

Kingston Town Centre Area Action Plan



Designing our
Future Together



Preferred Options

Consultation June 2005



Royal Borough of Kingston upon Thames
Local Development Framework



FOREWORD

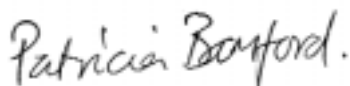
Kingston is a thriving and popular town centre. Full of character and with an impressive heritage, it offers some of the best shopping and entertainment opportunities for miles around as well as a renowned University, College and law courts.

But we cannot afford to rest on our laurels. In the dynamic and rapidly changing environment of the 21st Century, standing still is not an option. This is particularly the case in the retail sector where a failure to innovate can lead to rapid decline. Transport and parking are also major issues that need to be addressed. Rival town centres are already raising their game and we cannot afford to be left behind.

To help us plan the way ahead, Kingston Council has developed a set of ambitious ideas for the future of the town centre, details of which are set out in this document. They include proposals for new shops, a new library, new and improved bus and rail stations, modern offices, housing and community facilities...all set within a pattern of new and improved pedestrian streets, squares and riverside walks that can be used and enjoyed by everyone.

This is an exciting period in planning for Kingston's future and we hope you will join us in charting the way ahead - whether you live, work, study in or visit the town centre. Is our vision for Kingston the same as your vision?

This is your chance to let us know. We look forward to hearing from you.



Councillor Patricia Bamford
Executive Member for Transportation
and Sustainable Development



Councillor Derek Osbourne
Leader of the Council

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1.0 INTRODUCTION

- 1.1 Kingston Council is preparing an Area Action Plan for Kingston town centre, which considers future development and improvements. We would like your views on the Preferred Options proposals. There is a pull-out questionnaire in the centre of this document to help you.
- 1.2 Planning policies guide the development and use of land and buildings, so they play a major role in shaping our environment. Reviewing existing planning policies for the town centre through an Area Action Plan will help us to plan for the future to promote and manage change in the town centre for the benefit of the whole community. We want to ensure that Kingston remains a thriving, vibrant, popular, attractive and environmentally sustainable centre, providing a good quality of life for those visiting, working, studying and living there.

Pressures for Change

- 1.3 The town centre covers a compact area fronting the riverside and surrounded by housing. This constrains the land available for town centre activities and expansion. There is now pressure and need for new development, including shops, housing, employment, leisure, cultural, community and educational facilities, as well as transport and environmental improvements.
- 1.4 Kingston is a metropolitan shopping centre, however there has been no new retail development for over 10 years, competing centres are expanding with new shops and Kingston risks losing trade and shoppers. Retail studies conclude that there is now need, demand and capacity for new shops.
- 1.5 Some areas of the town centre offer significant opportunities for new



development, whilst other areas, especially the riverside and around the Market Place, have significant natural and cultural heritage value, which needs to be preserved and enhanced. There are limited areas of vacant and under-used land in the town centre which are suitable for development.

K+20 and the Area Action Plan

- 1.6 This review of the town centre, known as K+20, was launched in 2003 with a stakeholders' workshop focussing on the centre's strengths, weaknesses and aspirations for the future. The main strengths were identified as: the variety and quality of shops; the riverside and new riverside development; the historic Market Place; the Rotunda leisure development and the town's attractive character. The main weaknesses were identified as: traffic congestion; parking; poor approaches, poor quality streetscape in some areas and issues associated with the vibrant evening economy, which attracts large numbers of young people. The background to K+20 is set out in Background Papers 1 & 2.
- 1.7 In 2004, there was public consultation on Issues affecting the town centre. Details of this stage of K+20 and the analysis of the responses received, which have informed the Preferred

Options proposals, are set out in Background Paper 3.

- 1.8 The Area Action Plan will set out the spatial vision for the town centre and provide the planning framework, with policies and proposals, to promote and manage future development and improvements. There are many opportunities for improvement. The Preferred Options identify key areas suitable for change to accommodate new development and facilities and key areas for conservation and environmental improvements, to protect the town from inappropriate development, preserve and enhance its attractive character, its historic environment and riverside. There are also many issues to address, including the appropriate scale, mix and quality of development and the need for transport and other infrastructure improvements.
- 1.9 The Action Plan will be the Council's first Development Plan Document under the new planning system, known as the Local Development Framework. This will replace the 1998 Unitary Development Plan (UDP), which has recently been reviewed. The Plan will influence planning decisions by the Council on new development and transport infrastructure. The relationship between the UDP and the Area Action Plan is explained in Appendix 1 to this document.

The Context for the Area Action Plan

- 1.10 The Plan takes account of government planning policies; the Mayor's London Plan 2004 and its associated strategies; and the Thames Landscape Strategy. It also takes account of a host of local strategies and initiatives on: community planning; the Kingston First Business Improvement District; town centre and visitor management; housing; culture; the historic environment; visitor management; crime, disorder and anti-

social behaviour; the evening and late night economy; shopping; transport; parking; cycling; walking; air quality; bio-diversity; and waste, which are listed in Appendix 2, as well as work with developers and landowners, including with Hammerson under the Co-Operation Agreement with the Council.

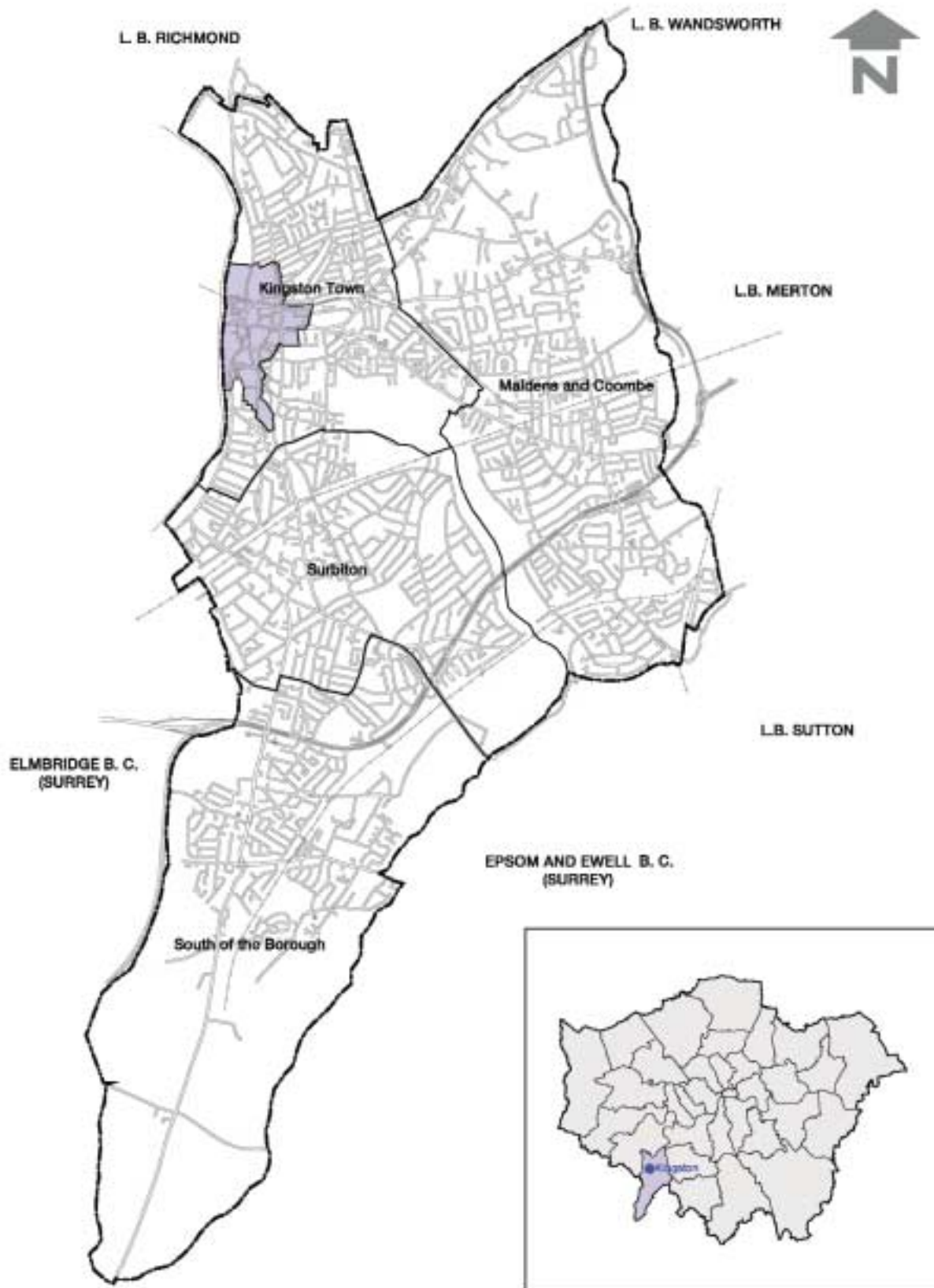
Involving the Community

- 1.11 This Preferred Options Stage of the Area Action Plan draws together the conclusions and recommendations of the above initiatives and the consultation responses on the earlier stages of K+20. It assesses the existing situation; considers opportunities; identifies key issues to be addressed; sets out spatial objectives; presents a Preferred Options Vision for the town centre, with proposals for development and improvements and considers how this can be implemented. It is accompanied by a Sustainability Appraisal, which considers the social, environmental and economic effects of the Preferred Options.
- 1.12 From the start, the Council has been keen to work with a range of partners and to engage with the local community. We would like to involve as many local people, visitors and organisations as we can in this Preferred Options consultation.

The Way Forward

- 1.13 Your views will inform the developing Area Action Plan. The next stage will be to produce the detailed policies and proposals, with a further Sustainability Report, to be submitted to the Secretary of State in early 2006. There will be further consultation and an Examination by a government appointed inspector. Following this process, it is hoped that the K+20 Kingston Town Centre Area Action Plan will be adopted in 2007.

PLAN 1



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PLAN 1

KINGSTON TOWN CENTRE AREA ACTION PLAN CONTEXT

05/046/M



2.0 SPATIAL ANALYSIS - ISSUES AND OPPORTUNITIES

- 2.1 Kingston is a successful metropolitan town centre, (one of 10 in Greater London). It is the main centre in the borough (Plan 1) and it plays a major strategic role as a shopping, business, judicial (Crown, County and Magistrates Courts), cultural, entertainment, public administration (central, county and local government services and Police) and higher education centre, with Kingston University and Kingston College. Its catchment extends well beyond the borough and it serves a wide area of south west London and north east Surrey.
- 2.2 The town centre covers a compact area (80ha) between the river and surrounding residential areas of mainly Victorian terraced housing (Plan 2). It extends from Canbury Gardens and Kings Road in the north to Kingston University in the south. To the east, there are schools (Kingston Grammar and Tiffin Boys) and commercial development and to the west, across the river, is the residential area of Hampton Wick and Hampton Court Palace Home Park in the Borough of Richmond.

Historical Development

- 2.3 Kingston's historical development, which has played a very important role



in establishing its distinctive character, is illustrated on Plan 3 and described in Background Papers 4 and 10. Kingston has a rich heritage, dating from its early beginnings as a royal estate (a royal 'tun') and crossing point of the River Thames. It was first recorded in an Anglo Saxon Charter in 838 and was an important Royal Manor by the time of the Domesday Survey of 1086, when it had five mills and three salmon fisheries. The latter is reflected in the Royal Borough's official emblem of three salmon.

- 2.4 The settlement grew to become a thriving market town in medieval times, following the construction of the first bridge across the River Thames around 1200 and the Clattern Bridge across the Hogsmill River. The town traded agricultural products and raw materials by road and river and made pottery and leather goods. Its trading rights, confirmed by Royal Charters in 1200, 1208 and 1481, recognised Kingston as a town and granted it independent status. The Charter of King John in 1208 is the earliest surviving original.
- 2.5 Kingston's historic core (now the Old Town Conservation Area), and pattern of 'organic' streets and spaces was established in medieval times and includes All Saints Church, the Market Place, Thames Street, High Street, Cleaves Almshouses, Eden St (formerly Heathen Street), Clarence Street, the

PLAN 3 The Historical Development



Medieval



1813



1865



2004

narrow alleys linking the river and the Market Place and Kingston Bridge. They are important features, contributing to Kingston's attractive character.

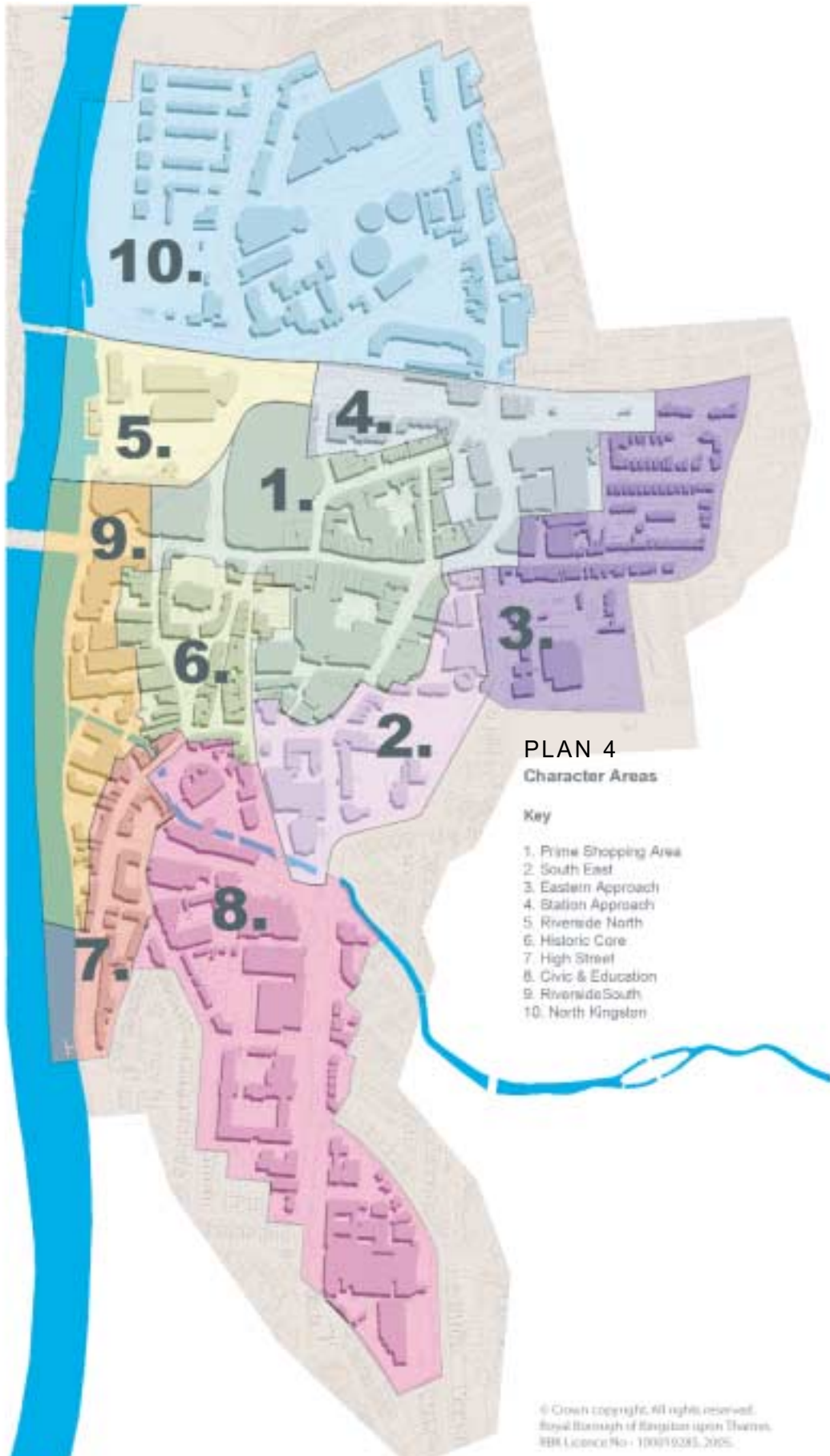
- 2.6 Kingston later benefited from being a stopping-off point on the coach route between London and Portsmouth, as well as being close to a number of Royal Palaces. Numerous inns and public houses flourished, especially around the Market Place, supported by local breweries. Kingston was the first crossing place upstream of London Bridge until 1729.
- 2.7 The nineteenth century saw the rapid development of Kingston, following the completion of a new bridge in 1828 and the railway in 1838. Development spread north and eastwards away from the Market Place.
- 2.8 In the early twentieth century development intensified, Kingston Bridge was widened in 1906, following the introduction of trams and Clarence Street became a retail thoroughfare.
- 2.9 Over the last 20 years, since the 1985 Kingston Town Centre Local Plan, there have been two distinct phases of development. The construction of the relief road in the late 1980s to relieve traffic congestion, allowed Clarence Street (the main shopping street) to be pedestrianised and brought John Lewis, the Bentall Centre and new office developments. More recent development brought housing, cultural and leisure facilities, a hotel, refurbishment of the Market Place, a supermarket, the Crown Court, new bus stations and car parks.

Character and Identity

- 2.10 Kingston's attractive character, which emerged as a very important 'strength' in the earlier stages of K+20, owes

much to its blend of old and new attractions - its rich heritage and its modern facilities.

- 2.11 Kingston's heritage is symbolised by a number of landmarks:
- the Coronation Stone (grade I listed) & the Clattern Bridge, (a Scheduled Ancient Monument & the oldest surviving bridge in Surrey)
 - the Market Place (recognised as one of the best preserved examples of a medieval street pattern in south east England), listed Church and Market House
 - the River Thames and Kingston Bridge (grade II* listed)
 - the former Bentall's Depository
 - the Guildhall and Surrey County Hall
- 2.12 Contemporary Kingston is characterised by:-
- its shopping facilities with the flagship Bentall Centre and John Lewis store
 - its cultural and entertainment facilities, with the Rotunda & the Oceana nightclub
 - Kingston University and Kingston College
 - the opening up of the riverside through the widening of Kingston Bridge and the completion of the riverside walk, as part of the Charter Quay development,
 - new town centre housing, including Charter Quay and Royal Quarter
- 2.13 Plan 2 shows the current layout of the town centre, with local landmarks, which help to establish the town's identity. Preserving and enhancing Kingston's attractive character and identity, as well as providing new facilities sensitively, is an important aspect of the K+20 Area Action Plan strategy.
- 2.14 Within the town centre, the land uses, activities and historic environment form a series of 10 character areas, as illustrated on Plan 4.



Socio-Economic Characteristics

2.15 The population of the town centre has increased from about 500 in the late 1980s to 2,000 at the time of the 2001 Census. Recent developments have further increased the population by an estimated 1,500 to around 3,500 people.

2.16 The borough overall is relatively affluent, with a low level of deprivation. Full-time employment is higher than the average for outer London and unemployment is low at 2.2% in March 2005, compared with the outer London average of 3.7%. The borough has a highly qualified population, over a third of residents have a degree.

Employment

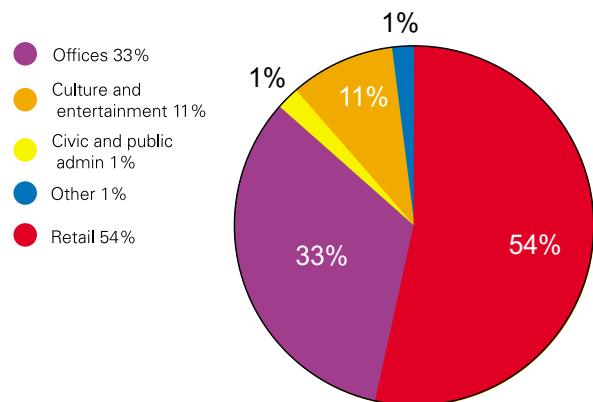
2.17 The borough has higher than average employment in high value-added and high wage 'knowledge based business services' and in 'information society' sectors, which are forecast to experience strong growth, (Information Communication Technology (ICT), finance and advanced business services, Higher Education, Research and Development, publishing and media).

2.18 In the town centre, 700 employers provide around 17,500 jobs (see Figure 1). Although retail dominates, with 400 shops (54% of businesses) employing nearly 8,000 people (46% of jobs), there is a significant office sector. A third of employers are private sector office businesses providing 21% of jobs. Public sector organisations (Kingston Council; Surrey County Council; the Police; Crown, County and Magistrates Courts; the Inland Revenue and the Department for Works and Pensions) employ nearly 2,700 people. The Leisure and Catering sector (80 businesses) provides 1,600 jobs (9%) and Kingston University and Kingston

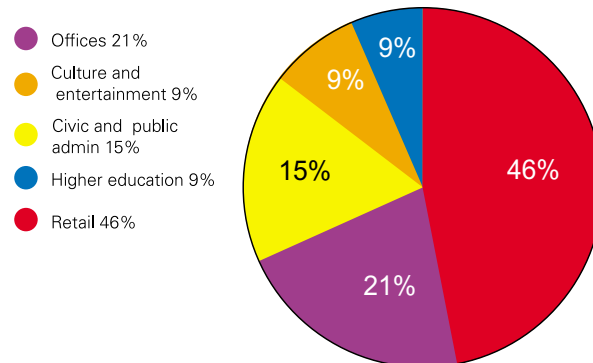
College also provide 1,600 jobs (9%). Background Paper 5 provides a more detailed analysis of Employment in the town centre.

FIGURE 1 : EMPLOYMENT IN KINGSTON TOWN CENTRE BY SECTOR

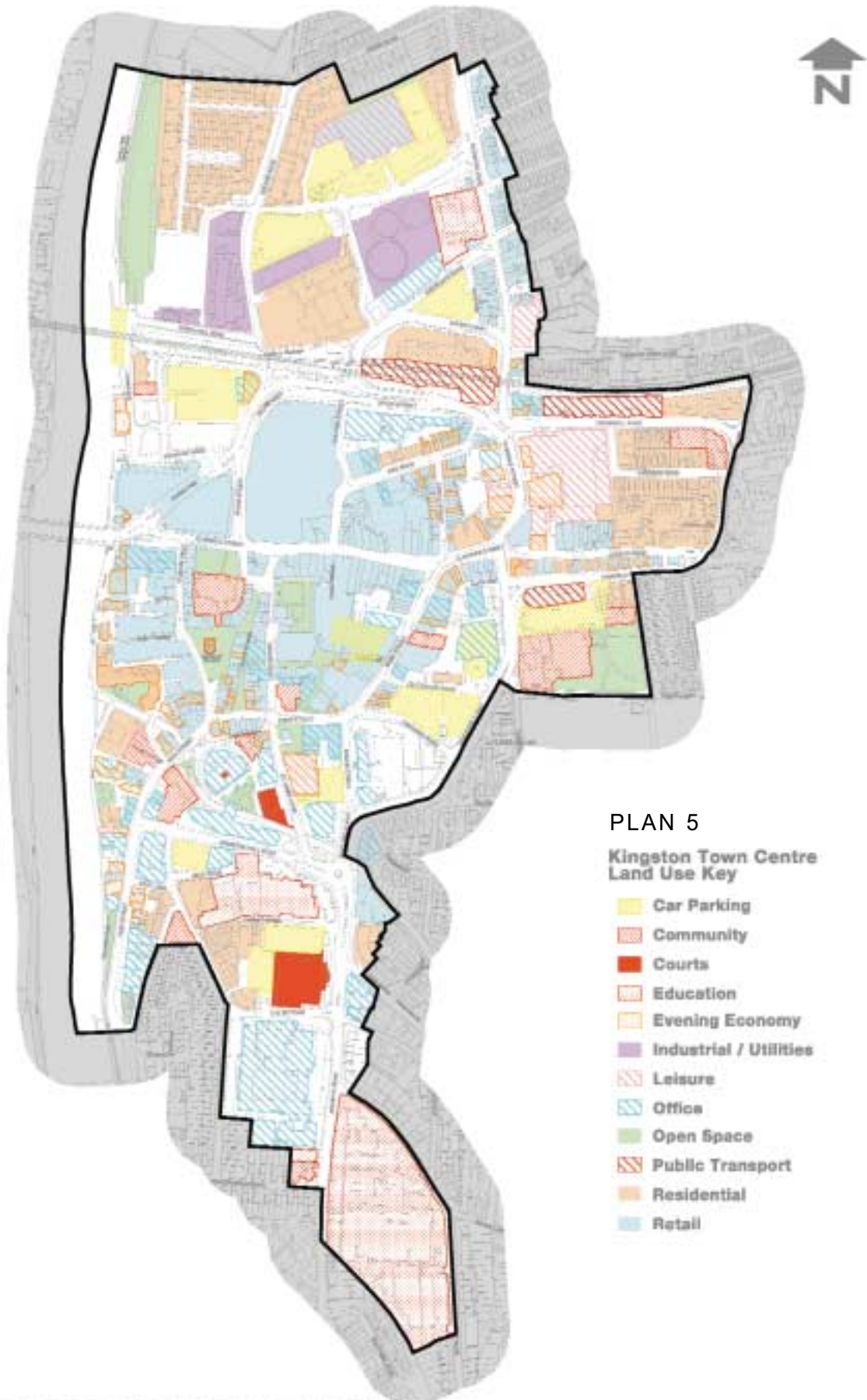
Number of Businesses by Sector



Employment within each Sector



2.19 Six organisations (Kingston Council, Kingston University, Surrey County Council, John Lewis, Marks & Spencer & Kingston College) each employ over 500 people, providing 5,300 jobs (28% of total employment). Large private sector office based companies, all employing 400-500 people include: the London General Holdings Insurance Group in Combined House; the Specialist Holiday Group TUI in Wood Street and Lever Faberge in St James's Road. Small enterprises (311) employing 10-49 people provide 5,400



jobs, whilst half of all businesses (355) employ fewer than 10 people.

- 2.20 The main issue is retaining and increasing the range of job opportunities, to help maintain a robust local economy and provide more opportunities for residents to work locally. At present, large numbers of residents commute out of the borough to work and large numbers of non-residents commute into the borough to work.



MIX OF USES

- 2.21 Existing land uses are shown on Plan 5. To remain successful, the town centre needs to maintain a good mix of land uses and provide accommodation for a wide range of activities: retailing, offices, public administration, housing, healthcare, culture, leisure, education and community uses; with good access and transport.

Shopping

- 2.22 Kingston is one of the largest and most successful shopping centres in London. In 2004 it was ranked 2nd after the West End. For a centre of its size and importance Kingston is relatively compact, (see Plan 5), with its main shopping core concentrated around Clarence Street and the Market Place. It has over 234,000sqm of retail floorspace in 400 shops with two department stores and two markets (in the Market Place and the Monday Market). Apart from a new supermarket in Richmond Road, there have been no new major shopping facilities for over 10 years.
- 2.23 Major centres, such as Croydon and Guildford are expanding, with new shopping facilities, whilst Kingston is slipping down the retail rankings, with no improvements coming on-stream. Against this, there is a queue of retailers

wishing to locate in Kingston, a very low vacancy rate and interest from retail investors.

- 2.24 In 2003, two Retail Studies were completed to provide guidance on a retail strategy as part of this Plan. The first looked at existing facilities, shopping patterns, trends and attitudes to shopping in Kingston. The second looked at the quantitative need for additional shopping facilities, based on population and retail expenditure forecasts and the physical capacity of the town centre to accommodate new shopping facilities. The findings of the studies are summarised below and set out in Background Paper 6.
- 2.25 The extent of Kingston's shopping catchment area for comparison goods (clothing, household goods etc.) is shown on Plan 6.
- 2.26 The surveys identified: a shortage of retail floorspace, especially larger shops for fashion wear multiples, the key drivers in the retail sector; a need for transport, access, parking and environmental improvements and a need to promote links between shopping and leisure activity.
- 2.27 The Studies found that retailer demand for representation in Kingston remains at a high level. They recommended that Kingston needs to keep pace with

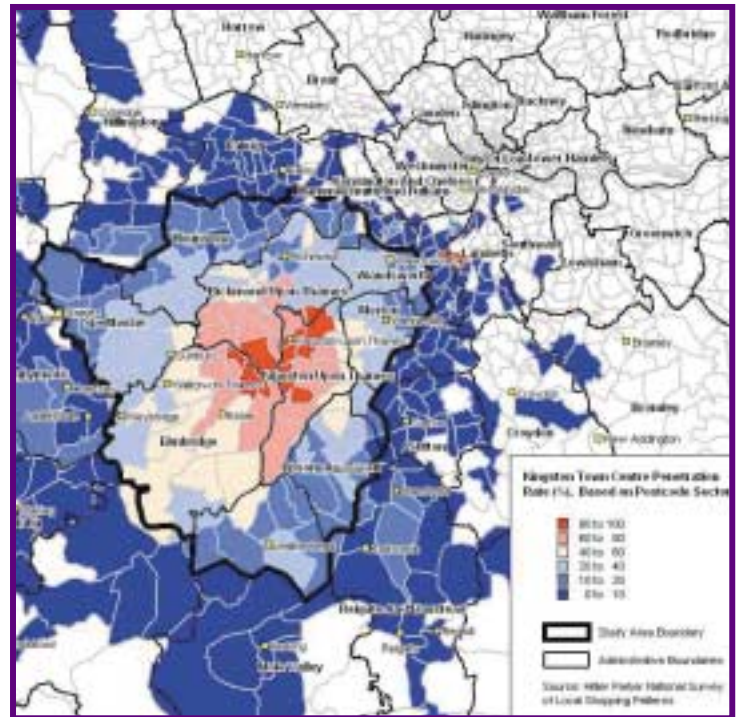
demand by providing new shopping facilities and more floorspace, especially large units of over 370sqm, if it is to continue to prosper and maintain its metropolitan centre status. Failure to meet these demands could result in retailers and shoppers going elsewhere, shrinking Kingston's market share and affecting the town centre overall. There is already evidence that visitor numbers and turnover are static, emphasising the need for Kingston to strengthen its retail offer to maintain its position

2.28 In the comparison goods sector, the Studies concluded that there will be considerable retail expenditure growth in Kingston's catchment area, enough to support significant new shopping facilities - 50,000sqm gross, 35,000sqm net by 2011, even allowing for reduced market shares around the edge of the catchment area, to reflect the impact of new development in competing centres. In the convenience goods sector, little expenditure growth is forecast and there is no need to identify sites for new supermarkets.

2.29 The Studies identified the physical capacity to accommodate 44,500 sqm gross additional shopping floorspace in the town centre, 17,500sqm gross (12,200sqm net) through redevelopment and intensification of existing facilities and 27,000sqm gross (19,000sqm net) through the expansion of shopping onto the Ashdown Road sites. This would increase total floorspace by 20% to 278,000sqm gross, provide for larger shops, allowing the relocation of existing retailers requiring more space and provide space for new retailers, releasing some units for small businesses.

2.30 The Studies conclude that Kingston must improve its shopping to maintain and strengthen its role as a metropolitan shopping centre. Without additional shopping development, Kingston will inevitably decline.

PLAN 6



2.31 In 2003, the Council entered into a Co-operation Agreement with development company Hammerson, who are looking at opportunities for retail-led mixed use development in the town centre, in the areas to the north and south of Clarence Street, including the Eden Walk shopping centre and the Ashdown Road sites.

Offices

2.32 During the 1980s, there was new office development along Wood Street and High Street. However, since the early 1990s, local planning policies have favoured diversification and encouraged residential and leisure uses and the office market has been weak.

2.33 Office accommodation is concentrated in 37 key office buildings, with a combined floorspace of 81,000 sqm, plus small offices suites above shops. Details of the survey of offices, which grades the stock from A-C, are set out in Background Paper 7. In summary, there

are no Grade A offices; 8 Grade B+ buildings with 24,000sqm (30% of the total); 25 Grade B- buildings with 52,700sqm (67%) and 4 Grade C buildings with 2,400sqm (3%). Three out of the four Grade C offices have planning permission for conversion to residential or retail use.

2.34 There is a vacancy level of 16%, which is similar to the vacancy rate in the City. In August 2003, the vacancy rate in Kingston was 12%, which was broadly in line with other South London centres. Rents in the town centre range from £10 per square foot to £23.33 per square foot, with an average rental level of £17 per square foot.

2.35 The main issues are: the amount of vacant office space in the south-east; the lack of high quality offices in Kingston, which makes it difficult to attract new businesses, and current rental levels, which make office development an unattractive option.

Housing

2.36 There has been a significant increase in the amount of housing in the town centre, as summarised in Table 1 and set out in Background Paper 8.

TABLE 1 : HOUSING IN THE TOWN CENTRE

Category	Total Number of Dwellings	Total Affordable Housing
1. Pre-1985 stock	200	0
2. Completed 1985-05	1120	48
3. Under construction	467	117
4. Sites with Plg Perm.	262	39
5. Current plg applics.	401	143
Total	2450	347

2.37 Over the last 20 years, over 1100 new homes have been completed, with 4 major schemes providing over 700 homes. The Royal Quarter development, which is nearing completion, will provide a further 448 flats. Seven sites have planning permission which could provide 262 homes and three planning applications for sites in north Kingston would provide a further 400 homes.

2.38 The main issue with housing is high prices. As one of the most desirable boroughs in London, property prices and rents are high and this creates a disparity between the good availability of employment and poor availability of affordable housing. This results in large numbers of workers commuting in from lower cost housing areas, mainly in south west London and north east Surrey and at the same time, large numbers of residents commuting out to well paid jobs in central London.

2.39 There is an identified need for affordable homes and planning policies require a proportion of affordable housing (30-50%) to be provided as part of new housing development, for schemes of 10 or more units. For large sites, the target is 50% affordable housing. To date, 48 affordable housing flats have been provided on two sites in the town centre. Sites under construction and with planning permission, will provide a further 156 affordable housing flats.

2.40 In line with current planning policies, housing will be an important element in most mixed-use, multi-storey developments in the town centre. However, concerns have been raised about the increasing heights and densities of residential buildings and the lack of amenity space.



Arts, Culture, Leisure, Entertainment and Community Facilities

2.41 There is an increasing range of attractions, including the Rotunda with its 14 screen cinema and bowling; the prospect of the Rose Theatre, which is awaiting fitting-out; plus clubs, pubs, café/bars, restaurants and health and fitness clubs. They are located outside the prime shopping area, especially along the riverside and the High Street. There is also the Working Mens' Institute; the Kingfisher Leisure centre; Kingston College Sports Hall; sailing clubs and the Sea Cadets.

2.42 Arts and cultural facilities include: Kingston Library, Kingston Museum & Art Gallery; the Penny School Gallery; the 'Toilet' Gallery; Kingston College Theatre, Kingston University facilities and All Saint's Church, also used as a venue for performance music. Kingston Library is in Wheatfield Way away from the main core of the centre, in a Listed building, which fails to meet modern needs.

2.43 There are religious and community meeting facilities for a wide range of organisations in the town centre's 5 churches, the Friends Meeting House, the Guildhall and the Market House. Just outside the town centre, Tiffin Boys' School has newly completed facilities and Kingston Grammar School has the

Lovekyn Chapel, plus new performing arts facilities due to be completed in 2005.

2.44 There is a need to further diversify the range of complementary evening attractions, to appeal to a wider range of age and social groups. In common with many town and city centres, there are concerns about the number and capacity of licensed premises (bars, pubs and nightclubs), and the impact of the large numbers of young people attracted into the town centre in the evenings and late at night, which can result in disturbance and anti-social behaviour at pub and club closing times.

2.45 The new Uses Classes Order (April 2005) differentiates between Class A3 Restaurants and Cafes and Class A4 Drinking Establishments (Public Houses, Wine Bars and other Drinking Establishments), identifies nightclubs separately, and gives local planning authorities more control over these uses.

2.46 Improving late night transport is also an issue, although all night bus services have been improved. The Council is working with rail service providers to improve evening facilities at Kingston station and late night rail services and with partners to provide night-time taxi and mini-cab facilities. These issues are also being looked at as part of the After Dark Strategy.



Health and Social Care

- 2.47 Kingston Hospital, serving around 320,000 people, is about a mile north east of the town centre and provides a full range of services. It has a programme of continual development and upgrading.
- 2.48 The town centre includes some local healthcare facilities, including at Kaleidoscope in Cromwell Road. The increasing population of the town centre, especially in north Kingston, has put a strain on GP services and an enlarged replacement GP surgery is planned as part of mixed use redevelopment in Skerne Road.

Higher and Further Education

- 2.49 Kingston is a higher and further education centre with the University in Penryhn Road and the College in Kingston Hall Road, with an Annex in Richmond Road. The University has 17,500 students (14,000 full and 3,500 part time) with 1,800 staff and the College has 7,000 students (3,500 full and 3,500 part time) and 700 staff.



- 2.50 Both are major contributors to the local economy, in terms of education, training, employment, and spending. They are major employers, providing over 2,500 jobs and the students that they educate and train contribute a range of valuable skills and provide key workers in healthcare and teaching. Students are increasingly working as flexible part time employees in local retail, catering and leisure businesses, thus helping to reduce labour shortages in these sectors. The University's enterprise exchange provides a portfolio of programmes that offer technical expertise and training support to local businesses.
- 2.51 Both establishments have expanded and upgraded their facilities significantly over the past 10 years and further improvements are planned, including expansion of teaching, administrative and student residential accommodation. The University are in the process of acquiring Surrey County Hall and the College hope to provide a new arts and media centre at their Richmond Road annex. The issue is the scope for further expansion and the need to minimise impact on surrounding residential areas. Further details are set out in Background Paper 9.

ENVIRONMENTAL QUALITY

Overview

- 2.52 Whilst the town centre overall has an attractive character, with some high quality buildings and spaces, it lacks a feeling of cohesive quality, with areas of high quality historic environment and contemporary development interspersed with areas of poor environmental quality. Some parts of the town centre have a very mixed or undistinguished character, others have great unrealised potential; are affected by proximity to busy roads or just require environmental improvements. Gateways into the town centre on all approaches

are poor and fail to reflect the centre's status and to enhance its identity. The quality of public spaces and pedestrian routes varies greatly. In summary, the town centre fails to capitalise on its physical assets, most notably, in terms of the quality of its historic core and its riverside location.

- 2.53 There is considerable potential to reinforce the town's positive qualities and to improve the character of the poorer parts of the centre and its gateways, in terms of built form and environmental quality, to establish a positive identity for these areas and distinctive gateways and to bring them up to the standard of the best parts of the town centre, in essence 'preserving the best and improving the rest'. The Action Plan will establish key design principles providing guidance on enhancing the ten character areas and the Preferred Options identify key environmental improvements.

Historic Environment

- 2.54 Kingston has a rich heritage, Plan 7 shows the designations of conservation areas, listed buildings, Scheduled Ancient Monument & Buildings of Townscape Merit.

Conservation Areas

- 2.55 The Old Town Conservation Area, designated in 1971, retains its medieval street plan, including the pedestrian passages to the river, the Market Place and the Apple Market, and contains a number of listed buildings and BTM's (Plan 8). There have been significant enhancements recently with the Charter Quay development, improvements to the Market Place, the Market House, the Apple Market and the riverside walk. A Character Appraisal was completed by consultants Nathaniel Lichfield in October 2003. Draft guidance identifying potential enhancements and a public realm study to guide



improvements to public spaces are nearing completion. A synopsis of this work is set out in Background Paper 10.

- 2.56 The southern part of the Riverside North Conservation Area (designated in 2003) is within the town centre and a range of proposals are under consideration.
- 2.57 To the south and east of the town centre, are the Riverside South, Grove Crescent and Fairfield/Knights Park Conservation Areas, which are mainly Victorian suburbs, which establish clear boundaries to the town centre.

Listed Buildings

- 2.58 The town centre has one Scheduled Ancient Monument - the Clattern Bridge and 46 listed buildings, including 2 Grade 1 and 5 Grade 11* listed, with a concentration in the Old Town Conservation Area. The listed buildings have generally been in full use and well maintained. Some have experienced significant changes, including the former Bentall's Depository which is now a multi-plex cinema and part of the Rotunda leisure development. Planning permission has recently been granted





PLAN 8
Old Town Conservation Area
Built Heritage Analysis

- Key
- Conservation Area Boundary
 - Character Areas
- 6 Historic Core
 - 7 High Street
 - 9 Riverside South
- Listed Building
 - Building of Townscape Merit
 - Positive
 - Neutral
 - Detractor
 - Shopfronts of merit & quality groundfloor frontages

for the refurbishment of the rear of the old Post Office and temporary use as exhibition space and Surrey County Hall is set to become part of Kingston University.

Buildings of Townscape Merit

2.59 There are 67 BTM's, which we seek to protect, although there is no statutory control over demolition. Six BTM's have been lost in recent years and planning permission has been granted for the redevelopment of the Friends' Meeting House in Eden Street.

Archaeology

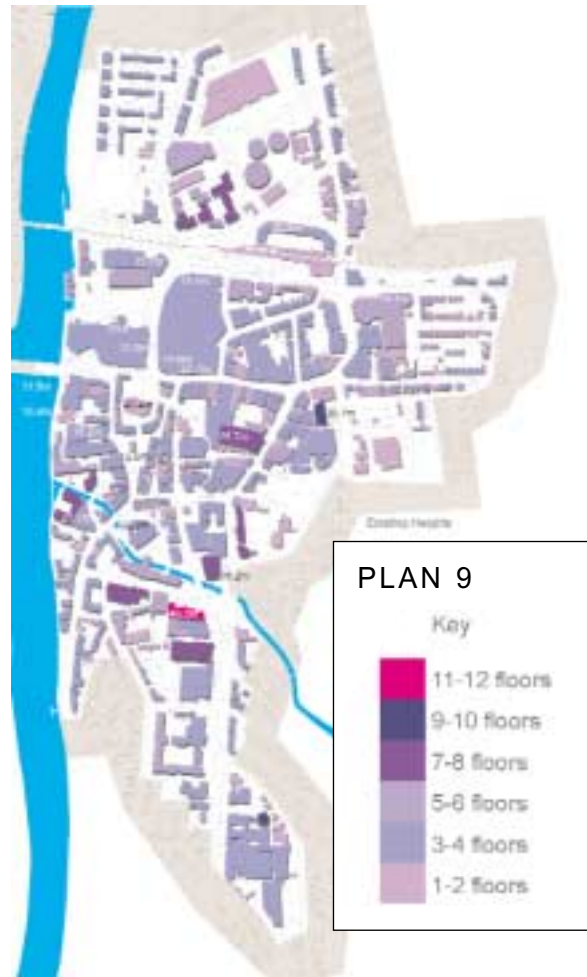
2.60 The town centre is within an Area of Archaeological Significance and the redevelopment of all sites is subject to site evaluation and conditions covering archaeological protection, based on advice provided by English Heritage.

2.61 There have been many significant reports on the findings of excavations at sites including John Lewis, Rotunda and Kingston Bridge, which add greatly to knowledge about the historical development of the town. The Kingston Bridge remains and undercroft in the basement of the John Lewis store are an example of remains rescued during redevelopment.

2.62 There is no strategic overview of these archaeological findings and the preparation of a strategy is being considered. This would pull together the findings from site investigations, to help guide the form of future development and identify sites with potential for on site preservation of archaeological remains.

Conclusion on Historic Environment

2.63 This Area Action Plan offers opportunities to build upon Kingston's rich heritage and to progress conservation area enhancements; work on Listed Buildings to define and consider their setting; a re-survey of BTM's to assist in considering



development and enhancement proposals and work to identify new areas of local character, with concentrations of BTM's or listed buildings.

Built Form

2.64 Although the centre has a strong heritage, there are few contemporary buildings of significant quality. Vacant and underused sites have a detrimental impact on the overall image and character of the centre and dead inactive frontages make parts of the centre feel inhospitable and underused.

2.65 Plan 9 shows building heights, with the tallest building being the 12 storey Kingston College. Other tall buildings include Lever House and International House.



2.66 An issue for the future is the scale, height, massing and location of new buildings, and the need to ensure high quality development, which relates well to its surroundings and enhances Kingston's character. There are opportunities to introduce landmark buildings, which together with views, can reinforce local distinctiveness and identity and aid orientation.

Public Realm

2.67 Overall, the public realm, that is spaces between buildings, their nature, use and appearance, fails to establish a strong identity for the town centre, based on high quality public spaces and routes. A clear message from earlier stages of K+20 and the retail surveys was the need to improve the quality of the environment, with cleaner streets and better street furniture. Under the Kingston First Business Improvement District (BID), the first in the country, which commenced in January 2005, a



number of improvements are underway. The Council is also progressing key environmental improvements, including Castle Street and Memorial Square.

2.68 With the pedestrianisation in the early 1980s, themed sets of materials and colours were adopted for the public realm, for paving and street furniture. In the intervening years, this has been forgotten and public spaces have acquired a cluttered and unco-ordinated appearance. To address this, a Public Realm Strategy has been commissioned, to identify a 'palette' of materials to be used for paving, lighting and street furniture to achieve a co-ordinated high quality streetscape.

2.69 The Market Place, the largest public space and a popular sitting out area, is being improved by the Council under the 'Gold Zone' initiative. It has new lighting, litter bins, seating, landscaping, an enhanced cleaning regime and parking restrictions, together with events and specialist markets to attract more visitors and market trade. The Shrubsole statue is being enhanced and a fountain is due to be installed. There are opportunities for further improvements, in particular to the paving and the market stalls.

Public Art

2.70 The town centre has public artworks, which add interest and identity. A series of works were commissioned when the relief road was built in the late 1980's, including the 'Tumbling Telephone Boxes' and the 'wavy wall' in Wheatfield Way. At Charter Quay, a sculpture was commissioned for the Piazza and a mural detailing Kingston's history was erected in Shrubsole Passage by the Kingston Society. More recently, Save the World Club have completed community mosaics outside Kingston Station, in Castle Street, Skerne Road and Canbury Passage.

Trees and Landscaping

2.71 Trees and landscaping are very important as they help to soften the hard urban townscape, improving the visual appearance of the centre and helping with bio-diversity and air quality management. The distribution of trees can be picked out on the aerial photograph. There are opportunities for imaginative approaches to new planting, to enhance the character of the centre.

Pedestrian Environment, Routes and Connections

2.72 The approaches to the town centre on all routes and the routes from arrival points: from Kingston Station, bus stations and interceptor car parks are generally poor. Such deficiencies do not present a positive image for the centre or reflect its status and improvements are needed. The Council has had some success with its policy of greening approach routes, for example tree planting in London Road.

2.73 The relief road and the railway act as barriers to pedestrian and cycle movement. Although there are an adequate number of controlled crossings of the relief road, which are continually being improved, there are opportunities to further improve the quality and convenience of the crossings. Ease of movement across the town centre between important nodes and destinations could also be improved.

Riverside

2.74 The riverside is one of Kingston's strengths, enjoyed by many visitors. Much of the centre's 1250m stretch of riverside is within the Old Town Conservation Area or the newly designated Riverside North Conservation Area (Plan 10). The



riverside is also within the Thames Policy area and the London Plan's Blue Ribbon Network. The riverside north of Kingston Bridge is part of the Thames Path National Trail.

2.75 The borough is a founder member of the Thames Landscape Strategy (TLS), a partnership organisation formed in 1994 that seeks to promote and co-ordinate policies and projects to protect and enhance the use of the river and the riverside (Kew to Hampton stretch). Notable improvements have been the completion of the riverside walk and the Charter Quay development, linking the riverside and the Market Place, and providing housing, riverside cafe/bars, restaurants and a piazza.

2.76 The environment of the riverside and the riverside walk is of variable quality. There is considerable unrealised potential and opportunities for environmental improvements, new facilities and attractions; and improved links to the riverside, to promote and increase the use of the river and riverside.

2.77 Current initiatives with partners to ensure a co-ordinated, comprehensive approach to riverside improvements include: survey work; an audit of sites and ownership; and identifying issues, potential projects and funding sources. The Environment Agency has recently prepared a draft Waterway Plan for consultation, which aims to promote the use of the river and the riverside.



Natural Environment and Ecology

- 2.78 The bankside and shoreline of the River Thames are no longer natural due to urbanisation. In most places there are steep walls, which affect the potential for wildlife. Whilst large-scale river rehabilitation is not feasible, there are opportunities to improve the natural environment to encourage wildlife and plants, for example in Canbury Gardens and at Horsefair Quay, the backwater by the Slug and Lettuce.
- 2.79 The Hogsmill River passes through the town centre to join the Thames at Charter Quay in an insensitive vertical channel, bordered by high buildings.

There are opportunities to improve the ecology, but these are constrained by the river having a constantly changing speed of flow, depth and water quality, due to the influence of the upstream Hogsmill Sewage Treatment Works and to the natural response to rainfall. During settled conditions, the Hogsmill is a shallow gravel ripple and after heavy rainfall it is deep and fast flowing. Large numbers of waterfowl, particularly Canada Geese and swans, fed by passers-by, discourage other native bird species, reducing vegetation and the ecological value of the river.

- 2.80 The Charter Quay development created new habitats by providing a wetland with bays, a backwater and floating reed beds in the river channel. However, there are on-going problems in establishing the wetland and reed beds successfully.

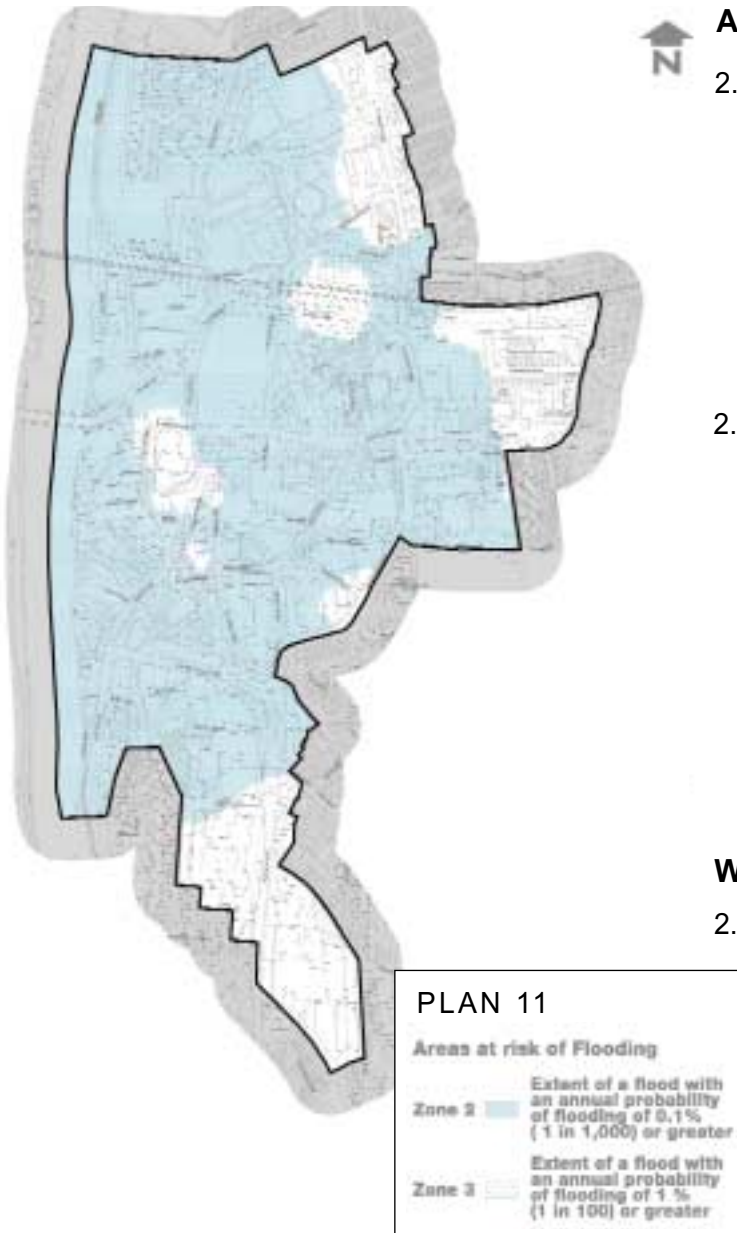
Inclusive Design

- 2.81 Visitors can be excluded from facilities and activities through poor design. Principles of inclusive design will be applied to all buildings and spaces so they are accessible to all users. New developments should meet the highest standards of accessibility and inclusion and proposals require Access Statements.

Sustainability

- 2.82 There are opportunities to improve sustainability and the balance with nature in new developments. These include: building in environmentally responsible ways, using energy efficient designs, sustainable construction methods and materials, making use of orientation, passive solar gain and planting trees to improve the micro climate and potential habitats for wildlife. The Council has published guidance on Sustainable Construction and development proposals now require Sustainability Statements.

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Flood Risk

2.83 Most of the town centre is at risk from flooding, as shown on Plan 11, being within the Environment Agency Zone 2 (1 in 1,000 year flood risk) and Zone 3 (1 in 100 year flood risk). Planning applications within these Zones 2 and 3 now require flood risk assessments. The Council is considering commissioning consultants to prepare an overview flood risk assessment of the town centre, to assist in formulating planning policies for this Area Action Plan and assessing development proposals.

Air Quality

- 2.84 The main factor affecting air quality is road vehicle exhaust emissions. Generally air quality has improved since the early 1990s, despite the increase in vehicles on the road, due to the progressive lowering of permitted levels of emissions from new vehicles, the testing of older vehicle and cleaner fuels.
- 2.85 As levels of some air pollutants are likely to exceed permitted levels, the whole Borough was declared an Air Quality Management Area and an Air Quality Action Plan was adopted by the Council in 2004. This includes measures to reduce road vehicle emissions, including a commitment to play a full part in a London wide Low Emission Zone (LEZ) once that becomes operational.

Waste

- 2.86 Town centre activities generate large amounts of waste. In the past, facilities for waste management were designed for maximum efficiency in the use of space and in the collection of waste at a time when landfill was often the preferred route for waste disposal. This has affected the separation of waste to maximise recycling, reuse, and composting, as space for waste equipment eg balers, storage, or treatment of organic waste, is at a premium. However, there is significant separation of some wastes eg cardboard, by some commercial enterprises.
- 2.87 Recent legislation places responsibilities on waste producers and local authorities to find new ways to manage biodegradable waste and increase recycling.

Contamination

2.88 A number of sites with a history of industrial use have been 'cleaned up' prior to redevelopment, following detailed site investigations and the submission of proposals for soil and ground water remediation.

TRANSPORT AND ACCESS

Overview

2.89 Transport issues are key to the future prosperity of the town centre. There is significant linkage between all the transport issues - traffic circulation, public transport, parking, pedestrian circulation and cycling, which need to be treated as part of a wider transport strategy.

2.90 The town centre is at the hub of a series of transport networks, ranging from rail and road, to the more flexible network of bus services, cycle and pedestrian routes. Key factors, which set the context for transport and affect the way people can access the town are set out below:

- the rail network runs east-west through the town centre, which limits rail access
- the combination of a river crossing & status as a metropolitan town centre mean that Kingston attracts high levels of traffic & has high levels of through traffic
- seven main roads converge in the town centre and so any congestion there can spread rapidly across the road network
- unnecessary congestion on the relief road at times arises from cars queuing to access popular car parks, having driven past other car parks with spaces
- the town centre is the hub of a

comprehensive network of bus services, with 140 buses arriving in the peak hour

- bus services, including night buses have improved significantly and bus use during the day has risen by 18% since 1999 and on night services 160%
- the main shortfall in public transport accessibility is from the south and west, especially from Surrey districts, as a consequence, there is heavy reliance on the car for trips from these areas
- public transport links to some significant destinations such as Heathrow Airport are relatively slow given the distance involved.
- walking and cycling are already important means of transport for local journeys
- the Mayor of London's Transport Strategy expects the car to remain the most popular mode of travel in outer London for the foreseeable future
- National, London and local planning policy encourages new residential and commercial developments to be less dependent on access by car.

Traffic Circulation and Road Network (Plans 12 & 13)

2.91 There are seven major approach roads, including Kingston Bridge, which link into the town centre relief road. About 64,000 vehicles enter Kingston daily 7am-7pm. The highest flow is over Kingston Bridge, with 27% of traffic; 15% is from Kingston Hill; 14% from Cambridge Road; 13% from Penrhyn Road; 11% from both High Street and Richmond Road and 10% from Coombe Road. Traffic flows have declined from 67,000 vehicles per 12-hour day in 1999 to 64,000 in 2004.

2.92 The road network has to serve the dual

PLAN 12

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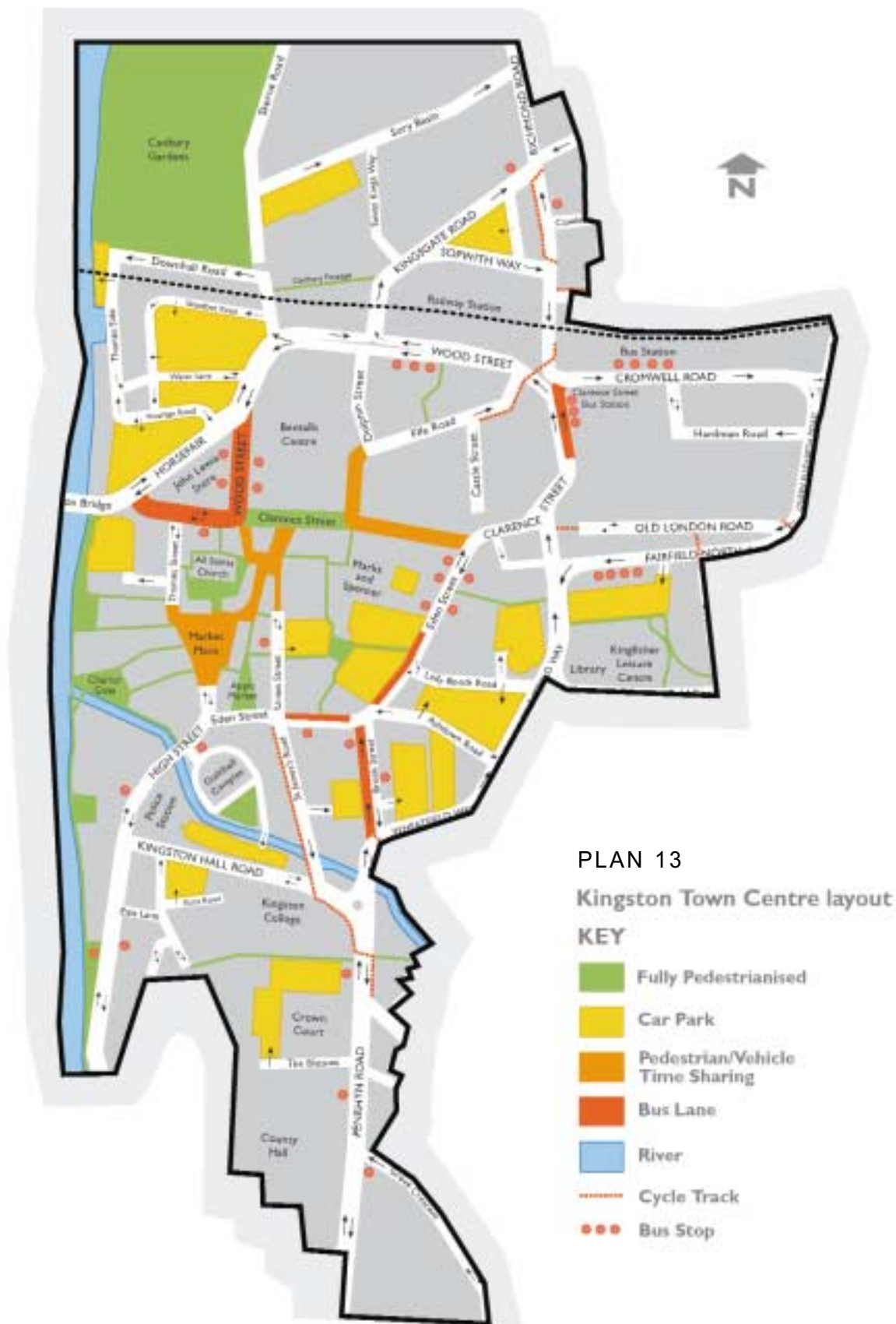


function of allowing through traffic to flow as efficiently as possible and allowing local traffic to circulate conveniently and access car parks, on-street parking and delivery bays. There is a significant level of through traffic related to Kingston's location and the presence of Kingston Bridge, which carries about 35,000 vehicles daily. About two-thirds of traffic is estimated to be through traffic during the week and about half at weekends.

- 2.93 The relief road system, which includes some one-way circulation, was designed as the most efficient way to cater for through traffic, whilst maintaining good local access. Although it makes some journeys longer and difficult to sign, its net effect is beneficial, compared to the congestion before the relief road was built.
- 2.94 Congestion is a concern, especially to shoppers and businesses, but it would

be wrong to overstate the scale of the problem. When congestion occurs, it is mainly in the morning and evening peak hours, between 7-9am and 4-6pm, with traffic relatively free-flowing for the rest of the time. Congestion also occurs on many Saturdays and Sundays, and throughout the Christmas shopping period. Some congestion is due to cars queuing to access popular car parks.

- 2.95 The main issue is whether there are any alterations to the existing road system or to traffic management arrangements which could result in benefits, for example, by reducing traffic speeds, improving pedestrian and cycle routes and safety, and allowing more pedestrianisation. The relatively narrow main road approaches to the town centre restrict opportunities to provide dedicated public transport lanes without adverse impact on other traffic. Any alterations to the road layout, for example, to revert to two-way traffic on certain sections of the relief road, would have an impact on road capacity and crossings for pedestrians and cyclists.
- 2.96 In the earlier stages of K+20, options involving tunnelling traffic were considered, especially where the relief road passes Kingston Station. Whilst this would allow pedestrian improvements, major disadvantages such as: major disturbance to utilities under the road; very high costs; high level of disruption during construction and the adverse impact of tunnel ramps etc on frontage properties and the street scene, were considered to outweigh the benefits.
- 2.97 Alternative ways of improving the route across the relief road from Kingston station have also been considered, including grade separation, with high level walkways and escalators. Whilst this has some potential, there are also adverse implications, in terms of accessibility, inclusive design, aesthetics,



PLAN 13

Kingston Town Centre layout

KEY

- Fully Pedestrianised
- Car Park
- Pedestrian/Vehicle Time Sharing
- Bus Lane
- River
- Cycle Track
- Bus Stop

space required, difficult levels/gradients, isolation of uses and frontages and impact on the streetscene.

- 2.98 The application of road pricing or congestion charging would result in traffic reduction, but would also deter car-borne visitors and businesses, resulting in adverse impact on the local economy.
- 2.99 There is some potential to improve traffic circulation by reviewing signing and information to try to minimise journey lengths. This would involve improving the car park Variable Message Signing to make better use of car parks and reduce queuing and introducing a variable message advanced traffic information system, remote from the town centre to give traffic a chance to divert at times of traffic incidents.

Parking

- 2.100 Because the town centre is such an important transport hub, the parking strategy is a key element of the integrated transport and planning strategy for the borough and this Action Plan for the town centre.
- 2.101 Over the past 20 years, the parking strategy has been to provide large public car parks around the edge of the town centre, to intercept traffic on the approach roads and minimise traffic on the relief road system. Four car parks with 2,500 spaces have been provided in this way using commuted parking contributions from town centre developments. In 1997, due to the shift in transport policy and with the Seven Kings car park planned, the Council moved away from seeking commuted sums for more parking to a policy of investing in sustainable forms of transport; access and environmental improvements and improvements to existing car parks.



- 2.102 The amount of parking required to serve the town centre is dependent upon a number of factors including levels of development, the capacity of the road network, public transport and ease of pedestrian and cycle access. Based on these factors, a target of 7,000 public parking spaces was adopted for the town centre in 1990.

- 2.103 In 2003, as part of K+20, the Council commissioned consultants Steer Davies and Gleave (SDG) to undertake a Parking Study of the town centre and to make recommendations on an appropriate strategy for the future.

- 2.104 In September 2004, there were 7069 spaces in 21 car parks, see Plan 13:
- 3051 in 4 shoppers car parks
 - 2558 in 4 multi-storey 'interceptor' car parks
 - 852 in 4 private car parks
 - 465 in 5 surface car parks and
 - 143 in 4 other small car parks
- There are also 314 on-street Council controlled parking bays, 1395 private non-residential off-street parking spaces, 46 designated on-street parking bays for disabled persons and 5 coach bays. In early 2005, Bentalls B car park (600 spaces) closed for reconstruction and is due to re-open in 2006.

- 2.105 An estimated 14,400 vehicles park in the town centre each weekday and

18,700 on Saturdays. The Parking Study found that for most of the year, the overall capacity of the car parks is more than adequate to satisfy demand as a whole, though the most popular car parks - John Lewis, Bentall's and to a lesser extent Eden Walk, are often full for parts of the day and experience queues during peak shopping hours or busy weekends, whilst other car parks (Bittoms, Drapers and Cattle Market) have many unused spaces. During the Christmas and New Year period (November to January), demand for parking regularly exceeds supply and results in queuing.

2.106 The most important factor affecting parking (outside the Christmas period) is the location of major shopping attractions John Lewis and The Bentall Centre and their car parks, close together and in the same part of the town centre, sharing the same access road and motorists' desire to park in these car parks almost irrespective of the direction they approach the town centre from. SDG found that many motorists approaching from the north, east and south are driving past their nearest interceptor car park.

2.107 The three top factors that influence where visitors park are: proximity to destination, habit and price. The popularity of Bentall's and John Lewis car parks is related to their clear naming association, proximity and ease of direct access to major shops, below average charges and the established habits formed by many motorists.

2.108 The SDG Study concluded that more efficient use should be made of existing parking facilities and that no increase in off-street parking capacity from 7,000 spaces is required, based on the observed situation that for most of the year, demand for parking is lower than available capacity and the premise that more parking could cause congestion.

2.109 The SDG study recommended a number of measures including:-

- better marketing of parking information to increase use of interceptor car parks
- re-balancing the location and distribution of parking and parking demand across the town centre by providing good quality, less fragmented, replacement parking and attractions in the south-east part of the town centre to create a better match between the main attractions and car parking
- use of pricing to influence choice of parking
- better signing and simpler naming of car parks
- improved variable message signs

2.110 Following on from the SDG Study, the Council prepared and consulted on a Parking Strategy, which was adopted in February 2005. This opts for a central figure of 7,000 spaces for the future, with flexibility to vary this total by 700 spaces (plus or minus) in order to retain scope to respond to different development scenarios. Additional reasons for the flexibility are uncertainty about behaviour, for instance, to what extent additional travel demand can be accommodated by modal shift away from the car to other forms of transport. Also the extent to which new facilities may result in visitors staying longer in Kingston, parking for longer periods and effectively increasing parking demand or the extent to which visitors can be persuaded to use less popular car parks.

2.111 Key elements of the Parking Strategy, which aims to make the best use of car parking and to manage parking to support wider transport strategy, are:

- To develop with partners measures to publicise the convenience of the under-used car parks, including a signing and naming strategy and giving priority to delivering a reliable

- and influential Variable Message System
- To liaise with other operators on car park pricing, including reviewing opening and charging hours and tariffs
 - To establish whether there is enough unused capacity in some Controlled Parking Zones to justify modifying the rules on business parking permits
 - To develop a clear hierarchy of user priority for on-street spaces and ensure generous parking provision for blue badge holders at convenient locations
 - To assess the practical and financial implications of short year RBK season tickets and to work with other car park operators to influence their policies on season tickets and to rationalise all-day parking charges.

Further details of the Parking Study and the adopted Parking Strategy are set out in Background Paper 12.

Controlled Parking Zones

2.112 The spread of controlled parking zones (CPZs) in and around the town centre has been raised as an issue by a number of town centre businesses. Whilst the zones are welcomed by local residents, as roads are now free of commuter, employee and shopper parking, the CPZs have reduced the supply of free on-street parking for non-residents, including town centre workers. Employers are concerned about the effect on staff recruitment and retention. One beneficial effect of the CPZs is to encourage people to switch from the car to other forms of transport.

Integration of Parking and Wider Transport/Land Use Strategy

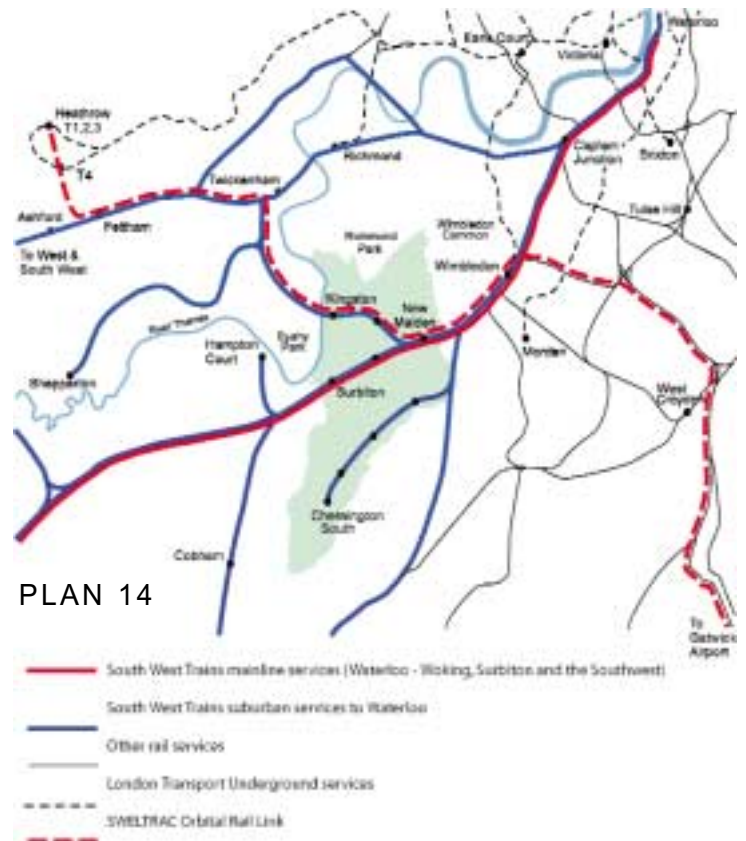
2.113 The car is expected to remain the most popular mode of travel

in outer London for the foreseeable future. A fully developed Park and Ride system and other public transport rapid transit possibilities could contribute to parking strategy by encouraging modal shift. The Christmas Park and Ride initiative, from Chessington World of Adventures to the town centre, which began in 1992, now carries over 50,000 return trips over 10 weeks, removing about 30,000 cars from the A243 and Kingston. Implementing permanent park and ride sites, effectively shifting some spaces, particularly long-stay parking, out of the centre would also help.

Public Transport

Rail Services (Plan 14)

2.114 Kingston station is served by the Waterloo to Richmond loop line and the Waterloo to Shepperton line, with both services operating on a half hour frequency and providing rail access





from the east via Wimbledon and from the west and north-west, via Teddington and Twickenham. Travel data shows that around 7,200 passengers enter Kingston Station daily. Rail travel has an estimated 19% share of travel to work for borough residents, but only a 7% share of travel to Kingston.

2.115 The Council has limited control over rail provision and therefore concentrates on two main areas that can affect rail services. These are access to stations and lobbying for better services and facilities, including staffing, security and information.

2.116 The quality of Kingston station is currently the least satisfactory of the borough's 10 stations relative to its usage. The Council is working with South West Trains, Network Rail and Transport for London to improve Kingston station and rail services. It recently achieved improved evening rail frequencies and is working to secure later opening of the station concourse in the evenings, to serve visitors to the cultural and leisure attractions.

2.117 A permanent park and ride facility into Kingston has long been favoured as a means to promote modal shift among travellers from a car dominated catchment to the south and west of the town centre, which is poorly served by public transport. The Council view Kempton Park racecourse as a suitable

site, using the existing station and the Shepperton to Kingston line, however the project relies on co-operation from other partners.

Buses (Plans 15 & 16)

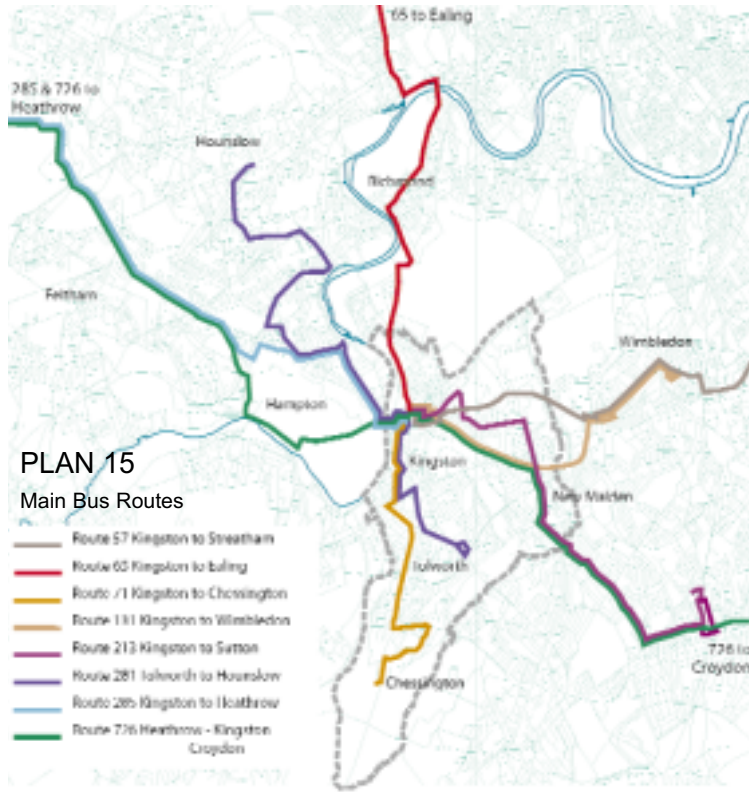
2.118 Buses are a very popular and important means of transport to the town centre, partly due to the limited rail access. Transport for London's London Buses provide a comprehensive and frequent bus network with 19 day routes and 6 night services.

2.119 Since 1999, bus use into Kingston has grown by: 18% on day services; 31% on Sundays and 160% on night services, due to improved buses and services and convenient access to and from bus stops to shops, e.g. in Eden St & Wood St. Most routes start or end in Kingston from the Fairfield or Cromwell Road bus stations. About 23,500 people use the bus to visit Kingston each weekday (40% from the east; 29% from the south, 22% from the west & 9% from the north). In the morning and evening peaks there are 140 buses per hour each way and between 7.00am and 11.30pm there are 1,800 buses each way.

2.120 Eden St is very busy with around 12,000 passengers getting on or off buses each weekday. Due to the limited pavement width and the popularity of Eden St, passengers waiting for buses conflict with other pedestrians. There is also bus congestion due to the limited road width and kerb space for the various services.

2.121 On most bus corridors into Kingston, there is spare capacity even in peak hours. Only the services using Kingston Road, between Kingston and New Malden, are near full capacity. In the evening, there can also be problems with low frequency southbound buses being crowded from Kingston to Surbiton station, which can cause

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problems for passengers travelling beyond Surbiton. Penrhyn Road is the busiest bus corridor with up to 44 buses per hour.

2.122 The Mayor's Transport Strategy seeks a 40% increase in bus services and bus use between 2001 and 2011. The main issue is how to accommodate this increase, retaining convenient access to bus stops with good quality waiting facilities, without the number of buses in sensitive streets becoming an environmental problem. Any relocation of bus stops away from the main activities could worsen bus access and reduce the attractiveness of the bus relative to the car. Bus occupancy and capacity figures suggest that there can be substantial growth in bus use without the number of buses rising significantly, especially if growth is outside the peak periods.

2.123 While generally, the town centre can cater for increased bus services and use, Eden Street is already very busy and changes, together with new facilities, will be needed to enable further expansion to take place. The facilities at the Fairfield bus station are also inadequate, with insufficient space for modern buses to stop and stand. There are opportunities to improve bus facilities as part of comprehensive redevelopment and to improve pedestrian links from the Fairfield and Cromwell Road bus stations, across the relief road to shops and to Kingston Station.

2.124 The relief road system involves some complex and lengthy routes for buses, which increases journey times. There may be opportunities to simplify bus routes and potential for additional contra-flow bus lanes to improve journey times.

2.125 There is an opportunity to promote rail plus bus services from Surbiton station

to Kingston town centre. This combination could offer a viable alternative to those who drive to Kingston from parts of Surrey which have direct rail connections to Surbiton. To be successful, this may require an express bus link. In the short term, the Council will work to publicise the interchange. Nine direct bus services run between the two points providing 30 or so buses each hour.

Potential for Rapid Transit

2.126 The Council commissioned a rapid transit feasibility study in 2003. This was unable to identify any feasible tram scheme on the corridors examined and the bus based rapid transit alternatives were too marginal financially to pursue. The Council has therefore been working with TfL's Bus Priority Unit to implement bus priority measures on the corridors studied. This will help increase public transport flows on these corridors and assist in gaining public acceptance of priority for public transport vehicles. For the future, if the flows increase significantly, there may be opportunities for conversion to a tram, trolley bus or guided bus.

Community Transport

2.127 For those unable to drive or use conventional public transport, the community transport sector is a lifeline making a vital contribution to improving social inclusion. The Council has a policy of direct provision and assisting voluntary sector providers and wants to see the use of community transport and its capacity increased. The Council funds and runs the Taxi Voucher Scheme; part funds a ShopMobility scheme from the Eden Walk Shopping Centre; and contributes to Dial a Ride.

Walking and Cycling

2.128 Levels of walking and cycling are dependent upon attitudes, social

PLAN 17

perceptions, the quality and environment of routes e.g. segregation from traffic, lighting, safety and fear of crime perceptions. Overall, the town centre offers a reasonable environment for walking and cycling, but it is important to make pedestrian and cycle routes as safe and attractive as possible, to further encourage walking and cycling.

Pedestrians (Plan 13)

2.129 The relief road has been identified as a barrier. This is an issue, since the relief road must be crossed by people walking or cycling to the centre, including those from Kingston Station, the Cromwell Road and Fairfield bus stations and from various car parks. The problem with the relief road crossings is the time spent waiting by a busy, noisy road. Additionally, some crossings are phased, requiring a wait to cross each carriageway.

2.130 The K+20 work has identified a desire for more pedestrianisation and separation of pedestrians, cyclists and traffic. A scheme for the pedestrianisation of Castle Street, with provision for cyclists is already underway.

2.131 Although the town centre is compact, pedestrian networks, on and off street should be convenient, well signed and safe. There is a particular need to improve: routes from bus stops, Kingston station and the interceptor car parks into the town centre; gateways and north-south routes across the town centre. Full account needs to be taken of wheelchair and other disability needs in the design and maintenance of pedestrian routes. This will also benefit



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other pedestrians, for example those with childrens' buggies. The walking strategy expects 10% more trips per person to be made on foot by 2015 than in 2001. Improvements to leisure routes are also important, including the Thames Path national trail, the riverside and the Hogsmill Walk.

Cycling

2.132 The town centre is at the hub of a network of strategic and local cycle routes (Plan 17). Continued enhancements to cycle routes and facilities will help increase cycle use and contribute to transport and health objectives. There are about 250 cycle stands in a range of convenient locations, however one of the biggest deterrents to cycling in Kingston is the risk of theft/damage to cycles.

2.133 In 2004, the Council commissioned a

Secure Cycle Parking Study to look at providing better cycle parking facilities and to develop a strategy for the centre. The recommendations of the study were accepted and a Secure Cycle Parking Strategy was adopted in September 2004, as set out in Background Paper 13. This included short and longer term measures. The main elements in the short term are: the implementation of secure cycle parking pilot projects in Wood Street and Old London Road and liaison with South West Trains and Network Rail to provide secure cycle parking at Kingston Station. The mid to long term aim is to provide a secure cycle parking facility with supervised cycle parking; showers and changing facilities; lockers for clothing and accessories; cycle hire; a retail/repair shop and information about cycling in the area.

2.134 Good quality off-street convenient cycle parking is required in new developments. There is also a need for a balanced approach to the issue of reconciling conflict between pedestrians and cyclists.

Taxis and Mini-Cabs

2.135 Improved provision is required to serve the evening economy and improve the dispersal of people from the town centre late at night, to help reduce disturbance and anti-social behaviour.

River Transport

2.136 River transport, which includes cruises to Hampton Court and Richmond is important in encouraging tourism.

Conclusions on Transport and Access

2.137 There are opportunities for a range of transport and access improvements, to ease traffic flows and congestion, make better use of parking capacity, and increase public transport use, walking and cycling.

3.0 KEY ISSUES TO BE ADDRESSED

3.1 Emerging from the wide-ranging analysis set out in Section 2 and the earlier K+20 work are a number of key issues which need to be addressed by the Area Action Plan. These are set out below.

3.2 The Appropriate Mix of Uses

- The scale and type of new retailing needed to maintain Kingston's metropolitan centre status and that can be accommodated without affecting other functions serving borough and local needs
- The extent of new housing capacity to be provided that is compatible with other activities, the balance between the competing needs of affordable, student and private housing and related demand for community facilities.
- The scope for diversifying the range of cultural, leisure and entertainment facilities to meet the needs of a wider cross-section of the community and to reduce anti-social behaviour in the evening and late at night.
- How much capacity and market demand is there for new office development; the scope to secure improvements to existing offices and to provide flexible workspace for studios and workshops, as well as office space, especially suited to creative industries start-ups and whether any poor quality office space should be redeveloped or used for housing or other uses
- The scope to accommodate further expansion of Kingston University and Kingston College

3.3 Environmental Quality

- How to accommodate new developments and facilities sensitively to maintain the vitality of the centre whilst preserving and enhancing its attractive character and



heritage, especially the Old Town Conservation Area and the riverside

- What additional facilities and improvements should be pursued to promote and enhance use of the river and the riverside and provide better links to the centre
- The need to promote high quality design and landscaping of new buildings, streets and public spaces, which respect the town's heritage
- Providing attractive routes into and through the centre with good quality signage, paving and street furniture.

3.4 Ensuring Good Access for All

- How much new development can be accommodated without adding to peak time congestion. This is dependent on the Council's success in encouraging use of more sustainable modes of transport.
- The scope for further increasing bus travel through better services and passenger waiting facilities, with new and improved bus stations to reduce

the dominance of buses in areas such as Eden Street.

- Whether to retain, increase or reduce the car parking level of around 7,000 spaces in an intensifying or expanding town centre and provide convenient and quality parking for disabled people and motorcyclists.
- How to achieve better use of interceptor car parks and parking capacity and achieve a more balanced distribution of quality parking to reduce demand for spaces in the John Lewis and the Bentall's car parks and thus reduce queuing and congestion
- Improvements to pedestrian routes, through high quality streets and spaces, well signed routes, especially from arrival points including the station, bus stops and car parks, and better crossings on the relief road.
- The scope for providing new transport facilities such as park-and-ride, rapid transit, better rail services and station, better bus services from Surrey, and secure cycle parking provision.
- Securing better night-time public transport and taxi services to assist the evening economy and reduce anti-social behaviour.

4.0 SPATIAL OBJECTIVES

- 4.1 The objective of the Area Action Plan is: “To accommodate sustainable growth and enhance the local economy, with new homes, shopping, leisure and cultural facilities, more jobs and improved access, whilst preserving and enhancing the environment and historic character, to ensure that Kingston remains a prosperous and attractive place, where people enjoy living, working, studying and visiting.”
- 4.2 This reflects wider key objectives for the borough and the local community, as well as the more strategic aims of national planning policy and the Mayor’s London Plan.

National Planning Policy - Planning Policy Statement 6: Planning for Town Centres, March 2005

- 4.3 The key objective of PPS6 is to promote the viability and vitality of town centres by:
- Planning for the growth and development of existing centres by promoting and enhancing them and by focusing development and a wide range of services there in a good environment which is accessible to all
- 4.4 The statement promotes the use of area action plans, alongside other initiatives, to actively plan for growth and manage change or conservation. It urges local authorities to identify the essential qualities of their town centres, to ensure that they continue to meet community needs by consolidating and building on their strengths and addressing associated key issues. These include providing a range of shopping, leisure and local services; improving accessibility; promoting social inclusion, economic growth, tourism, the efficient use of land, high quality and inclusive design, improvements to the public realm and open spaces and protecting heritage.

The London Plan: Spatial Development Strategy for Greater London 2004

- 4.5 In summary, key London Plan objectives are to:
- Accommodate growth without encroaching on open spaces
 - Make London a better place to live
 - Make London a more prosperous city with strong and diverse economic growth
 - Promote social inclusion and tackle deprivation and discrimination
 - Improve accessibility
 - Make London a more attractive, well designed and green city
- 4.6 Specifically, the London Plan:
- Classifies Kingston town centre as one of ten ‘Metropolitan Centres’. These are defined as areas with significant employment, service and leisure functions, typically with over 100,000 sqm of retail floor space. The Plan promotes the strategic importance of town centres in London in accommodating sustainable growth.
 - Defines the ‘Blue Ribbon Network’, setting out the strategic priorities for London’s waterways, including the Thames, which are: to protect and enhance the multi-functional nature of the network; to promote opportunities for sport, leisure and recreation; to encourage development and regeneration; to promote accessibility; to increase the use of water-borne transport and to protect and enhance biodiversity and landscape value.

The RBK Community Plan 2004

- 4.7 The key themes and objectives of the Community Plan are:
- A clean, safe and environmentally sustainable town centre
 - A centre of excellence for learning
 - A diversified and balanced economy
 - A regional entertainment and cultural centre



- A focus for tourism and recreation
- Well maintained, sustainable housing
- A sustainable transport system that is accessible to all

The RBK Policy Programme

4.8 The Council's Corporate Commitment is to help create the best opportunities, services and environment for the people of the borough. Six Strategic Aims guide the work of the Council :

- Working in Partnership
- Developing Education and Lifelong Learning
- Caring for the Environment
- Enhancing Quality of Life
- Putting People First
- Delivering Improvement

K+20 Kingston Town Centre Area Action Plan Spatial Objectives

4.9 The overall aim, as set out in para. 4.1, is accompanied by a series of associated objectives for different aspects of the Area Action Plan. These are based on the spatial analysis, the opportunities identified, the issues to be addressed and the responses to the earlier stages of K+20.

4.10 Character and Identity

- To preserve and enhance the 'best' and improve the 'rest'
- To promote and enhance the town centre's role as a key Metropolitan centre
- To protect and enhance the town's attractive character, respecting its historic environment and riverside; the

historic routes into the centre; and other areas of Victorian and 20th century development that retain their original fabric and character

- To promote the River Thames and raise its profile to encourage greater use of the river and the riverside for a wide range of activities, whilst respecting the natural environment

4.11 Land Uses, Local Economy and Housing

- To achieve a balanced mix of land uses
- To provide a range of new homes, including affordable & student housing
- To maintain a healthy & sustainable local economy with a wide range of jobs
- To maintain & enhance Kingston's position as a Metropolitan retailing centre
- To provide an enhanced range of cultural, leisure & entertainment facilities, including a new library (within the relief road), a quality hotel, restaurants, nightlife, the theatre, visual and performance arts to attract visitors of all ages
- To provide commercial space for businesses, including quality offices
- To develop tourism and creative industries to boost the local economy
- To provide for community uses, local services and healthcare facilities
- To ensure Kingston is a centre of excellence for learning, with Kingston University and Kingston College playing a central role

4.12 Environmental Quality

- To improve the quality of the environment; the public realm, landscaping & public spaces
- To maintain a clean, safe, environmentally sustainable town centre
- To promote high quality contemporary architecture in key locations, providing new landmarks to reinforce

the centre's identity and improve legibility

- To ensure appropriate building heights and scale for new development
- To protect and enhance the historic core's medieval street pattern
- To improve the gateways/approaches to the town centre
- To improve bio-diversity, including through ecological enhancements to the Thames and Hogsmill River
- To ensure sustainable and inclusive design in all new developments

4.13 Transport and Access

- To provide a sustainable transport system that is accessible to all
- To improve access to the town centre by all modes of transport
- To work with partners to improve the quality & convenience of public transport
- To maintain and enhance cycle routes & parking, including secure cycle parking and to increase the mode share of cycling from 3% in 2001 to 6% by 2011
- To improve pedestrian routes to, from and across the town, especially from points of arrival and leisure routes
- To ensure better integration of transport
- To minimise car use and journey lengths and encourage modal shift away from the car to public transport, cycling and walking
- To reduce congestion on the road network, whilst maintaining the number of people that visit and work in the town centre
- To reduce the impact of traffic on the environment & improve the safety of road users
- To make better use of parking capacity and improve the quality, distribution, signing and naming of car parks and the Variable Message Signing System
- To work with partners to improve rail access to Heathrow Airport

5.0 SPATIAL VISION - PREFERRED OPTIONS

5.1 The K+20 Vision for the town centre is set out below:

Mix of Uses

- Landmark new **shopping** facilities, focussed around Eden Walk and Ashdown Road (Plan 20 sites P1 & P2)
- Enhancements for the **markets** in the Market Place and at the Cattle Market
- High quality new **housing** up to 1500 flats- private, affordable & student housing
- New and refurbished **offices/business** space to attract new businesses and jobs, including a Centre for Creative Industries
- Enhanced range of leisure, arts, culture and entertainment facilities, including:
 - The Rose **Theatre**
 - More **restaurants**
 - a quality **hotel** with conference and banqueting facilities
 - New **library**
 - Extended **Museum & Gallery, with Local Studies Centre**
 - Good quality **exhibition and meeting space**
- Improved GP **healthcare facilities**
- **Kingston University** campus upgraded and extended into Surrey County Hall
- New facilities for **Kingston College** at their Richmond Road Annex

Environmental Quality and Historic Environment

- Enhancements to the Old Town and Riverside North Conservation Areas
- Former Post Office refurbished for exhibitions and a restaurant
- The Undercroft to John Lewis opened to the public to view the old Bridge remains
- High quality **new buildings** of appropriate scale and height
- Redevelopment of vacant and underused sites
- Linked improvements to streets and



- public spaces with art and tree planting
- **Gateways** to the town centre improved on all approach routes
- Enhancements to the **Riverside** to encourage river and land based activities
- **Ecological enhancements** to the Thames & Hogmill for wildlife and plants
- All development to minimise waste, maximise re-cycling, reduce flood risk & incorporate **sustainable design with access for everyone**

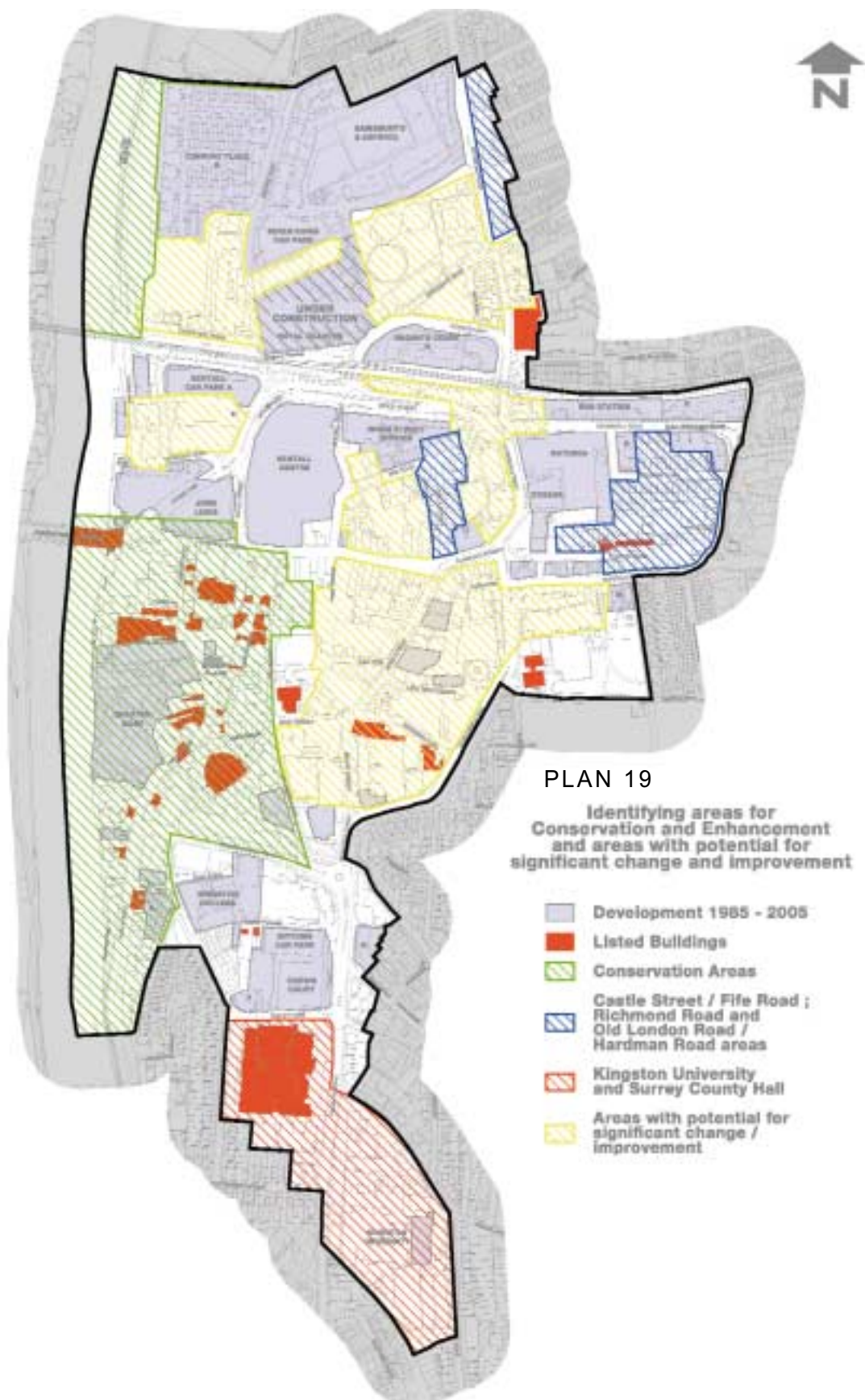
Transport and Access

- **Trains** - New or improved Kingston Station, with better rail services
- **Buses** - New bus station and enhanced Fairfield bus station to allow for increased bus use and relocation of buses from Eden Street

- **Integrated transport** - promotion of rail plus bus services via Surbiton Station to improve public transport access from the south and west
- Provision of permanent **Park & Ride** sites to improve access to Kingston
- **Pedestrians** - Better quality routes and connections, especially across the relief road, from arrival points, to and along the riverside
- **Cycling** - Improved routes and provision of high quality secure cycle parking
- **Parking** - Better use of parking with new replacement parking in south and east and improved signing and naming of car parks
- Improved **late night transport**, including provision for taxis/ mini-cabs
- Improved **community transport**

5.2 The Vision aims to enhance Kingston's strengths, especially the quality of its shopping and its attractive character and heritage and to address its weaknesses, providing a range of new facilities, transport, access and environmental improvements, providing for sustainable growth and new facilities sensitively. The Preferred Options need to plan to accommodate growth for the following reasons:-

- Kingston is one of 10 metropolitan town centres in London, which because of their transport links are good locations for major facilities such as shopping, entertainment and offices
- Retail studies show that there is need, demand and capacity within Kingston's catchment area for additional retail facilities over the next 10 years
- Failure to plan for growth could result in stagnation, with the town centre slipping further down the retail rankings, losing shoppers and failing to attract new investment; inappropriate development and pressure for out of town development
- As part of Greater London we need to



- identify sites to meet some of London's housing needs
- Work being undertaken by the Mayor suggests an employment growth rate of between 6% and 12% for South London as a whole by 2016. This growth is expected to be strong in sectors such as professional and business services, education, creative industries and tourism and Kingston is expected to play a significant part in providing for this employment growth.
- 5.3 Currently there are only 2 areas of vacant land, the southern part of the former Power Station site (allocated for a hotel in the UDP) and the Vicarage Road area (Plan 18). As town centre expansion is constrained by the river, adjoining residential areas and public open spaces, growth can only be accommodated through redevelopment and intensification. The Ashdown Road car park sites and the Canbury triangle car park site also have potential for comprehensive redevelopment to make better use of previously developed land and contribute to meeting town centre needs.
- 5.4 Preserving and enhancing the special character of Kingston is a very important part of the Area Action Plan. The following are identified as key parts of the town centre where the Preferred Option is conservation and enhancement:-
- the Old Town Conservation Area, with its historic core, riverside and High St
 - the Riverside North Conservation Area
 - areas with some special character, which may have listed and historic buildings, including Castle St; Old London Rd, the Cleaves Almshouses and adjoining housing and the Richmond Rd frontages (between Acre Road and Richmond Park Road)
- 5.5 The areas which have been redeveloped over the last 20 years, are assessed in the Preferred Options as having little or no development potential, with the exception of Bishops Palace House. Plan 19 shows the areas for conservation and enhancement and the areas of recent redevelopment. It identifies the parts of the town centre with potential for substantial change or improvement to accommodate new development or new uses. These areas are:
- the remaining sites in North Kingston, which have not been recently developed
 - the Northern riverfront including Vicarage Road
 - the Kingston Station Area
 - parts of the Eden Walk shopping centre (some of which is 40 years old) & the Ashdown Road car park sites
 - the Cattle Market Area
 - Kingston University & Surrey County Hall where there is potential for change to accommodate Kingston University expansion
- One additional area is Bishop's Palace House, which is within the Old Town Conservation Area. This is considered to have redevelopment potential to provide a better mix of uses, a high quality building and riverside walk and better links to the riverside to enhance the conservation area.
- 5.6 The Preferred Options Vision Key Diagram Plan 20 identifies the key areas for change, conservation and environmental improvements including to the town centre's approach routes and gateways.
- Preferred Options Development Objectives for the Character Areas**
- 5.7 Preferred Options Development Objectives for each of the 10 Character Areas (see Plan 4 on page 12) are set out in Schedule 1. It is important to recognise and reinforce the positive qualities of each of the character areas and to improve any negative aspects.



Schedule 1 - Preferred Options - Character Area Development Objectives

No	Area	Development Objectives/Preferred Options
1.&2.	Prime Shopping	<ul style="list-style-type: none"> • Landmark new shopping facilities (up to 50,000sqm gross), to the north and south of Clarence Street, as part of retail led mixed use development, in a 'streets and squares' approach, extending the retail area onto the Ashdown Road sites and integrating the new facilities with existing shops, with high quality new landmark buildings, retention of buildings with townscape merit, refurbishment of the listed former Post Office and providing:- residential (potential for up to 250 flats); restaurants and cafes; offices; a new library; community uses; car parking, including the removal of the Eden Walk car park and surface car parks and provision of a new multi-storey car park approx. 1000 spaces, a new public square, a bus station to enable the removal of buses from Eden Street; new and improved pedestrian routes and secure cycle parking • Environmental improvements to:- Clarence Street; Castle Street; Fife Road; Wood Street/Clarence Street between John Lewis & The Bentall Centre; & St James Square • Improvements to the area between Wheatfield Way and Eden Street including pedestrian routes, landscaping and servicing around Adams Walk, International House and Combined House and the Fairfield Car Park • St James' Square area - retail; A3 restaurants/cafes; offices; housing, including affordable and student housing, Use Class D2 Assembly and Leisure Uses; Nightclub and environmental improvements to St James' Square and improvements to the quality and appearance of buildings
3.	Eastern Approach	<ul style="list-style-type: none"> • Old London Road - environmental improvements, including surfacing, to enhance the appearance of the area, the pedestrian route into the town centre and to improve the vitality of shops, including antiques/curios and café/restaurant uses • Cattle Market car park - addition of decked parking levels above existing car park to provide up to 400 additional parking spaces, providing enhanced built edge to Fairfield Road, improved Fairfield bus station (better circulation and waiting space for buses and driver facilities), improved facilities for Monday market and housing • Improvements to the pedestrian route from the Cattle Market across the relief road to Weston Park and

No	Area	Development Objectives/Preferred Options
4.	Station Approaches	<ul style="list-style-type: none"> Adams Walk, both at grade and through bridge link Cultural and Leisure uses including:- improvements to Kingston Museum and Art Gallery to include a Local Studies Centre, extended into the former Library building, redevelopment of Childrens' library to enhance setting of listed building; improved Kingfisher community/leisure facility, Fairfield nursery site and enhanced open space and play area Improved Station or new Station with offices and housing, including student housing and improved pedestrian links across the relief road
5.	Riverside North	<ul style="list-style-type: none"> Hotel; housing, including affordable housing; A3 café/restaurant uses; small scale retail; replacement car parking and new public square on the riverside Environmental improvements to Thames-Side, (part of the Thames Path National Trail) and to the Thames Side car park, including better mooring facilities Improvements to the John Lewis undercroft to provide an interpretation centre, with public access to view the old bridge remains and re-use of the vacant riverside restaurant
6., 7. & 8.	Old Town Conservation Area:- Historic Core/ High Street & Riverside South	<ul style="list-style-type: none"> Continued enhancements to the Market Place, including to the surfacing and to the market stalls Environmental improvements to Kingston Parish Church; Memorial Square; Memorial Gardens; Harrow & Crown Passages, including surfacing & lighting; & Bath Passage Completion and opening of the Rose Theatre, to broaden the range of cultural attractions Redevelopment of Bishop's Palace House for housing, including affordable housing, replacement offices, car parking and A3/A4 café/restaurant/public house uses Riverside improvements for a range of river & land based activities, including improvements to the riverside walk; moorings; the links between the river and the rest of the town centre and to the Eagle Wharf public open space
9.	Civic and Education	<ul style="list-style-type: none"> University expansion into Surrey County Hall to create a single town centre campus with sensitive redevelopment of outmoded buildings to enhance the campus and safeguard the amenity of surrounding residents and environmental improvements to Penrhyn Road, a gateway to the town centre
10.	North Kingston	<ul style="list-style-type: none"> Complete regeneration of area, with redevelopment of :- southern part of former Power Station site; Electricity Sub-Station site; and Lok'n Store site for housing, including affordable housing and GP surgery



No	Area	Development Objectives/Preferred Options
		<ul style="list-style-type: none"> • Improvements to the Barge Dock and Powergen land • Potential for new facilities for Kingston College on Richmond Road, retaining the Old School frontage building and the Penny Gallery • Potential for redevelopment and upgrading of Canbury car park site; No 52 Kingsgate Road, the Kingsgate Business Centre and 53 Richmond Road and the Richmond Road frontages between Sopwith Way and Kingsgate Road and between the Gala Bingo building and Acre Road for Offices, Retail and A3 café & restaurant uses on ground floor with offices and student housing above; replacement car parking on ground floor or at basement level, with 'active' frontages • Environmental improvements to Skerne Walk, Skerne Road and Sury Basin • Retention and enhancement of Richmond Road mixed use frontages between Acre Road and Richmond Park Road • Retention and enhancement of Listed Gala Bingo Hall • Environmental improvements to Canbury Gardens (part of Riverside North Conservation area) and riverside walk



Proposal Sites

5.8 Within the character areas a number of proposal sites have been identified on the Key Diagram (Plan 20), where there is potential for development to accommodate new or intensified town centre uses. They are based on the objectives set out in Schedule 1. The majority are located in areas with a poor environment or where the building fabric needs renewal. A few are within or

close to key areas where the emphasis will be on respecting and enhancing the historic environment and environmental quality. Some of the identified areas are new, some carried forward from the Unitary Development Plan. Schedule 2 details 'Preferred' Appropriate Uses, constraints, opportunities and other considerations for the Proposal Sites.

SCHEDULE 2 - PROPOSAL SITES

No.	Proposal Site	New/Carried Forward	'Preferred'- Appropriate Uses	Constraints, Opportunities and Other Considerations
P1	Eden Quarter	Part c/f (former PS22)	<ul style="list-style-type: none"> - New and intensified shopping - New bus station replacing Eden Street bus stops - New library - New car parking, replacing Eden Walk and Ashdown Road parking - New public square - Housing (including affordable) and Offices on upper floors 	<ul style="list-style-type: none"> - Comprehensive development needed to provide capacity for better quality shopping and other new facilities - Height and massing constrained by proximity to Old Town Conservation Area/ Memorial Square Gardens and Fairfield/ Knights Park CA - Some listed buildings/ Buildings of Townscape Merit - Takes traffic out of pedestrian core - Improved mix of uses including new library within the relief road
P2	Clarence Street North	C/f (former PS12)	<ul style="list-style-type: none"> - Shopping - Housing, including affordable on upper floors 	<ul style="list-style-type: none"> - Better quality shopping - Partial redevelopment offers scope for new pedestrian route and better servicing



No.	Proposal Site	New/Carried Forward	'Preferred'-Appropriate Uses	Constraints, Opportunities and Other Considerations
P3	Eastern Gateway	Part c/f (former PS13)	<ul style="list-style-type: none"> - Improved bus station in conjunction with Monday Market - Additional car parking - Leisure and cultural uses - Open space - Housing including affordable 	<ul style="list-style-type: none"> - Allows more efficient bus use - Potential for expanded museum/local studies centre in current library building - Improved relief road crossing in conjunction with P2.
P4	Kingston Station Area	Part c/f (former PS5,6,10,11)	<ul style="list-style-type: none"> - Improved or Redeveloped Station - Offices - Housing, including student housing on upper floors as part of mixed use development 	<ul style="list-style-type: none"> - Improved rail station a priority - Comprehensive approach would allow better pedestrian links between the town centre core and rail and bus stations. - Potential for efficient use of airspace above transport facilities
P5	Northern Riverfront	Part c/f (former PS2)	<ul style="list-style-type: none"> - Hotel with conference facilities - New public square - Housing including affordable/student - Replacement car parking 	<ul style="list-style-type: none"> - Height and design constrained by sensitive riverside location (in Thames Policy Area) - Needs to improve riverside walk and open space - Difficult traffic circulation/access
P6	Bishops Palace House	New	<ul style="list-style-type: none"> - Replacement offices - Restaurants/cafes - Housing, including affordable, on river frontage 	<ul style="list-style-type: none"> - Height and design constrained by sensitive riverside location (in Thames Policy Area) and within the Old Town Conservation Area - Needs to provide improved riverside walk

No.	Proposal Site	New/Carried Forward	'Preferred'- Appropriate Uses	Constraints, Opportunities and Other Considerations
P7	St James Square Area	New	<ul style="list-style-type: none"> - Shopping/ restaurants/cafes - Housing including affordable/student - Open space - Offices 	<ul style="list-style-type: none"> - Need to improve existing square and enhance setting of the listed United Reformed Church
P8	Guildhall Area	C/f (former PS17)	<ul style="list-style-type: none"> - Offices & Civic Uses - Retail/cafes/ restaurants on ground floor - Community Facilities - Student Housing on upper floors 	<ul style="list-style-type: none"> - Needs to respect setting of listed Guildhall and related open space and relate to open space on P7
P9	1 Penrhyn Road	C/f (former PS21)	<ul style="list-style-type: none"> - Housing including affordable/special needs/student 	<ul style="list-style-type: none"> - Hogsmill river walk needs to be incorporated
P10	Surrey County Hall	C/f (former PS19)	<ul style="list-style-type: none"> - Civic Uses - Education 	<ul style="list-style-type: none"> - Potential for University expansion with need to improve links across Penrhyn Road - Listed building occupies most of the site
P11	Kingston University	New	<ul style="list-style-type: none"> - Education 	<ul style="list-style-type: none"> - Scope for upgrading & intensification of Kingston University, improved links with PS10 if acquired and to Penrhyn Rd - Adjacent to Grove Crescent CA
P12	Former Power Station/ Electricity Sub-station	C/f (former PS1)	<ul style="list-style-type: none"> - Hotel and conference facilities (adjacent to Canbury Gardens) - Housing including affordable housing - Nursery/community use 	<ul style="list-style-type: none"> - Sensitive riverside setting adjacent to Canbury Gardens (Metropolitan Open Land and CA) and green corridor - Landscaping of Skerne Road required

No.	Proposal Site	New/Carried Forward	'Preferred'- Appropriate Uses	Constraints, Opportunities and Other Considerations
P13	Lok'n Store site, 12 Skerne Road	C/f (former PS29a)	<ul style="list-style-type: none"> - Housing including affordable housing - GP Surgery 	<ul style="list-style-type: none"> - Landscaping of Skerne Road required
P14	Kingston College/ Richmond Road/ Canbury car park/ Kingsgate Road	Part c/f (former PS4)	<ul style="list-style-type: none"> - Education - Housing including student & affordable - Shopping/ restaurants/cafes on Richmond Road frontage - Replacement car parking - Offices on upper floors 	<ul style="list-style-type: none"> - Need for comprehensive approach - Adjacent gas holders relevant to height and bulk of new buildings - Environmental improvements to Richmond Road - Improvements to traffic circulation

Planning Obligations

5.9 Planning obligations will be sought, through Section 106 agreements or unilateral undertakings, commensurate with the scale and impact of proposed new development and may cover community benefits including: affordable housing; transport, access, environmental improvements; safety and security measures, including CCTV; education, leisure, cultural, arts, childcare, healthcare and community facilities, open space and play space; servicing; conservation of buildings and the historic environment; nature conservation and ecological enhancements and public art.

6.0 DELIVERY AND IMPLEMENTATION

6.1 To delivery the K+20 Vision for the town centre and implement the Area Action Plan, the Council will need to continue to work in partnership with a range of public, private and voluntary organisations, residents and

businesses, including landowners/ developers, transport providers, TfL/GLA; retail stakeholders, Kingston University, Kingston College, the Thames Landscape Strategy, Environment Agency, Police; Kingston Town Centre Management & the Primary Care Trust.

6.2 Please let us have your views by making comments and completing the pull-out questionnaire in the centre of this document. Your views will inform the developing Action Plan. The next stage will be to prepare detailed policies and proposals.

APPENDIX 1

Relationship of the 'Kingston Town Centre Area Action Plan' to the 'Unitary Development Plan (First Alteration)' and the Borough's 'Local Development Framework'

The Kingston Area Action Plan will be the Council's first Development Plan Document¹ prepared under the government's new planning regime². It will form part of the Development Plan³ for Kingston, which is the starting point in the consideration of planning applications for the development and use of land.

Over time the Council will prepare more documents, which together with the Kingston Town Centre Area Action Plan will make up a 'Local Development Framework'. This 'framework' will replace the Council's Unitary Development Plan (UDP) 'First Alteration' which is itself due to be adopted in the summer of 2005⁴.

The Kingston Area Action Plan will cover the same area as the town centre defined on the UDP First Alteration Proposals Map. It will replace the following UDP policies:

STR21	The Range of Functions in Kingston Town Centre
STR22	Townscape
STR23	Accessibility to and within the Town Centre
KTC1	Shopping Provision in Kingston Town Centre
KTC2	Shopping Frontage Policy
KTC3	Small Shop Units
KTC4	Markets
KTC5	Upper Floors in Shopping Streets
KTC6	Restriction of Open Air Operations
KTC7	Location of Arts and Craft Workshops
KTC8	Provision of Residential Accommodation

KTC9	Provision of Leisure, Recreational, Cultural and Entertainment Facilities
KTC10	The Central Library
KTC11	Open Space in Kingston Town Centre
KTC12	Provision of Hotel and Other Visitor Facilities
KTC13	Design Standards
KTC14	Implementation of Townscape Strategy
KTC15	Building Heights
KTC16	Riverside Walks
KTC17	Design of Pedestrian Ways
KTC18	Width of New Buildings
KTC19	Frontage Lines
KTC20	Plot Ratios
KTC21	Design of Multi-Storey Car Parks
KTC22	Bus Priority Measures
KTC23	Kingston Town Centre Public Transport Interchange
KTC24	Pedestrian Network
KTC25	Servicing Facilities in the Pedestrian Priority Area
KTC26	Provision of Public Parking
KTC27	Inner Area of Parking Restriction

The UDP Proposal Site Guidelines for town centre proposal sites will also be replaced by the Area Action Plan.

All the remaining policies in the UDP First Alteration will be automatically 'saved' for three years from when the UDP is adopted, or until they are replaced by other Development Plan Documents.

The saved policies in Part 1 of the UDP First Alteration will provide part of the wider policy context for the Kingston Town Centre Area Action Plan.

A number of more detailed policies in the UDP First Alteration apply in part to the town centre, but won't be completely replaced by the Action Plan. Should there be conflict between the saved policy and the Action Plan once adopted, the Action Plan will prevail as the most recently adopted plan. Before it is adopted, the Action Plan will carry 'weight' in the determination of planning applications depending on the stage it has reached. It will carry little weight in the early stages, but once submitted to the Secretary of State, considerable weight may be attached to the policies depending on whether or not they have been objected to, and the nature of those objections⁵.

The Action Plan must pay heed to the Mayor's London Plan⁶ and government planning policies, but it will be tailored to address the local circumstances of Kingston. This is why it is important that the local community has a say.

The Council wants to improve the way it involves the local communities in planning and is in the process of preparing a Statement of Community Involvement. This will set out the Council's approach to community involvement in planning issues. Until then the Council must meet the requirements for public consultation set out in the Regulations⁷. In fact the Council will go further than is required by the Regulations to involve as many people and groups as it realistically can in this consultation exercise.

- 1 Development Plan Documents have the same status as the Unitary Development Plan did under the previous planning system. Planning applications must be made in accordance with the plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Act 2004)
- 2 The new planning system as introduced by the Planning and Compulsory Purchase Act 2004
- 3 The Development Plan comprises the London Plan, saved policies in the Royal Borough of Kingston Unitary Development Plan, and any Development Plan Documents prepared under the new planning regime as introduced by the Planning and Compulsory Purchase Act 2004.
- 4 The Council has planning policies for Kingston Town Centre in its Unitary Development Plan (UDP) adopted in 1998. A process of reviewing and updating that began back in 2000. Known as the 'UDP First Alteration' this updated version of the plan is due to be adopted in the summer of 2005.
- 5 For further guidance on this see "The Planning System: General Principles" (Office of the Deputy Prime Minister, 2004) paras.17 to 19.
- 6 The London Plan: Spatial Development Strategy for Greater London, February 2004
- 7 The Town and Country Planning (Local Development) (England) Regulations 2004

APPENDIX 2

KINGSTON TOWN CENTRE AREA ACTION PLAN: - PREFERRED OPTIONS

BACKGROUND PAPERS

1. Executive report 19th November 2002: K+20 A Strategy for Kingston town centre and Minutes
2. Report on the Stage 1 Launch of K+20 in June 2003
3. Stage 2 Issues: Issues Papers, Summary leaflet, Questionnaire and Executive report 28th September 2004:K+20: A Strategy for Kingston town centre: Results of Consultation on Issues and Next Steps, and Minutes
4. Historical Development of Kingston
5. Employment Analysis
6. Retail Studies 2003, Roger Tym & Partners - Synopsis of Studies, Findings and Recommendations
7. Analysis of Offices 2004-2005
8. Housing
9. Higher and Further Education - Kingston University & Kingston College
10. Old Town Conservation Area Studies (Nathaniel Lichfield 2003-2005) - Synopsis of Character Area Appraisal, draft Guidance and draft Public Realm Strategy
11. The Thames Landscape Strategy and the Riverside in Kingston Town Centre
12. 2003 Parking Study (report to the Executive 20th July 2004) and Parking Strategy (report to the Executive 8th February 2005) and Minutes
13. Kingston Town Neighbourhood Committee report 1st September 2004

on Secure Cycle Parking Study and Minutes

14. Draft Urban Design Principles

BACKGROUND DOCUMENTS

NATIONAL

1. Planning Policy Statement 1: Delivering Sustainable Development (2005)
2. Planning Policy Statement 6: Planning for Town Centres (2005)
3. Planning for Town Centres: Criteria on Design and Implementation Tools (2005)
4. Planning Policy Statement 12: Local Development Frameworks (2003)
5. Planning Policy Guidance 13: Transport

REGIONAL

6. The London Plan: Spatial Development Strategy for Greater London (February 2004) and associated strategies on: - Transport; Housing; Economic Development; Biodiversity; Culture; Air Quality; Waste and Noise
7. Thames Landscape Strategy (1994) and Thames Landscape Strategy Review (2004)
8. GLA Housing Capacity Study (September 2000)
9. World City, World Knowledge: The Economic Contribution of London's Higher Education Sector; GLA Economics (April 2004)
10. South London Partnership Office Capacity Study (August 2003)

LOCAL

Royal Borough of Kingston upon Thames

11. Proposed First Alterations to the Adopted UDP (1998): Composite Version (2005)

12. Unitary Development Plan: Secretary of the State Direction to Modify; and 2005 Proposed Modifications and Adoption of Plan Report to Executive 22 March 2005
13. A Community Plan for the Royal Borough of Kingston-upon-Thames 2004-2009
14. A Cultural Strategy for the Royal Borough of Kingston-upon-Thames 2002-2006
15. Draft Visitor Management Plan 2004-2007 - Kingston A Destination of Choice
16. Royal Borough of Kingston Performance Plan 2004/2005 (November 2004)
17. Neighbourhood Policy Programme

Built Environment

18. Old Town Conservation Areas Studies 2003-2005

Environment

19. Local Air Quality Management Action Plan
20. Biodiversity Action Plan 2004
21. Local Agenda 21 Environmental Action Plan 2000
22. Waste Strategy (August 2004)
23. Hogsmill Valley Walk Strategy (June 2002)
24. Thames Landscape Strategy Report to Environmental and Neighbourhood Overview Panel 7 February 2005

Leisure/Entertainment

25. Licensing Policy 2004
26. Crime, Disorder and Anti-Social Behaviour Strategy 2002-2005

Housing

27. Housing Needs Strategy 2001
28. Housing Strategy Statement
29. Affordable Housing Action Plan 2003-2006

Retail

30. Royal Borough of Kingston Retail Capacity Study; Roger Tym and Partners (July 2003)
31. Royal Borough of Kingston Retail Study; Roger Tym and Partners (January 2003)

Town Centre

32. Kingston First Business Improvement District Business Plan (October 2004)

Transport

33. Draft Local Implementation Plan of the Mayor's Transport Strategy January 2005
34. Kingston Town Centre Car Parking Strategy Report to Executive 8 February 2005
35. Kingston Town Centre Car Parking Strategy (February 2005)
36. Integrated Transport Feasibility Study 2003
37. Secure Cycle Parking Study 2004
38. Park and Ride Strategy Report to Transport and Infrastructure Overview Panel 16 September 2003
39. Park and Ride Strategy (October 2003)
40. Integrated Transport Policy Report to Executive 28 September 2004





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Arabic	إذا رغبت في الحصول على المزيد من المعلومات بلتلك الأم، يرجى مراسلتنا على العنوان المذكور في هذه النشرة.
Bengali	যদি আপনার নিজ ভাষায় অথবা অন্যদিকে থেকে চান করে দয়া করে এই লেখককে দেখা ক্রিকমানায় আগ্রহের সঙ্গে যোগাযোগ করুন।
Chinese	如果您想索取以你的语言写的更多的资讯，请按照本文件所示的地址和我们取得联系。
Gujrati	જો આપને આપની પોતાની ભાષામાં વિશેષ માહિતી જોઈતી હોય તો આ દસ્તાવેજમાં જણાવેલ સરનામે અમારો સંપર્ક કરશોજી.
Hindi	यदि आप अपनी भाषामें अधिक जानकारी चाहते हैं तो कृपया इस दस्तावेज़ में लिखे हुए पते पर हम से संपर्क करें
Japanese	日本語での詳しい情報は記載住所までご連絡下さい。
Korean	한국어로 된 정보가 더 필요하시 경우 이 문서에 있는 주소로 연락해 주십시오.
Punjabi	آگر تھی اپنی زبان میں مزید معلومات حاصل کرنا چاہتے ہیں تو دیئے گئے پتے پر ہم سے رابطہ قائم کریں۔
Punjabi (Gurmukhi)	ਜੇਕਰ ਤੁਹਾਨੂੰ ਆਪਣੀ ਖੋਲੀ ਵਿਚ ਹੋਰ ਜਾਣਕਾਰੀ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਇਸ ਦਸਤਾਵੇਜ਼ ਤੇ ਦਿੱਤੇ ਪਤੇ ਤੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।
Tamil	உங்கள் மொழியில் மேற்கொண்ட தகவல்களைப் பெறவிரும்பினால் எம்மூடல் இடபத்தித்தில் தரப்பட்டிருக்கும் விவரத்தில் தயவுசெய்து தொடர்பு கொள்ளவும்.
Urdu	آگر آپ اپنی زبان میں مزید معلومات حاصل کرنا چاہتے ہیں تو دیئے گئے پتے پر ہم سے رابطہ قائم کریں۔

