's location in the town centre, adjacent to the town centre relief road and the need to minimise the adverse impact of noise, including traffic noise in particular, on any residential development. It advises that noise can be a material consideration in the determination of planning applications and outlines the considerations to be taken into account in determining planning applications. It introduces the concept of noise exposure categories for residential development and advises on the use of conditions or planning obligations to minimise the impact of noise.

### **Local Policy Context**

For ease of reference, the following UDP policies are considered to be the most relevant to consideration of development proposals for the site covered by the planning brief but the list is not necessarily exhaustive. Alterations to the policies as they emerge through the successive stages towards adoption, so far as they may be considered relevant to the site, are also summarised.

### **UDP Policies (adopted March 1998)**

#### **Proposal Site Guidelines:**

**PS22: Head Post Office Land, Ashdown Road and Land at R/O DSS, Brook Street** – Appropriate uses identified as non-family residential accommodation and car parking with leisure/community, business (B1) and retail/retail related (A1-A3) uses in the 2 listed buildings.

Requirement for rear servicing off Ashdown Road.

**PS 23: Ashdown Road/Lady Booth Road** – Appropriate uses identified as residential, particularly affordable/special needs/hostel accommodation together with leisure/community use.

Archaeological evaluation study required on both sites.

**STR1: Housing Supply** – policy seeks in part to promote and encourage provision of residential accommodation in Kingston town centre (in the

interests of sustainable development, reducing the need for residents to travel and promoting a sense of community and night-time economy)

- STR3: Housing Need** – policy seeks to meet the needs of groups which have special needs or limited access to the housing market including those with disabilities, elderly people, students and people on low incomes.
- H3: Change from Residential Use** – The loss of residential land and buildings to other uses will be resisted.
- H9 : Low Cost and Affordable Housing** - This policy seeks to encourage and promote the provision of low cost and affordable housing through a variety of means including through negotiation with developers, on proposal sites identified as appropriate for such housing. The Council presently seeks 25% of units on housing sites providing 20 or more residential units to be affordable but cross ref. emerging strategic guidance and emerging UDP policies, both of which seek 50% and 40% respectively.
- H14: Hostels for Single People** – subject to character of the area, proximity to public transport facilities and places of employment and continuing need for such accommodation. Council may relax parking and amenity standards in appropriate circumstances subject to a legal agreement or planning conditions restricting future changes leading to higher parking requirements.
- STR6: Conserving and Enhancing the Built Environment** – requires a high standard of design for new development appropriate to the character of the surroundings
- BE3: Development in Conservation Areas** – policy requires a high standard of development which would preserve or enhance the character or appearance of the conservation area
- BE5: Demolition of Listed Buildings** – Presumption in favour of preservation of listed buildings other than in exceptional cases
- BE6: Works Affecting the Character of Listed Buildings** – Development affecting the setting or the alteration or extension of a listed building will only be permitted if it does not adversely affect the architectural/historic character of the building. The Council will use its statutory powers to ensure the maintenance and repair of listed buildings
- BE7: Change of Use of Listed Buildings** – Alternative uses for listed buildings will be considered sympathetically provided they safeguard the character and setting of the listed building
- BE9: Trees and Soft Landscaping** – Schemes for new development will be required to include, where appropriate, comprehensive planting, in particular of trees in the interests of improving the quality of the local environment
- BE11: Design of New Buildings and Extensions** – All development should respect the visual quality and character of the locality in terms of design appearance and siting (elevational character, proportions, roof forms etc.)
- BE12: Layout and Amenity of Buildings and Extensions** – All development to have regard to the amenities of its users and adjoining occupiers in terms of sunlight, daylight, privacy, layout and access (including those with mobility difficulties), noise/vibration and other forms of pollution, parking and amenity space

- BE13: Location of Building Plant** - New development should be designed to conceal unsightly structures such as air conditioning plant, fire escape stairs etc.
- BE14/KTC15: Height of Buildings** – Proposals should respect the height of surrounding buildings. (3 – 5 storeys) considered appropriate. With respect to infill sites, including where adjacent to listed buildings, new buildings should contribute to scale and character of the existing street.
- BE15: Safety and Lighting of Public Areas** – All new development should promote a safe environment in terms of the design and layout of buildings to reduce the risk and fear of crime. Lighting is an important consideration in this respect.
- BE19: Areas of Archaeological Significance** – The Council may require a site evaluation by an approved archaeological organisations where development proposals affect such known areas, prior to the determination of planning applications and provision should be made for this
- BE21: Noise** – Noise is a material consideration when determining planning applications and provision should be made for noise alleviation measures
- BE22/T14/KTC17 & 24: Pedestrian Environment/Pedestrian Network** – The Council will seek attractive, well lit and landscaped pedestrian linkages and spaces/improved pedestrian environment, particularly in the context of redevelopment, to encourage walking. Provide improved links through appropriate redevelopment sites across the relief road between the town centre and surrounding residential areas
- STR8/RL2: Diversifying Leisure Facilities/New Indoor Recreation and Leisure Uses** – new leisure facilities in Kingston town centre, which meet the needs of the community, will be encouraged
- STR9: Community Services** – Education, social and other community services requiring a strategic location will be encouraged within Kingston town centre
- MW1: Recycling Collection Points** – All households should have ready access to recycling collection points subject to availability of suitable sites
- STR12: Integrated Land Use and Transport Planning** – The Council will seek to reduce the need for travel, especially by private car and to limit the length of journeys to be made, through appropriate land use policies
- T1: Transport Safety** – Development proposals will be assessed in terms of their safety implications re. pedestrians, cyclists, people with disabilities, traffic flows, access arrangements etc.
- T9: Bus Priority Measures** – Aims to improve accessibility by public transport through implementation of schemes which mitigate effects of traffic congestion on reliability of bus services
- T15: Cycling** – Encourage cycling as an effective means of travel and seek provision of cycle parking facilities in new developments
- T20: Compliance with Car Parking Standards** – new development requires to make appropriate car parking provision

- STR21: The Range of Functions in Kingston Town Centre** – Priority will be given to residential, leisure and community uses to achieve a balanced range and mix of uses in Kingston town centre
- STR22/KTC13 &14: Townscape Strategy/Design Standards and Implementation of Townscape Strategy** – creating better conditions through a high standard of design for living in the centre
- KTC2: Shopping Frontage Policy** – Proposals for redevelopment etc. will be considered in the context of protecting the long term viability and retail character of the main shopping streets by avoiding the creation of areas of relative inactivity and clustering of non-retail uses.
- KTC5: Upper Floors in Shopping Streets** – Preferred use of upper floors in shopping streets is for residential or retail use or otherwise uses which contribute to vitality of the town centre.
- KTC8: Provision of Residential Accommodation** - Promoting and encouraging more residential accommodation particularly studio flats and one/two bedroom units suitable for non-family households in Kingston town centre
- KTC10: The Central Library** – Further improvement of the library, including possible relocation to an alternative more accessible site within the area bounded by the relief road perhaps as part of a mixed development scheme or as community benefit
- KTC19: Frontage Lines** – May be appropriate in context of comprehensive development schemes to set back buildings to provide for tree planting
- KTC25: Servicing Facilities in the Pedestrian Priority Area** – Council will seek improved servicing facilities in these areas, the aim being to minimise the need for on-street servicing
- KTC27: Inner Area of Parking Restriction** – Parking within this area will normally be expected to be provided off site elsewhere in the town centre, either on other land within the developer’s control or by means of commuted payments re. S106 legal agreements. The only exceptions considered will residents’ parking, disabled bays or where the site can be accessed directly from outside the area.
- RES1: Control of Development, Site Assembly, etc** – Council will assist with site assembly by disposing of Council-owned land, either on a long leasehold or freehold
- RES2/RES8: Planning Conditions and Agreements/Community Benefit** – Securing a range of appropriate environmental and community benefits as part of development proposals through S106 planning obligations. Examples of community benefit include affordable housing and community facilities, improvements to the public transport system to reduce car travel, provision of rear servicing, CCTV
- RES3: Determination of Planning Applications** – relevant criteria taken into account when considering planning applications

### **UDP First Review – Proposed Alterations for Deposit (March 2001)**

- PS22:** Appropriate uses expanded to include hostel and community use and the requirement to retain car parking on site and continue with public use of parking at weekends has been deleted

- H9:** The threshold for the inclusion of affordable housing on those proposal sites identified as appropriate for such housing, has been revised to those sites where 10 or more residential units are proposed or over 0.5ha in size. The level of provision on such sites has also been revised from 25% to 40%, at least 25% of which should be social rented; such provision to be secured through legal agreements and planning obligations.
- BE9:** Policy now makes provision for existing trees to be retained unless they are in poor condition or are of insignificant local amenity value. The emphasis on comprehensive tree planting as part of development proposals has been altered to that of comprehensive landscaping schemes, including the planting of trees with room for future growth.
- BE15:** The policy applies to all aspects of development, not just in public areas. The lower case text draws attention to the Council's obligations under the 1998 Crime Disorder Act to prevent crime and disorder in the borough.
- BE21:** Now embodied in MW7
- MW1:** **Renamed 'Development of Waste Facilities'** and reference made to the possible use of RES8 to secure further facilities
- MW4:** **New policy 'Renewable Energy and Energy Recovery'** which encourages proposals to include renewable energy components such as photovoltaic panels (subject to protection of visual amenity)
- STR12:** **Now incorporated as part of STR13 – A Sustainable Transport Strategy**
- T15:** The policy now refers to standards which for ease of reference are reproduced at the end of the brief.
- T20:** **Policy now renamed 'Compliance with Car and Cycle Parking Standards'** and refers to reduced car parking provision in areas of high public transport accessibility. Also advises parking standards are maxima to reflect guidance in PPG3, 13, RPG3 and proposed changes to draft RPG9 aimed at restraining use of the car
- T22:** **Contributions to Transport Fund** – the use where appropriate (including where appropriate parking levels cannot be met on site) of agreements with developments to secure financial payments to support sustainable forms of transport, improved public parking/controls and access to and form the town centre and the pedestrian environment.
- KTC8:** The policy justification has shifted in favour of the merits of sustainable patterns of development and accordance with PPG guidance.
- KTC27:** Requirement for commuted parking has been replaced by contributions to transport improvements and parking shortfall is no longer identified as a major planning consideration in determining planning applications.

### **Proposed Revised Alterations for Deposit (February 2002)**

- PS22** PS22 & 23 now amalgamated. Appropriate uses further expanded to include affordable or special needs housing and community use expanded to include a library, together, with a more general reference to offices, retail and retail related uses on the Eden Street frontage. These are a reflection of the brief.

- H9:** The threshold at which affordable housing should be included on those proposal sites identified as appropriate remains at 10 or more residential units (*gross*) but the site area has been reduced from 0.5ha to 0.3ha in size. The level of provision on such sites remains at 40%, at least 25% (*of total provision*) of which should be social rented; such provision to be secured through *conditions*, legal agreements and planning obligations. The lower case text includes details of the 2000/01 RBK Housing Needs Survey to justify the lower threshold.
- BE9** Now makes ref. to normally requiring replacements of at least 2 specimens for each tree lost in development proposals
- MW1** Now refers in the lower case text to the Council's aim of ensuring that localised mini recycling facilities, catering mainly for paper and glass, are situated within walking distance of all households in order to reduce the need for residents to make car journeys to the larger recycling sites.
- T20** Revised to refer to maximum car parking standards and minimum parking standards for cycles subject to the provisions of Policy T21 (i.e. development not resulting in increased on-street parking where it would adversely affect local traffic conditions, residents' amenities or the local environment). Also refers to the Council's expectation of lower levels of car parking provision in areas of high public transport accessibility.
- T22** Revised to clarify that the levels of financial contributions sought will be related to the transport impact of the development and used to support improvements to sustainable forms of transport, public parking facilities, operation of parking controls and park and ride initiatives
- KTC5** Policy now includes ref. to acceptability of offices (B1a) being acceptable on upper floors in shopping streets.
- KTC8** Now includes ref. that higher residential densities are accepted in town centre locations, where they contribute to sustainable patterns of living, than elsewhere in the borough

## **APPENDIX 2 – Supporting Information to the Brief**

### **Site Description**

The northern part of the site is largely cleared of development. It currently provides a temporary, surface-level, landscaped public car park. The only remaining buildings are two semi-detached Victorian residential properties (21 & 23 Ashdown Road) which are occupied on short-term licences. These are not considered to be constraints to development and their retention is not sought.

PS 22 includes two Grade II listed buildings, a 2 - 3 storey red brick purpose built telephone exchange built in 1907 with later additions and the head post office (3 storey red brick).

The site also includes a more recent building known as the Drill Hall at the southern end of PS22 (i.e. at the rear of the former telephone exchange) fronting Wheatfield Way. This is a large single storey building with an asbestos clad roof. Its retention is not sought.

There is a Council mini-recycling centre at the eastern end of Lady Booth Road. There are also a number of mature trees around the perimeter of the site, including at the back edge of the footpath to Ashdown Road and Lady Booth Road and the frontage to Wheatfield Way (north and south of Ashdown Road). There is also a distinctive line of tree across the middle of PS23, and some well-established shrubbery fronting Lady Booth Road and the rear of the Eden Street frontage. (See Plan 5, Appendix 7).

On-street parking is limited to the northern side of Ashdown Road (2 disabled parking bays and one residents parking bay). The raised surface car park at the rear of the DSS building provides 24 hour parking for 100 cars (contract spaces Mon – Fri. and public parking Sat., Sun. & Bank Holidays – charging hours 8am – 6.30pm).

The Proposal Sites between them currently provide 161 temporary public car parking spaces.

Ashdown Road is presently one-way. Vehicular traffic, other than buses, may not turn right at the junction with Eden Street, as this part of Eden Street is Buses and Cycles Only northbound. Lady Booth Road is two-way as far as the Fairfield NCP car park, beyond which it narrows to provide northbound egress only onto the relief road (See Plan 2, Appendix 4).

The 3 storey buildings fronting Eden Street are in retail use at ground floor, with the upper storeys of 3 of the buildings in residential occupation. To the north is a 4-storey block of flats built about 10 years ago, known as Caversham House, in Lady Booth Road. Buildings at the south-western/southern end of the site include the DSS building fronting Brook Street (5 storeys), Argyle House, (corner of Brook Street/Wheatfield Way - 4

storeys) and residential block (Francis House) adjoining, fronting Wheatfield Way (3 storeys).

The area to the east/south-east i.e. the other side of the relief road, is predominantly residential in character and includes the large area of public open space known as The Fairfield. The area to the west forms part of the main retail core of the town centre.

## **Proposed Land Uses**

### Community/Leisure Uses

The site, given its town centre location and general accessibility, is considered suitable for community and leisure uses in accordance with Policies STR21, STR8/RL2 and STR9. In particular it has been a long held ambition of the Council to construct a new public library and IT Learning Centre (possibly affiliated with Kingston University) in a more central location within the town centre defined by the relief road. There may also be potential for involving Kingston College and for delivering a South London Small Business Service from the same building and incorporating a 'lifelong learning' shop front. The overall size requirement is in the region of 2,000 sq.m of flexible space.

- There are operational and practical advantages in a one/two floor library with basement but more floors on a smaller footprint are not ruled out. Entrances to the library should be prominently located to be readily visible to the public. In this respect, there are perceived to be advantages in providing direct access off the Eden Street frontage but this is not obligatory. Residential uses could be accommodated on the upper floors.
- The listed buildings and locations adjacent to the relief road are not considered suitable from the point of view of attracting the public and being flexible enough to deliver a modern library service.

### Housing

The Proposal site guidelines in the Proposed Alterations to the adopted UDP have identified residential, particularly affordable housing, and hostel uses as appropriate uses on the sites and these are compatible with strategic and national guidance. The adopted UDP requirement for affordable housing on sites of over 20 units is 25%. Emerging UDP policy is for 50% on sites of over 25 units, of which at least 25% should be social rented housing. Emerging strategic guidance is advocating 50% affordable housing on residential sites, of which 35% would be social housing. This will be matter for negotiation, taking account of other community benefits provided, to be secured by a S106 Legal Agreement. (Cross ref. 'Towards The London Plan' and Policy H9, both in Appendix 1, for definition and requirements for affordable housing). There is an identified need for special needs residential accommodation for Kingston University student housing. The University has identified a requirement for up to 200 study bedrooms, though with a preference for 250 study bedrooms. Part of this need could be met in the former listed telephone exchange/sorting office (and land adjoining) subject to the constraints

identified in the following section. The Council considers that student housing meets a special need but does not accord with its definition of affordable housing. The levels of student housing and affordable housing will therefore be a matter for negotiation.

The frontages either side of Ashdown Road are more peripheral to the town centre. It is therefore appropriate to concentrate residential uses along these frontages/this part of the site and to provide residential accommodation on upper floors, e.g above the library. Similarly, any residential accommodation lost as a result of any partial redevelopment of the Eden Street frontage to secure an access to the library at the rear needs to be replaced in line with Policy H3.

#### Retail/Retail related/office/business uses

The Head Post Office is identified as appropriate for residential and retail/retail-related (A1 – A3) uses, possibly with residential or business use on the upper floors. The Eden Street frontage is identified as Secondary Shopping frontage in the UDP (refer Policies KTC2 & 5). There may also be flexibility for appropriate community based uses in accordance with emerging UDP Proposal Site guidance. Business/office uses as part of a new mixed-use development may also be considered. The DSS offices and Argyll House have been included within the site boundary on the basis that they are considered to offer potential for either redevelopment or major refurbishment to provide more modern and attractive buildings. It is considered within the scope of the works to incorporate increased levels of office floorspace.

The Council has been advised that the current occupiers of the Government Offices building in Brook Street have a long-term commitment to remaining on this site, with outstanding leases until around 2017. The current occupiers may wish to be accommodated in any redeveloped or refurbished offices.

#### Recycling Facilities

The existing recycling facilities should be retained or replaced. A site area of approx. 25sq.m is required in a suitable location providing safe access to service vehicles and users, where it would respect the amenities of surrounding uses, both visually and in terms of noise. Appropriate boundary containment and screening, e.g. planting requires to be considered. Additionally private recycling facilities incorporated into the basement car park of any residential scheme will be sought as part of refuse management proposals for the scheme.

#### Public Parking

161 public car parking spaces (94 on Ashdown Road, 67 on Lady Booth Road) will be lost upon redevelopment of this site. Coupled with the anticipated redevelopment of other temporary surface car parks in the town centre, this could potentially lead to a shortfall of public car parking spaces when set against the 7,000 target for the town centre. Proposals for

replacement of the parking spaces behind the DSS offices and an element of other replacement public parking will be therefore be considered as part of proposals for this site. In the absence of alternative facilities nearby, part of the provision needs to be set aside to meet the requirements of the Monday Market Traders. The Monday Market is a valued town centre commercial attraction and without the replacement parking, its future viability is called into question.

### **Re-use of, and Alterations to, the Listed Buildings**

There are two Grade II Listed buildings south of Ashdown Road, the former telephone exchange and the Head Post Office. These are both currently vacant and on the 'Buildings at Risk' register. Both require to be retained and re-used. There is also sensitivity in terms of the site's proximity to the Fairfield/Knights Park Conservation Area on the east side of Wheatfield Way. (Refer Plans 3a and 3b at Appendix 5)

Relevant factors in the re-use of the former telephone exchange/sorting office include:

- A preference for opening up and removing the internal partitions of the building but any scheme would be considered on its own merits having regard to the impact on the historic fabric and use of the building
- The staircase, entrance hall and landings in the front cellular part of the building should be retained. Any subdivision of the main ground and first floor areas would be resisted. The basement is considered less sensitive
- The windows in the two long elevations should be restored and retained since they are a key feature of the Listed Building and the roof truss structure should be retained
- The cellular office could be opened up
- Any external alterations to the Listed Building including the removal of later additions, including e.g. the asbestos clad Post Office canopy over the loading bay, are acceptable in principle (subject to Listed Building consent being granted), which includes full details of all repairs and restoration proposals. (The Drill hall Building facing onto Wheatfield Way does not form part of the Listed Building and is not within its curtilage and can therefore be demolished without Listed Building consent).
- Any extensions to the Listed Building must respect the historic interest, architectural character and fabric of the building. Any extension on the eastern elevation requires to be subservient whilst there should be a clear separation between the Listed building and any adjacent new building to the west. i.e. the Listed Building should stand alone as a separate and distinctive entity.
- Any new building should be of a creative design to ensure that form, massing and detailing, including window openings are sympathetic to the Listed Building
- The location and size of the original entrance onto Ashdown Road should be retained although a new entrance for disabled access would be acceptable in principle
- Sub-division of the building into residential units is not considered appropriate due to the detrimental effect this would have on the building

Relevant factors in the re-use of the former head post office include:

- The staircase, entrance halls and former ground floor public office, in the front cellular part of the building should all be retained. Also, the large space at the rear on the ground floor of the building, housing the former sorting office should be retained, together with the roof truss structure.
- The removal of all false ceilings would be encouraged to help restore the proportion of individual rooms and original features. Consideration should be given to the removal of later internal partitions, together with the possibility of opening up the central part of the building at ground floor level.
- The windows fronting the street elevations should be restored and retained, as they are a key feature of the listed structure.
- The removal of the later rear (east) extension behind the former delivery yard is likely to be acceptable in principle (subject to Listed Building consent being granted).
- Any extensions to the Listed Building must respect the historic interest, architectural character and fabric of the building. They should be set back from the main elevations and achieve a sensitive link with any new built form in order to preserve the setting of this listed building. Proposed new buildings adjacent to the Listed Building will need to ensure that their scale, form, massing and detailed design, including window openings is sympathetic to the Listed Building.

### **Density, Form and Scale**

The Council considers that a density in the region of 450-700 habitable rooms/hectare may be appropriate on those parts of the site developed for housing. It is important that these density figures are treated with caution and as a guide only as there are other important urban design considerations, which also require to be taken into account. Provided it can be demonstrated that these other considerations have been taken fully into account to the Council's satisfaction, the Council may be prepared to consider densities at the upper end of, or possibly even in excess of, the stated density range. The Council is prepared to adopt a similar approach to building heights as stated in the brief.

If semi-basement parking is to be considered, its finished height above ground level should be no more than 0.6m (approx. knee-level). This is considered to be the maximum level which can be permitted without creating a potentially, visually deadening, frontage to the street, yet which provides some enhanced privacy for ground floor flat dwellers and allows a measure of cross ventilation in the car parks. It is not anticipated that this treatment will be appropriate across both sites and it should be applied circumspectly, i.e. the Council does not wish to see a podium style development with grilles either side of the roads at the back edge of well-used pavements. Lady Booth Road, for example, is regarded as an important pedestrian thoroughfare linking the Fairfield car park with Eden Street & Precinct and providing a link between the town centre and the existing library, the bus station and the Kingfisher Leisure

Complex, where such treatment would not be appropriate. Wheatfield Way is considered less sensitive by comparison.

There are a number of mature trees on the site, notably around its perimeter fronting Wheatfield Way and Ashdown Road and across the northern part of the site between Ashdown Road and Lady Booth Road. See Plan 5, Appendix 7. The Council may consider placing TPOs on some of these trees should it be considered that their future is threatened by development proposals.

The Council is seeking a layout which creates interesting new spaces with linked pedestrian routes through the site and sets off the listed buildings to best advantage.

### Designing out Crime

The Council attaches considerable importance to security issues and designing a safe environment in order to minimise both perceived and real crime opportunities. Any development layout and design details should conform with crime prevention principles in accordance with advice given in Circular 5/94 'Planning out Crime'. This includes creating the right design pre-conditions for effective natural surveillance (designing out awkward unsupervised spaces, avoiding dead frontages etc.), defensible space, landscaping, lighting, and CCTV. Developers' attention is drawn to the existence of the 'Secured by Design' guidelines produced by the police. Developers are urged to adopt these and to discuss their proposals at an early stage with the Crime Prevention Design Advisor of the Metropolitan Police.

### Access

The Kingston Town Neighbourhood Committee resolved on 17 January 1996, as part of an outline traffic calming strategy in Eden Street, to provide a new road link across the eastern end of PS23 site to the rear of the Eden Street frontage properties between Ashdown Road and Lady Booth Road. The intention was that the new two-way link road would provide access from Ashdown Road to the Fairfield NCP car park, with egress directly onto the relief road northbound or via the link road/Ashdown Road, Brook Street and Eden Street/St James Road southbound. The purpose of the link road is to facilitate a reduction in the general levels of traffic using Eden Street and to allow the section between Neville House yard and Ashdown Road to be used by buses, taxis and cycles only. This will have the benefit of reducing accidents in this part of Eden Street and will address the whole issue of overcrowding at bus stops.

### Option 3a involving the closure of Ashdown Road

In this alternative scenario Ashdown Road could be closed to vehicular traffic. There is less scope in this option for freeing up Eden Street for buses. However, there are attractions in this option insofar as it offers greater scope for maximising site development potential and the opportunity to create a

more attractive pedestrian orientated environment within the site. If this option is pursued, a pedestrian route needs to be maintained, not least in the interests of exploiting the setting of the two listed buildings. This route could be designed to incorporate attractive open spaces, fronted and overlooked by buildings, including the listed buildings. The success of this option relies on demonstrating acceptable bus routing re-arrangements. To avoid buses having to travel as far south as College roundabout to turn up Brook Street, there would need to be improved junction arrangements from either Wheatfield Way into Lady Booth Road or from Wheatfield Way into Brook Street to facilitate buses turning right and would rely on their being no adverse affect on traffic flows in Wheatfield Way.

#### Option retaining Ashdown Road and creating an improved Link to Lady Booth Road (Plan 3b)

In this scenario, Ashdown Road will continue to be one-way west bound with only buses allowed to turn right (north) into Eden Street. There would be scope to close off the western end of Lady Booth Road to traffic in this option and create an attractive landscaped space with pedestrian access into the site. Plan 3b shows an indicative route between Ashdown Road and Lady Booth Road. The line of the final route would depend on the most efficient disposition of land uses. The left-hand filter at the eastern end of Lady Booth Road could continue to operate for vehicles heading in a northerly direction.

The advantage of the link road is that it allows a reduction in car traffic using Eden Street and provides more direct access for vehicles approaching from a southerly direction to the car park and rear servicing areas on the east side of Eden Street. The only vehicles, other than buses and taxis needing to use the northern part of Eden Street would be those seeking access to Neville House yard. There may be scope alternatively to provide a waiting lane adjacent to Wheatfield Way for traffic approaching Fairfield multi-storey car park from the south, i.e. to avoid traffic queuing on the relief road. However, this would require to be treated sensitively to minimise loss of trees and avoid sterilising and otherwise compromising, in urban design terms, the site frontage to Wheatfield Way.

#### Option Involving introducing a signal controlled junction at Lady Booth Road/Wheatfield Way (Plan 3c)

As with the other two options, this option has its disadvantages. However, it achieves some traffic reduction, albeit not significant, whilst helping to maximise development opportunities. It also offers the potential to address the need to provide alternative bus stopping facilities to help relieve the pressures in Eden Street and cope with the anticipated increase in bus services which will be essential if the desired modal shifts are to be achieved.

Buses: Options 2 and 3 provide an opportunity to relocate some bus services from the busiest section of Eden Street so that these would use Lady Booth Road to gain access to Wheatfield Way. Both options would provide setting

down stops for visitors to the town centre and thereby help remove pedestrian congestion at stops in Eden Street.

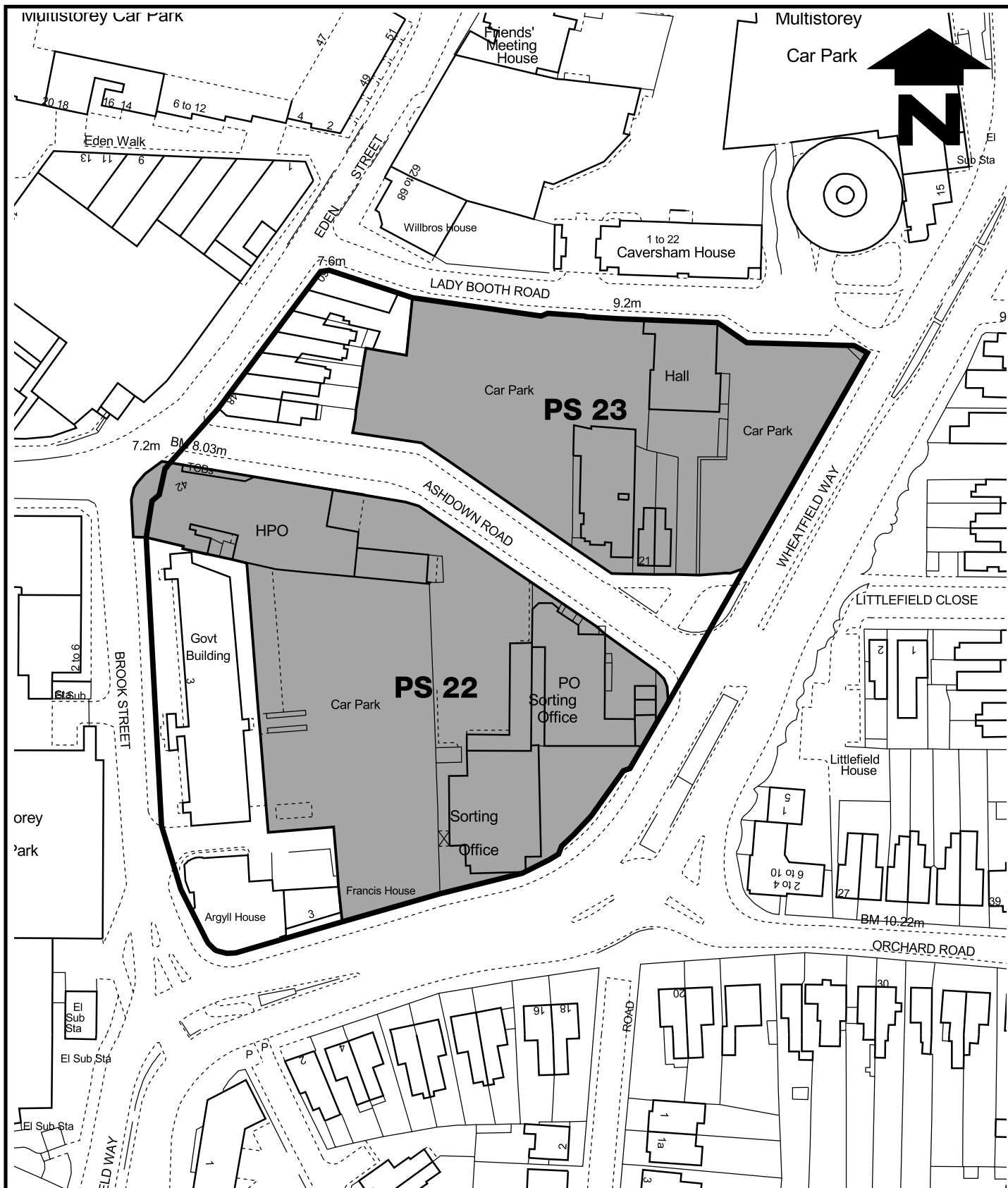
### Archaeological Survey

The site is located in an Area of Archaeological Significance and the developer will be expected to undertake an Archaeological Field Evaluation Study of the site in accordance with advice contained in PPG16 'Archaeology and Planning' and the requirements of UDP Policy BE19. To avoid delays at the planning stage, it is advisable that such work is initiated before a planning application and the results submitted as part of any application.

### Legal Agreements

There is unlikely to be enough commercial development on the combined sites to fund all the benefits listed in the brief. To this end the brief identifies those benefits which it regards as a priority and those which it regards as additional, desirable benefits.

- The current policy is to seek education contributions through legal agreements at the following current rates:  
£500 per 2 bedroom flat and £1,000 for larger flats. In the case of 2 bedroom houses the contribution is £1,000, £2,000 for 3 bedroom houses and £2,500 for houses with 4 or more bedrooms. One bedroom flats do not attract any contribution as they are unlikely to accommodate children, nor does affordable housing (which is itself a 'community benefit') or housing whose occupation is limited to the elderly.
- With regard to the provision of CCTV, the brief makes it clear that any financial contribution is expected to make provision for the cost of monitoring and maintenance by RBK. This is usually calculated on a 'per camera' basis. Martin Lazell, the Control Centre Manager on tel. 020 8547 5367, can advise further.
- All new developments contribute to the increasing need to travel to and from the town centre. It is therefore considered appropriate to seek a capital contribution towards improvements in sustainable forms of transport to meet the needs of such new development. Regardless of the advantageous location of the site in the town centre, there is still considerable scope for the Council to work in partnership with service providers to improve public transport, walking and cycling facilities. On-site improvements may alternatively be considered. The application of a Travel Plan is likely to be directed principally to reducing staff travel in respect of the A3/Community etc uses. Given the levels of public parking available in the town centre, the aim is to discourage staff from using these spaces on a long-term basis. It should be noted that the area has limited alternative on-street parking opportunities.



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# PLANNING BRIEF ASHDOWN ROAD, KINGSTON.

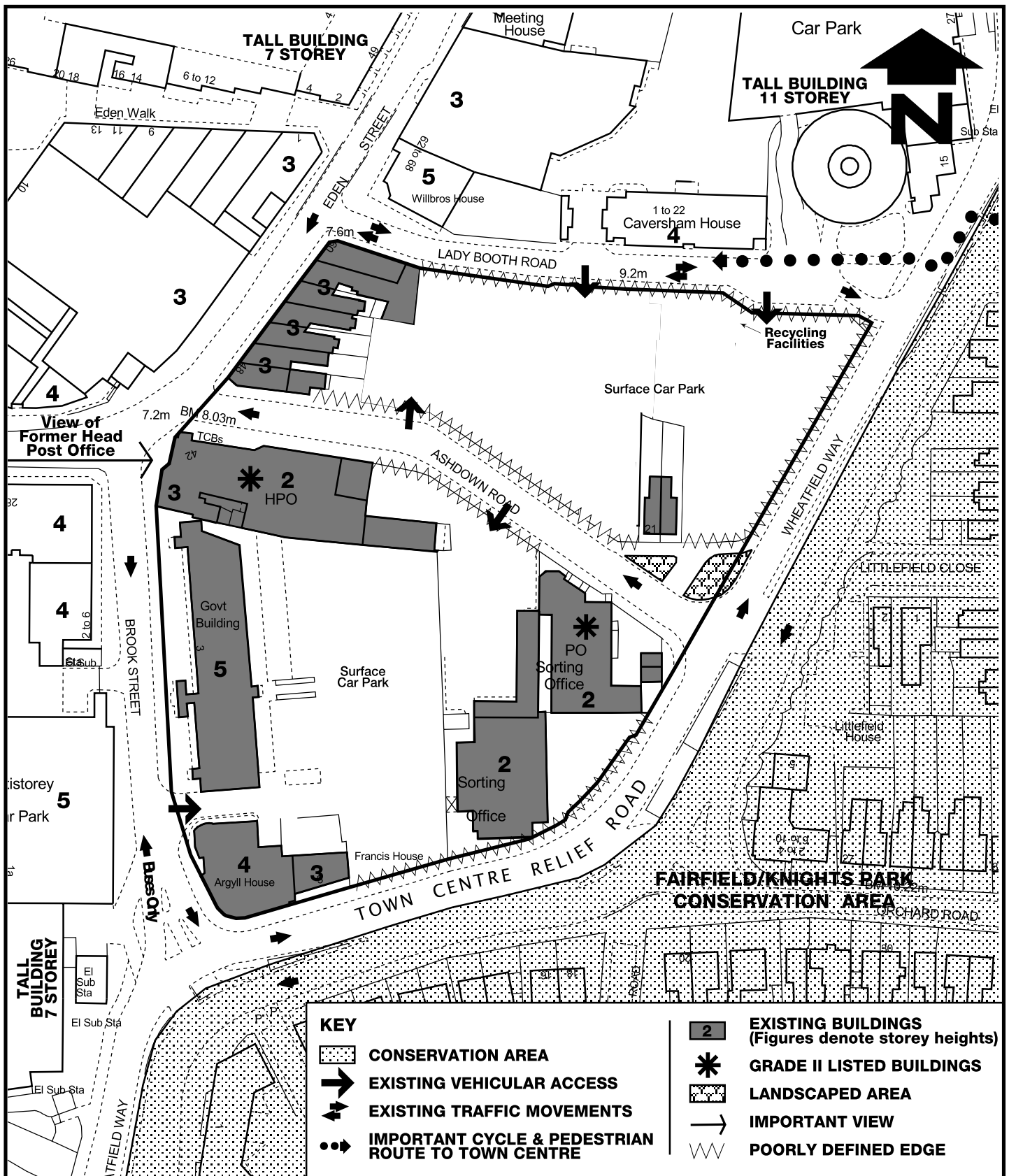
# PLAN 1

## SITE PLAN

PLANNING BRIEF BOUNDARY      PREVIOUS PROPOSAL SITES

Directorate of Environmental Services  
Guildhall, Kingston upon Thames,  
Surrey KT1 1EU

Date: <b>FEB. 2002</b>	Ref: <b>KP/TH</b>	Scale: <b>1/1250</b>	Dwg No: <b>01/136/A</b>
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## APPENDIX 4



# PLANNING BRIEF ASHDOWN ROAD, KINGSTON.

## PLAN 2

### SITE ANALYSIS

**PLANNING BRIEF BOUNDARY**

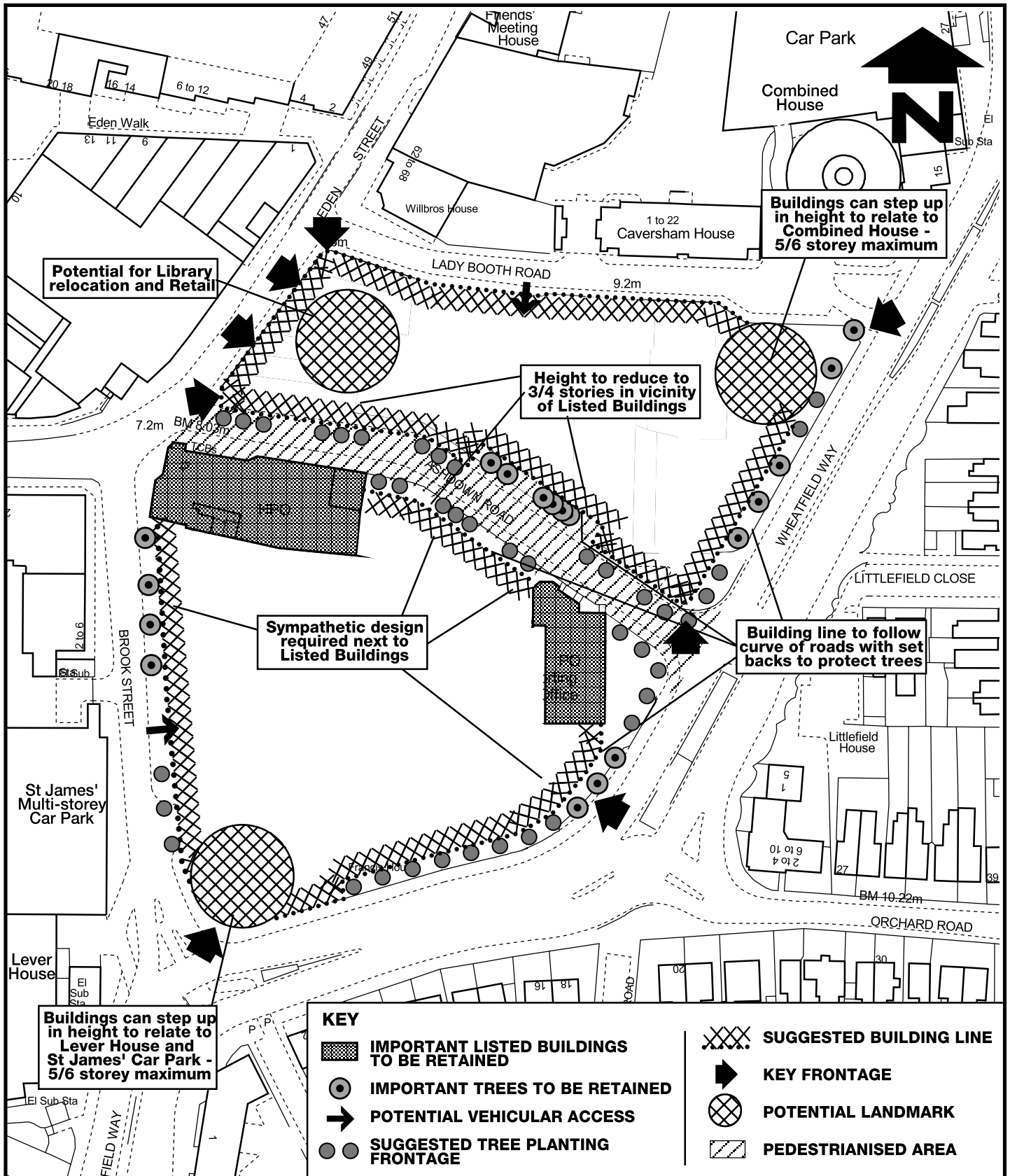
Directorate of Environmental Services  
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Surrey KT1 1EU

Date: **FEB. 2002**

Ref: **KP/TH**

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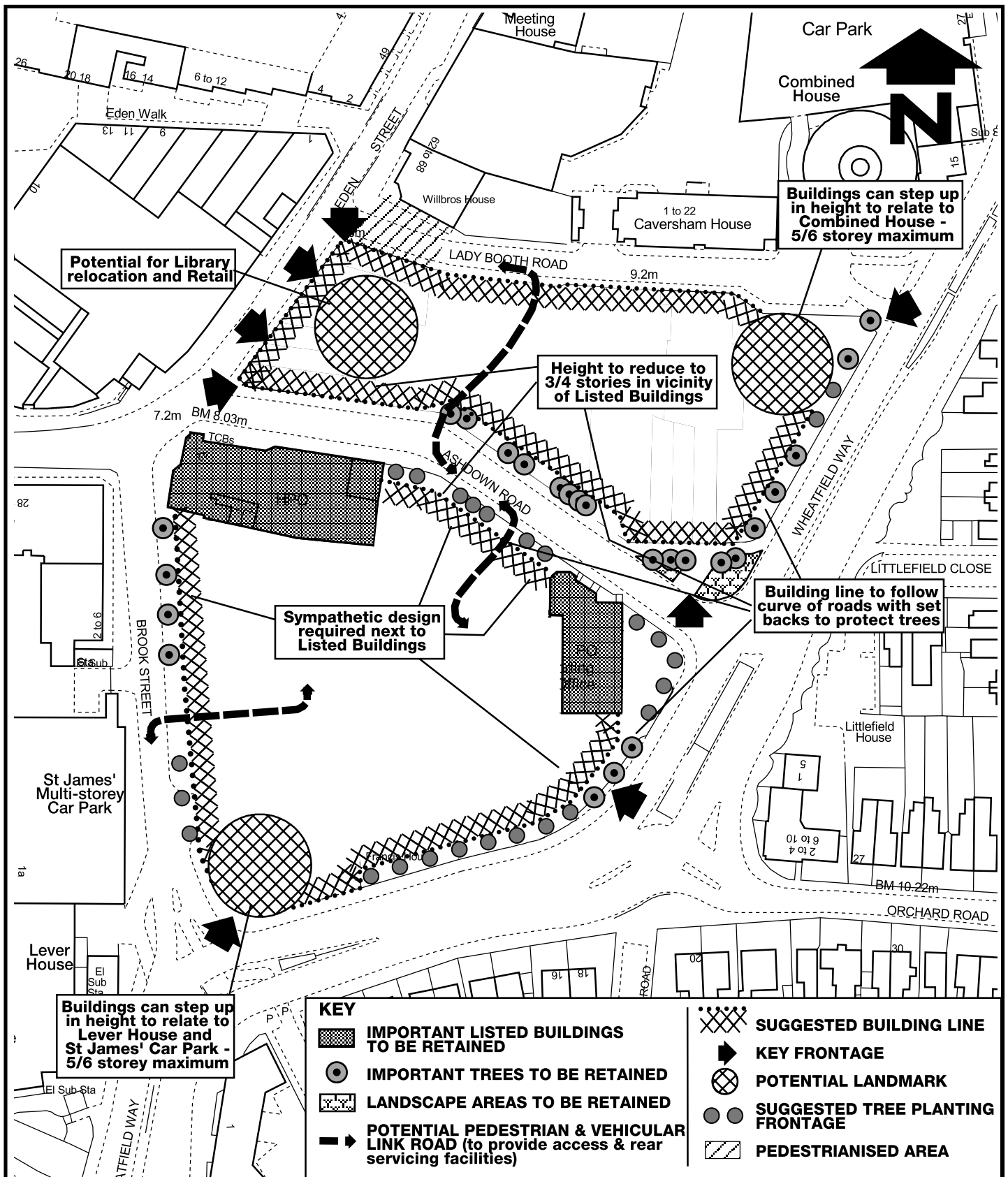
**APPENDIX 5**

Directorate of Environmental Services  
Guildhall, Kingston upon Thames,  
Surrey KT1 1EU

**PLANNING BRIEF  
ASHDOWN ROAD, KINGSTON.  
DEVELOPMENT : OPTION 1**

**PLAN 3A**

Date: <b>FEB. 2002</b>	Ref: <b>KP/TH</b>	Scale: <b>1/1250</b>	Dwg No: <b>01/168/A</b>
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## APPENDIX 5



# PLANNING BRIEF ASHDOWN ROAD, KINGSTON.

## PLAN 3B

### DEVELOPMENT : OPTION 2

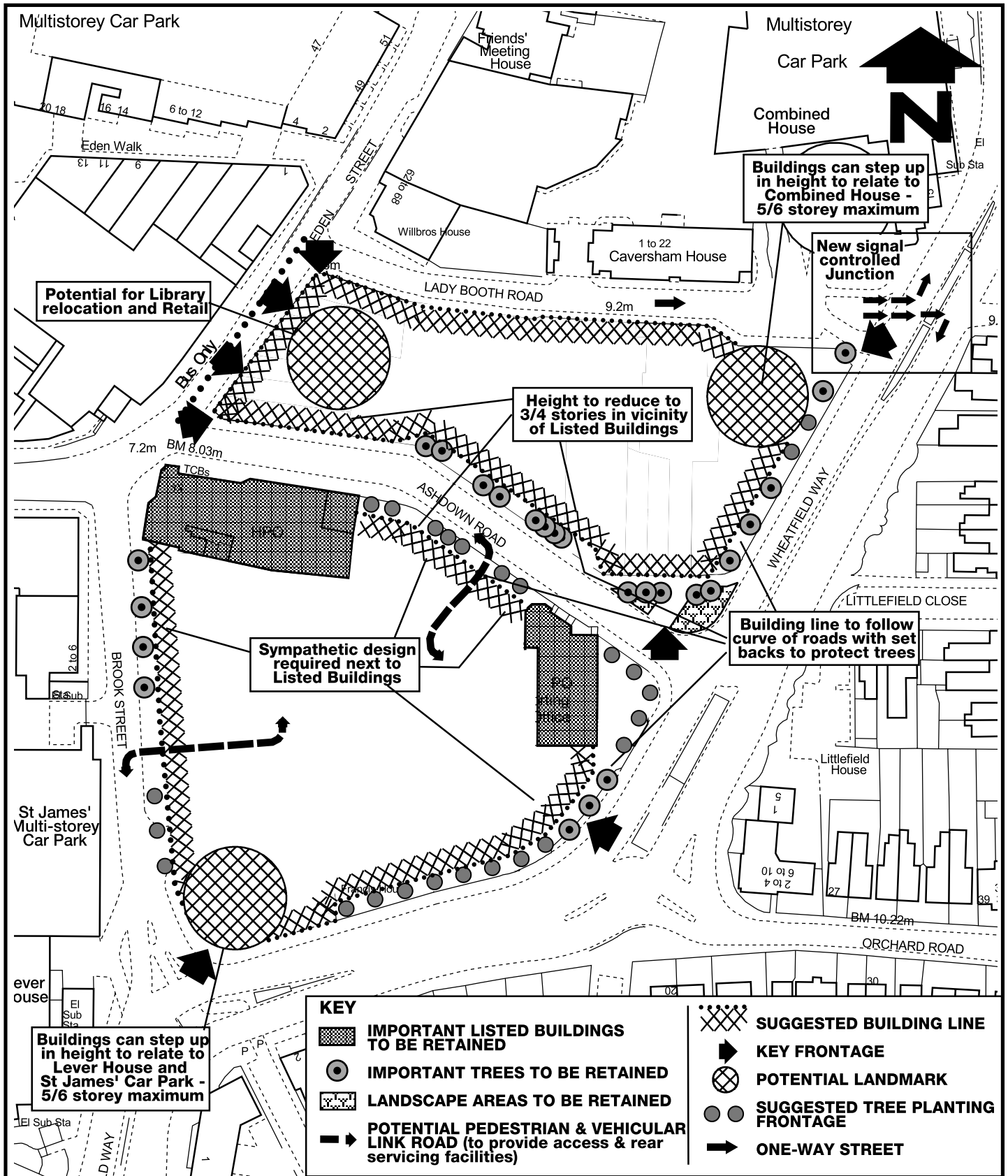
Directorate of Environmental Services  
Guildhall, Kingston upon Thames,  
Surrey KT1 1EU

Date: **FEB. 2002**

Ref: **KP/TH**

Scale: **1/1250**

Dwg No: **01/144/A**



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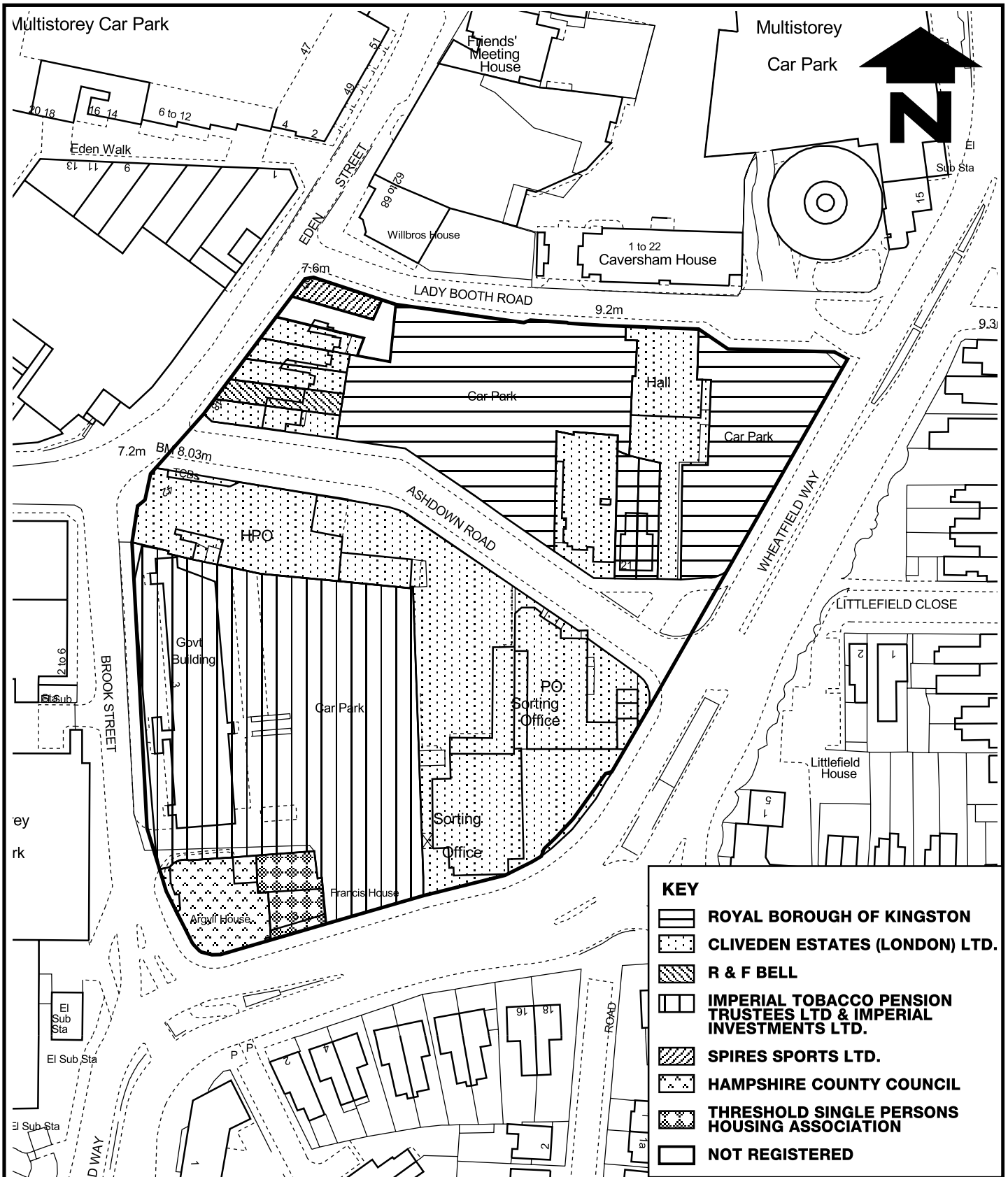


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**PLANNING BRIEF**  
**ASHDOWN ROAD, KINGSTON.**  
**DEVELOPMENT : OPTION 3**

**PLAN 3C**

Date: <b>FEB. 2002</b>	Ref: <b>KP/TH</b>	Scale: <b>1/1250</b>	Dwg No: <b>01/216/A</b>
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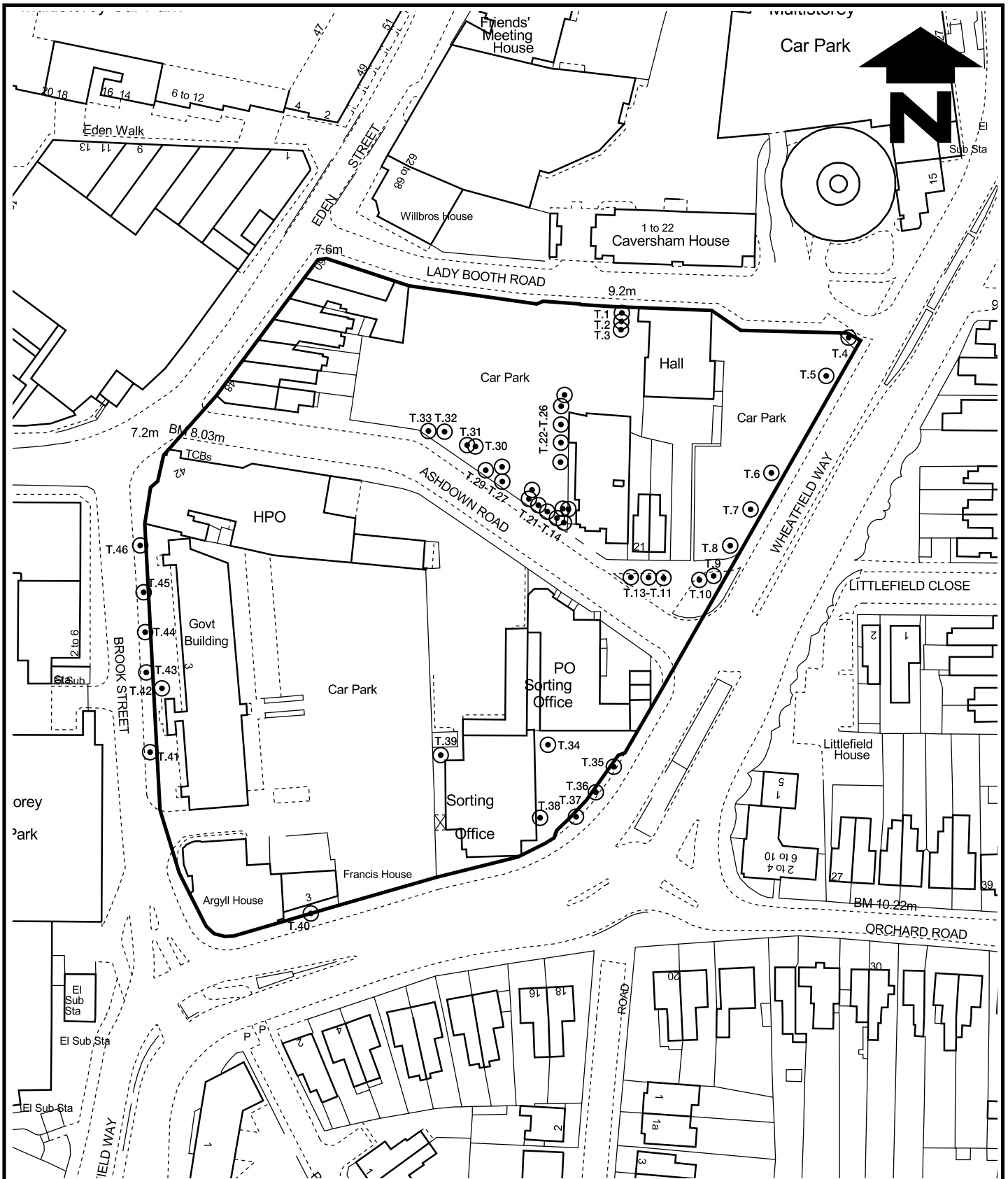
# PLANNING BRIEF ASHDOWN ROAD, KINGSTON.

# PLAN 4

## LAND OWNERSHIP

 **PLANNING BRIEF BOUNDARY**

Date: <b>FEB. 2002</b>	Ref: <b>KP/TH</b>	Scale: <b>1/1250</b>	Dwg No: <b>01/142/A</b>
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# PLANNING BRIEF ASHDOWN ROAD, KINGSTON.

# PLAN 5

## TREE SURVEY

○ APPROXIMATE POSITIONS OF EXISTING TREES

□ PLANNING BRIEF BOUNDARY

Directorate of Environmental Services  
Guildhall, Kingston upon Thames,  
Surrey KT1 1EU

Date: **FEB. 2002**

Ref: **KP/TH**

Scale: **1/1250**

Dwg No: **01/137/A**

## APPENDIX 7

### PLANNING BRIEF - ASHDOWN ROAD, KINGSTON

#### Schedule of Trees

<u>No on Map</u>	<u>Description</u>	<u>Situation</u>
T1	Field Maple	Lady Booth Road
T2	Field Maple	Lady Booth Road
T3	Field Maple	Lady Booth Road
T4	Ornamental Maple	Wheatfield Way
T5	Ornamental Maple	Wheatfield Way
T6	Ornamental Maple	Wheatfield Way
T7	Ornamental Maple	Wheatfield Way
T8	Ornamental Maple	Wheatfield Way
T9	Flowering Cherry	Wheatfield Way
T10	Flowering Cherry	Wheatfield Way
T11	Mountain Ash	Ashdown Road
T12	Flowering Cherry	Ashdown Road
T13	Mountain Ash	Ashdown Road
T14	Field Maple	Ashdown Road
T15	Field Maple	Ashdown Road
T16	Field Maple	Ashdown Road
T17	Field Maple	Ashdown Road
T18	Field Maple	Ashdown Road
T19	Field Maple	Ashdown Road
T20	Field Maple	Ashdown Road
T21	Field Maple	Ashdown Road
T22	Field Maple	Ashdown Road
T23	Field Maple	Ashdown Road
T24	Field Maple	Ashdown Road
T25	Sycamore	Ashdown Road
T26	Sycamore	Ashdown Road
T27	Field Maple	Ashdown Road
T28	Field Maple	Ashdown Road
T29	Field Maple	Ashdown Road
T30	Field Maple	Ashdown Road
T31	Field Maple	Ashdown Road
T32	Field Maple	Ashdown Road
T33	Field Maple	Ashdown Road
T34	Weeping Ash	Wheatfield Way
T35	Ornamental Maple	Wheatfield Way
T36	Ornamental Maple	Wheatfield Way
T37	Ornamental Maple	Wheatfield Way
T38	Sycamore	Wheatfield Way
T39	Sycamore	Wheatfield Way
T40	Laburnam	Wheatfield Way
T41	Mountain Ash	Brook Street
T42	Mountain Ash	Brook Street

T43	Sycamore	Brook Street
T44	Hornbeam	Brook Street
T45	Whitebeam	Brook Street
T46	Hornbeam	Brook Street

## APPENDIX 8

### CYCLE PARKING STANDARDS

Location Category	Land Use	Location	Cycle Parking Standard
<b>Place of Work</b>	B1/A2	Business, offices, services	1/125 m <sup>2</sup> with minimum of 2 spaces
	B1	Light industrial	1/125m <sup>2</sup> with minimum of 2 spaces
	B2-B7	General industrial	1/500m <sup>2</sup> with minimum of 2 spaces
	B8	Warehouses	1/500m <sup>2</sup> with minimum of 2 spaces
<b>Shopping</b>	A1	Food retail	Out-of-centre – 1/350m <sup>2</sup> Town centre/local shopping centre – 1/300 <del>125</del> -m <sup>2</sup>
	A1	Non-food retail	Out-of-centre – 1/500m <sup>2</sup> with minimum of 4 spaces Town centre/local shopping centre – 1/300m <sup>2</sup>
	A1	Garden centre	1/300m <sup>2</sup> with minimum of 2 spaces
<b>Education</b>	D1	Primary Schools	1 space per 10 staff
	D1	Secondary schools	1 space per 10 staff/students
	D1	Universities, colleges	1 space per 10 staff/students
<b>Entertainment</b>	A3	Pubs, wine bars	1/100m <sup>2</sup> with minimum of 2 spaces
	A3	Fast food , takeaway	1/50 m <sup>2</sup> with minimum of 2 spaces
	A3	Restaurants, cafes	1 space per 20 seats with minimum of 2 spaces
	D2	Theatres, cinemas	1 space per 50 seats with minimum of 2 spaces
	D2	Leisure/sports centres, swimming pools	1 space per 10 staff plus 1 space per 20 peak period visitors
<b>Housing</b>	C2	Student accommodation	1 space per 2 students
	C3	<u>Flats/terraced</u>	1 space per unit
<b>Community</b>	D1	Doctor and dentist surgeries, health centres, clinics	1 space per 5 staff plus 1 space per 5 staff for visitors

	D1	Libraries	1 space per 10 staff plus 1 space per 10 staff for visitors
	C2	Hospitals	1 space per 5 staff plus 1 space per 10 staff for visitors
<b>Transport</b>		Rail stations	<del>See text</del> <u>5 spaces per peak period train (minimum 10)</u>
		Bus stations	<del>Meet local demand</del> <u>1 space per 100 peak hour passengers</u>

## Head Post Office Land, Ashdown Road and Land Rear of DSS, Brook Street PS22

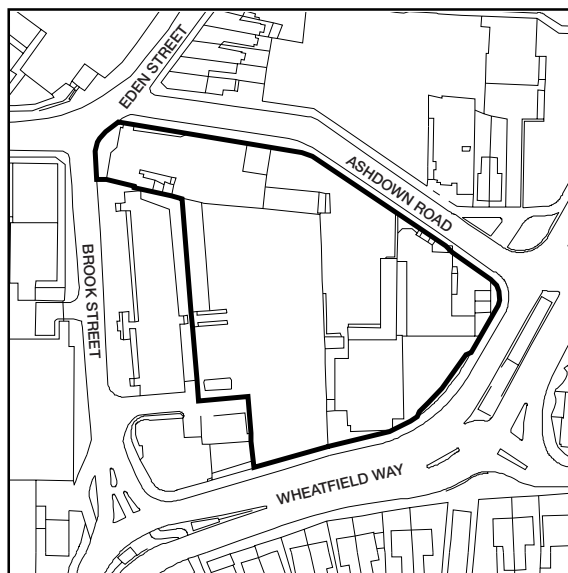
APPROPRIATE USES:  
RESIDENTIAL, CAR PARKING

IN ADDITION TO RESIDENTIAL FOR THE  
OLD TELEPHONE EXCHANGE:

LEISURE/COMMUNITY USES  
RETAIL AND RETAIL-RELATED USES (A1-  
A3)  
BUSINESS USE (B1) ON UPPER FLOOR  
ONLY

IN ADDITION TO RESIDENTIAL FOR THE  
HEAD POST OFFICE:

RETAIL AND RETAIL-RELATED USES (A1-  
A3)



Approximate Site Area: 0.73 Ha (1.80 acres)

Ownership: Public

Non-family residential accommodation would be appropriate on this site (KTC8). An infill block would be appropriate on the Wheatfield Way frontage as well as on the land fronting Ashdown Road.

Head Post Office and Sorting Office (old telephone exchange) are Grade II listed buildings. (BE5, 6 and 7)

The listed buildings should be retained and their sensitive reuse will be encouraged (UD6). As well as residential use, business use will be acceptable on the upper floors of the old telephone exchange and the head post office building. Retail and retail-related uses will be considered in both buildings (KTC1). Leisure and community uses could also be appropriate for the old telephone exchange (KTC9).

Access should be from Ashdown Road and provide rear servicing (KTC25). If a residential block is completed on Wheatfield Way prior to any development of the rest of the site, access will be acceptable via Brook Street until the rest of the site is developed.

In terms of car parking provision, policy KTC27(C) applies.

It is necessary to retain car parking on the site to serve the appropriate uses and adjoining properties, and to continue with public use of parking at weekends.

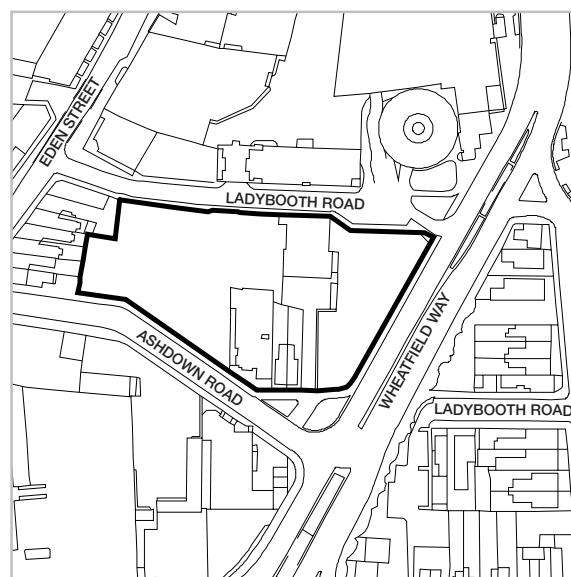
Archaeological evaluation study required (UD19).

## Ashdown Road/Lady Booth Road PS23

APPROPRIATE USES:  
RESIDENTIAL, PARTICULARLY  
AFFORDABLE OR SPECIAL NEEDS  
HOUSING, LEISURE/ COMMUNITY USE

Approximate Site Area: 0.50 Ha (1.24 acres)

Ownership: RBK/Private



Access will need to maintain free flow of traffic on relief road. Service access should be from Ashdown Road and egress to Lady Booth Road may be possible.

Policy KTC27 applies in terms of car parking.

Proximity to town centre and public transport make this a good location for affordable/special needs/hostel accommodation (H9, H10, H14).

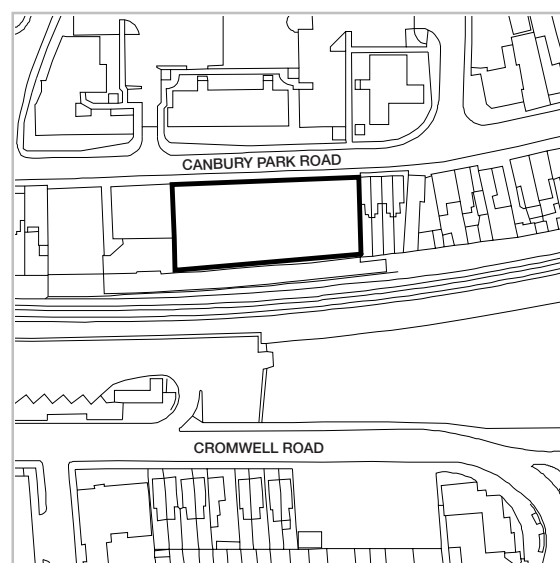
Archaeological evaluation study needed (BE19).

## Crown Court, Canbury Park Road PS24

APPROPRIATE USES:  
RESIDENTIAL, HOSTEL

Approximate Site Area: 0.15 Ha (0.37 acres)

Ownership: Public



Parking and traffic circulation in the area are constrained.

## Head Post Office Land, Ashdown Road and Land Rear of DSS, Brook Street PS22

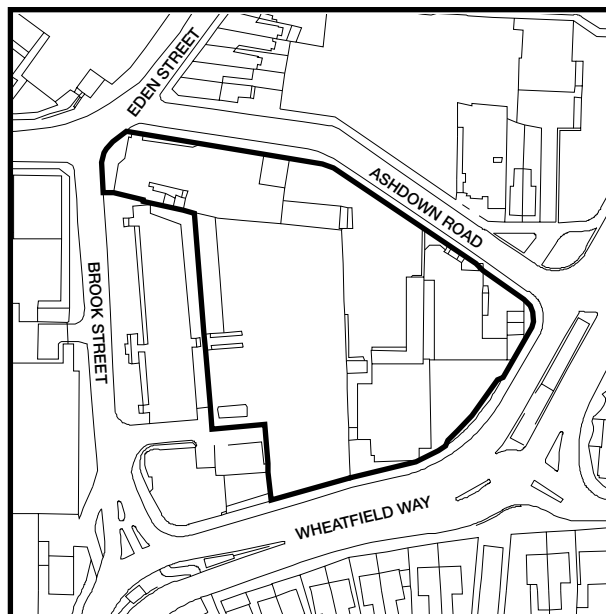
**APPROPRIATE USES:  
RESIDENTIAL (INCLUDING HOSTEL),  
COMMUNITY USE, CAR PARKING**

**IN ADDITION TO RESIDENTIAL  
(INCLUDING HOSTEL) AND COMMUNITY  
USE FOR THE OLD TELEPHONE  
EXCHANGE:**

**LEISURE, ~~COMMUNITY USES~~  
RETAIL AND RETAIL-RELATED USES  
(A1- A3), BUSINESS USE (B1) ON UPPER  
FLOOR ONLY**

**IN ADDITION TO RESIDENTIAL  
(INCLUDING HOSTEL) AND COMMUNITY  
USES FOR THE HEAD POST OFFICE:**

**RETAIL AND RETAIL-RELATED USES  
(A1- A3)**



Approximate Site Area: 0.73 Ha (1.80 acres)

Ownership: Public

Mixed use development is required.

Non-family residential accommodation (including hostel accommodation) would be appropriate on this site (KTC8). An infill block would be appropriate on the Wheatfield Way frontage as well as on the land fronting Ashdown Road.

Head Post Office and Sorting Office (old telephone exchange) are Grade II listed buildings. (BE5, 6 and 7)

The listed buildings should be retained and their sensitive reuse will be encouraged (UDBE6). As well as residential and community uses, business use will be acceptable on the upper floors of the old telephone exchange and the head post office building. Retail and retail-related uses will be considered in both buildings (KTC1). Leisure ~~and community~~ uses could also be appropriate for the old telephone exchange (KTC9).

Access should be from Ashdown Road and provide rear servicing (KTC25). If a residential block is completed on Wheatfield Way prior to any development of the rest of the site, access will be acceptable via Brook Street until the rest of the site is developed.

~~In terms of car parking provision, policy KTC27(C) applies.~~

~~It is necessary to retain car parking on the site to serve the appropriate uses and adjoining properties, and to continue with public use of parking at weekends.~~

Integrating development of this site with PS23 would be desirable.

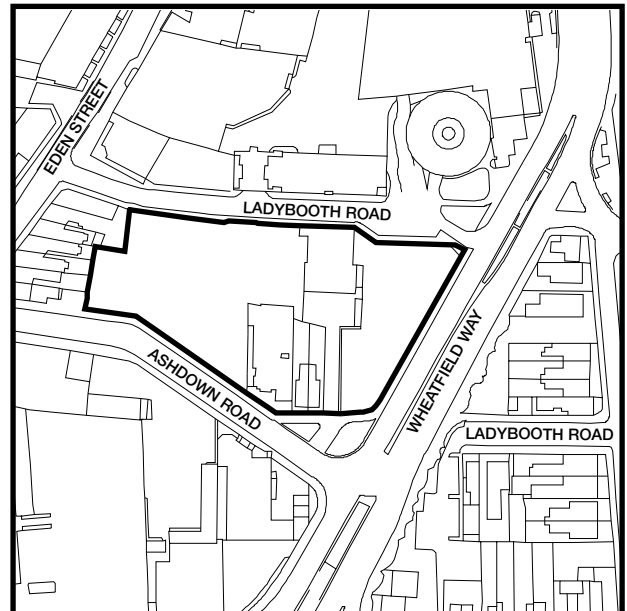
Archaeological evaluation study required (UDBE19).

## Ashdown Road/Lady Booth Road PS23

**APPROPRIATE USES:  
RESIDENTIAL, PARTICULARLY  
AFFORDABLE OR SPECIAL NEEDS  
HOUSING, LEISURE/ COMMUNITY USE**

Approximate Site Area: 0.50 Ha (1.24 acres)

Ownership: RBK/Private



Access will need to maintain free flow of traffic on relief road. Service access should be from Ashdown Road and egress to Lady Booth Road may be possible.

~~Policy KTC27 applies in terms of car parking.~~

Mixed use development is required.

Integrating development of this site with PS22 would be desirable.

Proximity to town centre and public transport make this a good location for affordable/special needs/hostel accommodation (H9, H10, H14).

Archaeological evaluation study needed (BE19).

## ~~Head Post Office Land, Ashdown Road and Land Rear of DSS, Brook Street~~

~~Land bounded by Eden Street, Brook Street, Wheatfield Way and  
Lady Booth Road  
PS22~~

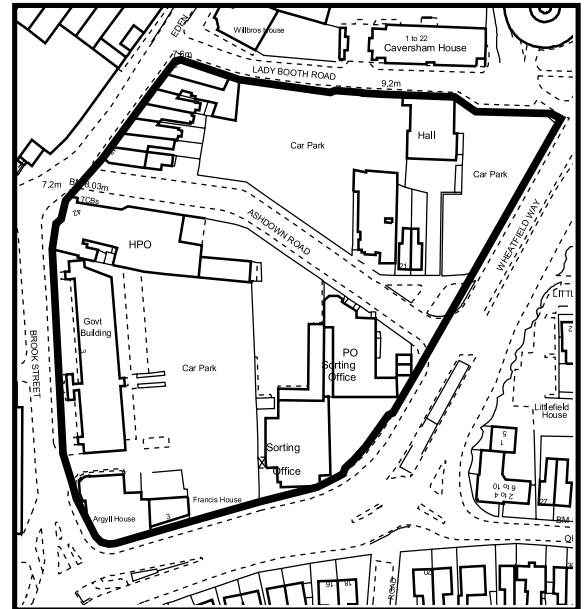
~~APPROPRIATE USES:  
RESIDENTIAL (INCLUDING AFFORDABLE  
OR SPECIAL NEEDS HOUSING, HOSTEL),  
COMMUNITY USE POSSIBLY INCLUDING A  
LIBRARY, CAR PARKING, OFFICES,  
RETAIL AND RETAIL-RELATED USES (A1-  
A3) ON THE EDEN STREET FRONTAGE~~

~~IN ADDITION TO RESIDENTIAL  
(INCLUDING HOSTEL) AND COMMUNITY  
USE FOR THE OLD TELEPHONE  
EXCHANGE:~~

~~LEISURE, RETAIL AND RETAIL-RELATED  
USES, (A1- A3), BUSINESS USE (B1) ON  
UPPER FLOOR ONLY~~

~~IN ADDITION TO RESIDENTIAL  
(INCLUDING HOSTEL) AND COMMUNITY  
USES FOR THE HEAD POST OFFICE~~

~~RETAIL AND RETAIL-RELATED USES  
(A1- A3)~~



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Approximate Site Area: 0.73 Ha (1.8 acres) 1.77 Ha (4.37 acres)

Ownership: Public and Private

**[Note: The site boundary is being amended.]**

Mixed use development is required.

A site layout is sought which provides well-landscaped pedestrian routes through the site and linked spaces enhancing the setting of the listed buildings. Retention of existing trees and additional high quality landscaping is required on the Wheatfield Way frontage. A design statement will be required with any planning application.

~~Non-family residential accommodation (including hostel accommodation) would be appropriate on this site (KTC8). An infill block would be appropriate on the Wheatfield Way frontage as well as on the land fronting Ashdown Road.~~

Head Post Office and Sorting Office (old telephone exchange) are Grade II listed buildings. (BE5, 6 and 7)

The listed buildings should be retained and their sensitive reuse will be encouraged (BE6). As well as residential and community uses, business use will be acceptable on the upper floors of the old telephone exchange and the head post office building. Retail and retail-related uses will be considered in both buildings (KTC1). Leisure use could also be appropriate for the old telephone exchange (KTC9).

Redevelopment of existing offices and some limited additional office or other business (B1) units are appropriate south of Ashdown Road.

A replacement public library should be located with a frontage to Eden Street.

~~Access should be from Ashdown Road and provide rear servicing (KTC25). If a residential block is completed on Wheatfield Way prior to any development of the rest of the site, access will be acceptable via Brook Street until the rest of the site is developed.~~

The main vehicular access should be from Wheatfield Way and traffic circulation should reduce the need to use Eden Street.

Public car parking should be located south of Ashdown Road. A reduced level of parking is appropriate for the housing and other on-site uses, especially any hostel use which should have generous secure cycle parking.

~~Integrating development of this site with PS23 would be desirable.~~

Archaeological evaluation study required (UDBE19).

## **Ashdown Road/Lady Booth Road PS23**

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**Deleted and site integrated with PS22.**

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