

101

Ref:

(For official use only)

K+20
Kingston Town Centre Area Action Plan
 Submission Version
REPRESENTATION FORM
 Royal Borough of Kingston upon Thames
 Local Development Framework



- This form should be used to make a representation on the K+20 Kingston town centre Area Action Plan
- Please use one form for each representation you wish to make (ie. You can only refer to one test of soundness on each form).
- The form can be photocopied or additional forms can be obtained by contacting the Projects Team on 0208 547 5420 or 0208 547 5302 or e-mailing kplus20@rbk.kingston.gov.uk or by downloading the form from the K+20 website www.kingston.gov.uk/kplus20

FORMS SHOULD BE RETURNED BY FRIDAY 6 JULY 2007

1a. Personal Details

1b. Agent*

Title

Name

Job Title *

Organisation *

Address

Postcode

Telephone Number

E-mail Address*
 *(where relevant)

2. Did you raise the matter that is the subject of your representation with the Local Planning Authority earlier in the process of the preparation of the Area Action Plan ie. before it was submitted for examination?

No NO Yes (at Issues stage) Yes (at Preferred Options stage)

If 'No', can you briefly explain why you did not do so:

THE DETAILS FOR THE PROPOSAL SITE HAVE BEEN DEVELOPED FURTHER WITHIN THE SUBMISSION DRAFT DOCUMENT.

3. To which part of the Area Action Plan does your representation relate?

Complete only one box per form.

Paragraph number
Policy number
Plan number
Proposals Map

4. In relation to the part of the Area Action Plan referred to in Question 3, do you consider that the Plan is :

Sound* Unsound
Go to Question 6 (ie you support the DPD) Go to Question 5 (ie you consider changes are required to the Plan)

*Sound in this context means 'showing good judgement', 'able to be trusted' and satisfying the requirements of planning legislation. (See attached notes)

5. If you consider the Area Action Plan is unsound, please identify which test of soundness your representation relates to: (See attached Guidance Notes and Soundness Tests 1-9 listed in the Annex. (Only one per form). Soundness Test number

6. Please give details of what change(s) you consider necessary to make the Plan sound, having regard to the test you have identified at Q5. above. You will need to say why this change will make the Plan sound. Please be as precise as possible.

POLICY P10 NOTES THAT "IN THE LONGER TERM THERE IS POTENTIAL FOR MIXED-USE DEVELOPMENT TO PROVIDE A NEW STATION, RETAIL, AND A2/A3 USES AT GROUND FLOOR LEVEL WITH B1 OFFICES/WORKSPACE ABOVE AND MANAGED STUDENT HOUSING". THIS SITE IS IDENTIFIED IN THE KINGSTON UDP AS A PROPOSAL SITE (PS5) APPROPRIATE FOR OFFICE AND RETAIL USE. IT IS HIGHLY QUESTIONABLE WHETHER A SITE SPANNING OVER A RAILWAY LINE IS SUITABLE FOR RESIDENTIAL ACCOMMODATION OF ANY KIND. IT IS SUGGESTED THAT THE REFERENCE TO "STUDENT MANAGED ACCOMMODATION" IS REMOVED FROM POLICY P10.

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change, as there will not normally be a subsequent opportunity to make further representations based on the original representation. After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

7. Can your representation seeking a change be considered by written representations or do you consider it necessary to participate at the oral part of the examination?

Written representations

Participate at the oral examination

8. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary.

The Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

If you would like to be notified when the Inspector's report is published and when the Area Action Plan is adopted, please tick this box.

BY NICHOLAS THOMPSON OF NATHANIEL LICHFIELD AND PARTNERS ON BEHALF OF KINGSTON UNIVERSITY

Signature: N. P. Thompson

Date: 5 JULY 2007

Representation Forms should be returned by Friday 6th July 2007 to:

K+20 Environmental Services
Royal Borough of Kingston upon Thames
FREEPOST KT644
Kingston upon Thames
KT1 1BR

No stamp is required

Pat Loxton

From: Laura Mundy
Sent: 05 July 2007 15:45
To: Pat Loxton
Subject: FW: kingston town centre area action plan and core strategy issues and options

Think this one is for you.

From: Pollerd Ashley [mailto:Ashley.Pollerd@networkrail.co.uk]
Posted At: 05 July 2007 13:50
Posted To: Planning Policy
Conversation: kingston town centre area action plan and core strategy issues and options
Subject: FW: kingston town centre area action plan and core strategy issues and options

Thankyou for consulting Network Rail on the Kingston Town Centre Area Action Plan and the Core Strategy.

Network Rail wish to lodge our objection to the development site Kingston station (site P10 in the AAP) on grounds that development potential is marginal if council insist on NOT including residential uses in the preferred use-mix as it wouldn't be financially viable.

While we support the upgrading of the station we do not see that further development will financially stack up without including residential as a suitable use for the site. If the site is suitable for student housing it should be good for flats as well (ie higher density smaller non-family housing/apartments). There are no grounds to exclude residential housing as a potential use on upper floors, as the amenity and access issues would be little different to student housing and in this location should be accessible enough for a car-free development.

On the Core Strategy we wish to provide the following general comments

Location of new development

Network Rail favours the direction of higher density development to areas with good access to public transport. This meets many of the national and regional planning objectives for sustainable development and also encourages the re-use of previously developed land, rather than expanding into green field areas. High density development around train stations could directly (where Network Rail estate land is used) or indirectly (through Section 106 contributions) support station improvement and interchange works.

Section 106 contributions

Network Rail considers that it is essential to provide for the pooling of contributions that are taken from developments in order to fund significant improvements to transport infrastructure and we welcome your past efforts in this area.

With regard to the uses that will be considered for the application of contributions, Network Rail considers that there should be some provision for projects which are initiated to achieve an improvement in local infrastructure for example, where the development is proposed in order to facilitate infrastructure improvement, such as station upgrading work. Network Rail is funded to maintain the existing railway and do not have monies for enhancements, and therefore it looks to redevelopment with third parties or maximising the commercial value of its estate, to fund improvements.

To cover these circumstances it would be appropriate for there to be policy to assess developments which incorporate infrastructure improvement work, so that some (or all) of the suite of planning contributions may be waived in cases where mixed use or residential development is generated to enhance public transport facilities.

Station parking

Network Rail would like to comment that station car parking should be provided for in the LDF. People are more likely to use the national rail network if they are able to leave their cars at the station, in a safe, secure environment, and continue their remaining journeys by train. Providing park and ride facilities for passengers is preferable to them completing their whole journey by car, and clearly facilitates more sustainable travel patterns – an objective shared by Network Rail and the Council. The Council also needs to recognise that commuting is now an important part of people's lives, and has to be taken into account in the form of development it approves.

PPG 13 identifies the importance of interchanges, stating that "Quick, easy and safe interchange is essential to integration between different modes of transport". Long-term parking is required at stations to accommodate private cars for rail users for exactly this reason. Furthermore, for commuters who live in areas that are not well served by public transport or use the station at hours when there is little or no bus service, adequate station parking is essential.

Station car park users typically arrive at their local stations before the morning peak (for road traffic), and leave after the evening peak. It therefore follows that their movements do not occur within the peak periods for general road traffic, and should not be restricted by general policies or mechanisms that attempts to reduce the overall amount of road traffic. This is especially important when considering the role station car parking plays in supporting sustainable transport objectives, described above.

I would be grateful if you would retain Network Rail on your list of consultees and keep me informed on the progress of the Core Strategy and Area Action Plan.

Regards

Ashley Pollerd

.....
 The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient. If you have received this email by mistake please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the senders own and not made on behalf of Network Rail.

05/07/2007

NETWORK
RAIL**Pat Loxton**

From: webmaster@rbk.kingston.gov.uk
Sent: 05 July 2007 17:22
To: Pat Loxton
Subject: Form: K+20 Representation Form

This data was entered into the form at http://www.kingston.gov.uk/kplus20_representation_form

1a personal details**title**

Mr,

first name

Ashley,

last name

Pollerd,

job title (if relevant)

Town Planner,

organisation (if relevant)

Network Rail,

address

Level 9 1 Eversholt St, London,

postcode

NW1 2DN,

telephone number

02079047937,

Email:

ashley.pollerd@networkrail.co.uk,

1b agent details (if relevant)

2. did you raise the matter that is the subject of your representation with the local planning authority earlier in the process of the preparation of the area action plan ie. before it was submitted for examination?

Yes (at issues stage)

if you answered no to the question above, please explain why you did not do so.

Network Rail have had a meeting at earlier stages disussing this issue.

3. to which part of the area action plan does your representation relate? please complete only one box per form.

paragraph number

1

06/07/2007

12.41

policy number

P10

plan number

20/21

proposals map

-

4. in relation to the part of the area action plan referred to in question 3, do you consider that the plan is sound or unsound where sound in this context means showing good judgement, able to be trusted and satisfying the requirements of planning legislation and unsound means you consider changes are required to the plan?

Unsound (Please Go to Question 5)

5. if you consider the area action plan is unsound, please identify which test of soundness your representation relates to (please see below for details of the soundness tests 1-9 listed in the annex)

soundness test number

7 & 9

6. please give details of what change(s) you consider necessary to make the plan sound, having regard to the test you have identified at question 5 above. you will need to say why this change will make the plan sound. please be as precise as possible.

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Ashley Pollerd

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Yes

Completed Thu Jul 05 2007 17:22:00 GMT+0100 (GMT Daylight Time) from IP 213.48.46.156

104

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Title

Name

Job Title *

Organisation *

Address

Postcode

Telephone Number

E-mail Address*

* (where relevant)

1b. Agent*

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(ie you support the DPD)

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POLICY P11 IDENTIFIES THE QUEBEC HOUSE AS APPROPRIATE FOR MIXED-USE DEVELOPMENT WHICH COULD INCLUDE A1/A2/A3/B1/D1 USES AND RESIDENTIAL DEVELOPMENT INCLUDING MANAGED STUDENT ACCOMMODATION. THE SITE IS APPROXIMATELY 0.15HA IN AREA AND LOCATED IMMEDIATELY ADJACENT TO THE RAILWAY LINE AND A MAJOR ROAD JUNCTION. IT IS QUESTIONABLE WHETHER THIS SITE IS SUITABLE FOR RESIDENTIAL ACCOMMODATION OF ANY KIND. IF IT IS CONSIDERED SUITABLE IT IS QUESTIONABLE WHETHER, GIVEN THE SMALL SIZE OF THE SITE, STUDENT MANAGED ACCOMMODATION WOULD BE VIABLE. WE SUGGEST THAT THE APPROPRIATENESS OF IDENTIFYING THIS SITE FOR RESIDENTIAL ACCOMMODATION IS TESTED IN MORE DETAIL AND REFERENCE TO RESIDENTIAL REMOVED FROM POLICY P11, IF NEED BE.

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change, as there will not normally be a subsequent opportunity to make further representations based on the original representation. After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

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BY NICHOLAS THOMPSON OF NATHANIEL LICHFIELD AND PARTNERS ON BEHALF OF KINGSTON UNIVERSITY

Signature: N. P. Thompson

Date: 5 JULY 2007

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