

Pat Loxton

From: Richard Evans [richard.evans@surreycc.gov.uk]
Sent: 12 September 2007 17:03
To: Pat Loxton
Subject: RBK LDF. K+20 Town centre AAP. Submsiions Proposals map - Consultytaion on proposed Amendmanets to Secondary Frontages.

Dear RBK

Surrey County Council are consulted on the above Amendments to Secondary Frontages for the TC AAP.

We have no concerns or objections over the Proposed Amendments.

Regards.

Richard J. Evans
Senior Planning Officer
Planning Implementation Team
Surrey County Council
0208-541 9458

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Sheree Yap

From: Pat Loxton
Sent: 17 October 2007 15:16
To: Daniel Hawes; Sheree Yap
Subject: Network Rail comments on K+20 Area Action Plan and Core Strategy

From: Pollerd Ashley [mailto:Ashley.Pollerd@networkrail.co.uk]
Sent: 17 October 2007 15:12
To: Pat Loxton
Subject: Kingston Area Action Plan

Thankyou for consulting Network Rail on the Kingston Town Centre Area Action Plan Proposed Amendments to Secondary Frontages Map.

We believe the secondary frontages you propose further strengthens the case made earlier by Network Rail made below to ensure a sufficient mix of housing in the town centre and to finance such a development.

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

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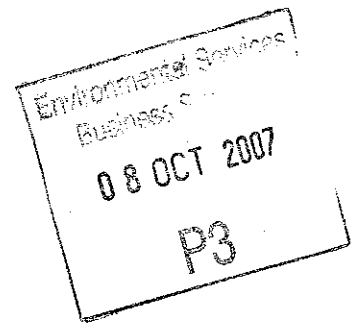
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Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office 40 Melton Street London NW1 2EE

1st October 2007

Pat Loxton
Planning Projects Manager
Directorate of Environmental Services
Royal Borough of Kingston
Projects Team
Guildhall 2
Kingston up Thames KT1 1EU



Dear Ms Loxton

**Royal Borough of Kingston upon Thames Local Development Framework K+20:
Kingston Town Centre Area Action Plan submission Version May 2007 Proposals Ma –
Consultation on Proposed Amendments to Secondary Frontages**

Further to your letter of 10th September in connection with the above plan, South London Business do not wish to make any response on this proposal.

Yours sincerely

**Peter Pledger
Chief Executive**

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12-14 Sydenham Road
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2. The proposed changes refer to the designation and addition of the following frontages as Secondary Frontages. To which change does your representation relate? (Please tick only one box)

- | | |
|---|--|
| <input type="checkbox"/> the frontage of Sainsbury's, Sury Basin | <input type="checkbox"/> the frontages of the shop in St James's Square on the corner of St James's Road and Eden Street (former Cheltenham and Gloucester Building Society) |
| <input type="checkbox"/> the Rotunda frontages in Cromwell Road and Clarence Street | <input checked="" type="checkbox"/> the extended Lidl store frontage on Fairfield West/Weston Park/Adams Walk |
| <input type="checkbox"/> the Charter Quay Jerome Place and riverside frontages | <input type="checkbox"/> the rear of British Home Stores along Eden Street |
| <input type="checkbox"/> the Gazebo Public House riverside frontage | <input type="checkbox"/> Wood Street frontage between Vicarage Road and Water Lane and Vicarage Road frontage |
| <input type="checkbox"/> Anstee House/TGI Fridays frontage, Wood Street | |

3. In relation to the proposed change referred to in Question 2, do you consider that the Plan is :

Sound* (i.e. you support the change)

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

Go to Question 6

Unsound (i.e. you disagree with the proposed change)

Go to Question 4

4. If you consider the proposed change will make the Area Action Plan unsound, please identify which test of soundness will be failed. (See attached Guidance Notes and Soundness Tests 1-9.) (Specify only one per form)

Soundness Test number

3

5. Please explain why you object to the proposed change having regard to the test you have identified at Question 4 above.

This is clearly a very shoddy part of the town and proper consideration is needed to it environmental improvement. However, the needs of the travelling public (to/from Fairfield Bus Station) MUST be taken into account. This is not happening (as per Kingston Town NC recent lack of) consideration and there is therefore sustainability and

(Continue on a separate sheet/expand box if necessary)

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation, 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.

6. Can your representation 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

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

Environmentally unsound

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.

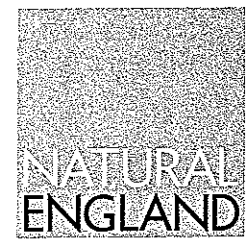
Signature:

[Signature]

Date: **2 October 2007**

Our ref K+20
Your ref B05/2-10/21-2
Date 25 October 2007

Environmental
Business Support
29 OCT 2007
P3



Mr Pat Loxton
Planning Projects Manager
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Dear Mr Loxton,

**ROYAL BOROUGH OF KINGSTON UPON THAMES LOCAL DEVELOPMENT
FRAMEWORK K+20 KINGSTON TOWN CENTRE AREA ACTION PLAN
SUBMISSION VERSION MAY 2007 PROPOSALS MAP - CONSULTATION ON
PROPOSED AMENDMENTS TO SECONDARY FRONTAGES**

Thank you for your letter and enclosures dated 10 September 2007 in respect of the above revision to the Kingston K+20 Area Action Plan amendments, seeking the views and comments of Natural England.

After careful consideration of the information provided Natural England do not wish to offer any formal representations to the Proposed Amendments in respect to Secondary Frontages, however, should you know of any reason why Natural England should comment on this application, please let us know as soon as possible.

Section 40 of the Natural Environment and Rural Communities Act 2006, imposes an important new duty on all public authorities to have regard to biodiversity. Accordingly Natural England does not formally object to this proposal, the Council should ensure that any and all the relevant nature conservation issues are addressed and considered.

I trust the above is sufficient for your purposes but should you require any further information or wish to discuss any aspects of Natural England's response please do not hesitate to contact us at the above address.

*Yours Sincerely
David Hammond*

**David Hammond
Natural England - London Region
Area Management Team**

