

tolworth



Tolworth Regeneration Strategy

March 2010



Executive Summary

Introduction

The Strategy aims to provide a Vision for the regeneration of Tolworth and a framework to guide and promote social and economic development and environmental enhancement over the next ten years.

The Tolworth Project was initiated in mid 2008 in response to:

- concerns about Tolworth's attractiveness and vitality
- the significant opportunities for social, economic and physical regeneration
- the need to progress improvements to Tolworth Broadway
- the need for a holistic, co-ordinated approach to development and enhancement, public engagement, funding, design, approvals and timescales

The Project Brief was approved in autumn 2008 by the South of the Borough and Surbiton Neighbourhood Committees. They also approved the setting up a Tolworth Project Member / Officer Working Group to oversee the Project, provide advice on the scope and content of the framework and ensure an integrated approach.

The Strategy

The Strategy covers the wider Tolworth area, but focuses on the District Centre and the A240 corridor (Ewell Road, Tolworth Broadway, Tolworth Roundabout to Kingston Road), which offer the greatest scope for improvement. It has been influenced by:

- the Kingston Plan, its Vision and themes
- Council and partner plans and strategies (for green spaces, schools, transport [LIP], planning, play and health)
- the physical characteristics and issues facing Tolworth
- specialist studies on shopping, servicing, parking, character and the public realm
- opportunities on sites with development and improvement potential
- stakeholder and community engagement.

It supports the above plans and strategies and supplements planning policies set out in UDP, the London Plan and the emerging Local Development Framework Core Strategy, which is at Preferred Strategy Stage in

March 2010 and includes guidance for Tolworth.

The Strategy

The Strategy document sets out the background to the Project, the specialist studies undertaken and the community engagement which has taken place. It explains the policy context and provides a profile of the area's socio-economic and physical characteristics, identifying issues and opportunities. It sets out a Vision for Tolworth, with objectives for the Strategy to achieve, guidelines for sites with development and improvement potential and a section covering delivery and implementation.

Key issues have been identified from the work to date and through community engagement:

- Dominance and adverse impact of the A3, A240 and Tolworth roundabout – traffic, congestion, noise, air pollution and severance
- Poor quality environment and public realm along the A240 (Ewell Road, Tolworth Broadway, Kingston Road) corridor
- Poor connections and crossings for pedestrians and cyclists across the A3/Tolworth roundabout and Tolworth Broadway (due to subways/central barrier)
- Poor range of shops, food/drink outlets and services
- Vacant, underused and poor quality sites
- Vacant office / business space
- The range, quality and accessibility of community facilities
- Lack of continuous, segregated cycle routes on main roads
- On and off-street public parking is well used and close to capacity
- Poor quality Tolworth Station and poor frequency of rail services

Highlights of the Strategy and objectives to be achieved include:

- Enhance Tolworth's attraction through improving the range and quality of facilities, environmental improvements and securing high quality new development.
- Stimulate economic growth to attract new businesses and create new jobs

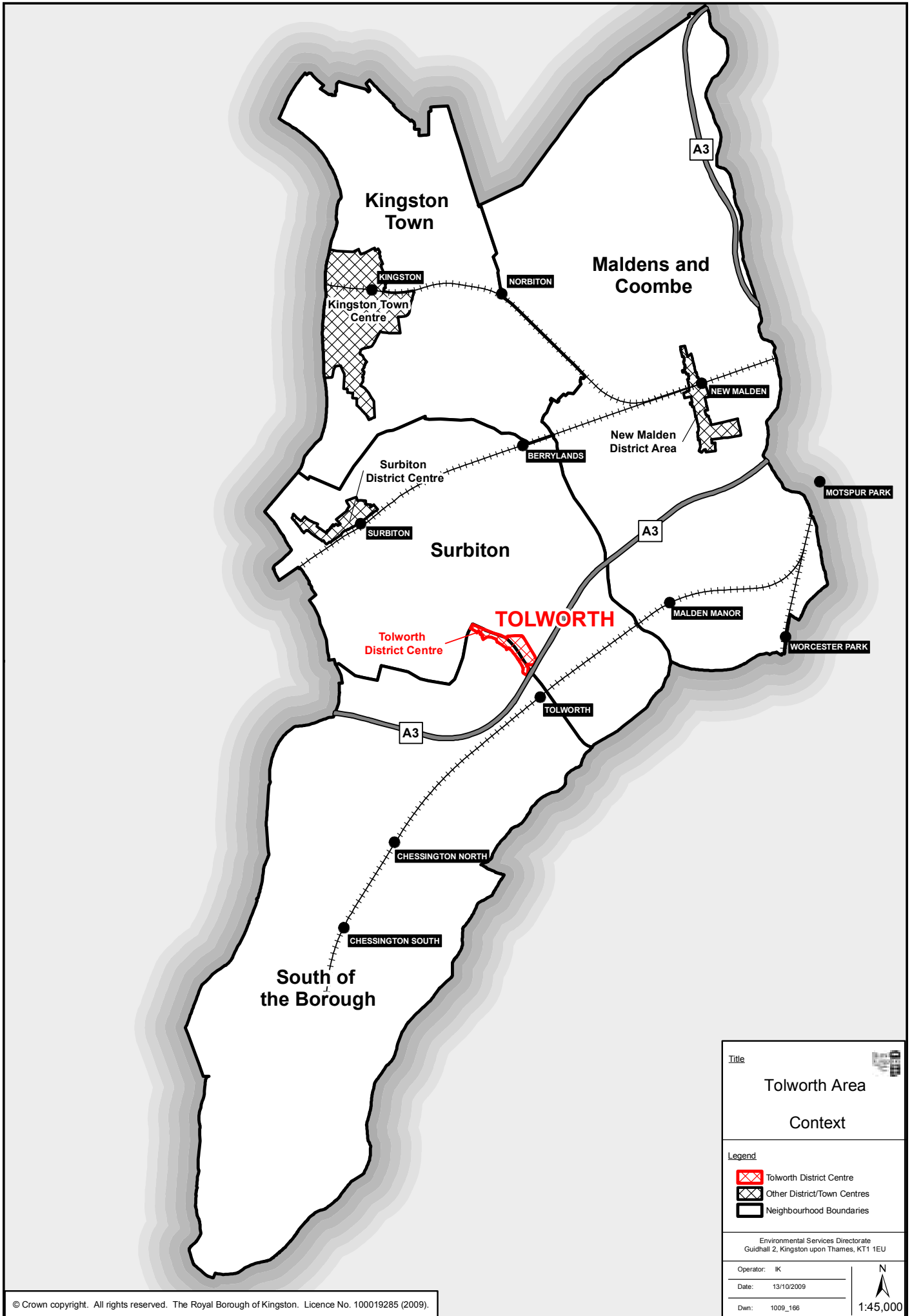
- Strengthen the role and competitiveness of Tolworth District Centre
- Improve the public realm along the A240 corridor (via the Public Realm Design Strategy) to enhance the environment, improve connections for pedestrians and cyclists and address concerns about public safety
- Promote and manage development and improvement opportunities (13 sites identified) to secure high quality new development to enrich the mix of attractions, provide new homes and enhance the environment
- Improve the range, quality and accessibility of community facilities (schools; GP premises; leisure, recreation and youth facilities, green spaces)
- Secure public transport improvements to Tolworth Station, rail and bus services
- Improve provision for servicing and short stay public car parking

Delivery and Implementation

This will involve a range of short and longer term measures and will require partnership work with public, private and community/ voluntary sector stakeholders, residents and local groups. It will be dependent upon a range of potential funding sources including: the private sector; the Council and its partners; government and the GLA/TfL/LDA/DfL and transport providers.

Contents

| | |
|---|-----------|
| Executive Summary | 3 |
| 1. Introduction | 7 |
| 1.1 Background, Project Brief and Status of Document | 7 |
| 1.2 Specialist studies | 7 |
| 1.3 Community Engagement | 8 |
| 2. Policy Context | 9 |
| 2.1 National and London context | 9 |
| 2.2 RBK Plans and Strategies | 9 |
| 3. Tolworth Profile – Characteristics, Issues and Opportunities | 11 |
| 3.1 Socio- economic characteristics | 11 |
| 3.2 Physical characteristics | 11 |
| 3.3 Local economy | 13 |
| 3.4 Community Facilities, Sports and Recreation | 16 |
| 3.5 Biodiversity | 17 |
| 3.6 Transport, Access and Connectivity | 18 |
| 3.7 Summary of Issues to be addressed | 21 |
| 4. Vision and Strategy for Tolworth | 23 |
| 5. Guidelines for sites with development and improvement potential | 27 |
| Tolworth Tower | 27 |
| Red Lion PH | 27 |
| Tolworth Close/Ewell Road | 29 |
| Government offices, Toby Jug and Marshall House | 30 |
| 12 Kingston Road | 32 |
| Kingston Road/Jubilee Way corner | 32 |
| 6. Implementation and Delivery | 35 |
| Maps / Plans | |
| Context | 6 |
| Sites and facilities | 12 |
| Tolworth District Centre | 14 |
| Aerial Photo of Tolworth District Centre | 15 |
| Cycle routes | 20 |
| Strategy | 22 |
| Development and Improvement Sites | 26 |



| | | |
|---|-----------------------------|---------------------|
| Title | | |
| Tolworth Area | | |
| Context | | |
| Legend | | |
| | Tolworth District Centre | |
| | Other District/Town Centres | |
| | Neighbourhood Boundaries | |
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1.0 Introduction

1.1 Background, Project Brief and Status of Document

1. The focus of Tolworth is the District Centre, which stretches out along Tolworth Broadway and Ewell Road with its landmark Tolworth Tower offices. Outside the District Centre, the prevailing character is two storey housing with a population of around 20,000. To the south of the A3 across Tolworth roundabout, there is housing, leisure facilities, Tolworth Station, the depot, large green spaces and several sites awaiting redevelopment. The A3 and A240 strategic roads with their high levels of traffic, congestion, noise and air pollution have a significant effect on Tolworth's environment and act as barriers separating residential areas, the District Centre, the Station, leisure facilities and open spaces.
2. Tolworth offers significant opportunities for social, economic and physical regeneration to enhance



its quality and attraction. The 'Tolworth Project' was initiated in 2008 in response to the need for a holistic, co-ordinated approach to regeneration and enhancement. The South of the Borough and Surbiton Neighbourhood Committees on 24 September and 1 October 2008 respectively, approved the Project Brief and the setting up a Tolworth Project Member / Officer Working Group to oversee the Project, advise on the scope and content of the framework and ensure an integrated approach, where possible to: public engagement, funding, design, approvals and timescales.

3. This regeneration strategy for Tolworth focuses on the District Centre and the A240 corridor (Ewell Road, Tolworth Broadway, Tolworth Roundabout, Kingston Road). It aims to provide a Vision for Tolworth and a framework to promote social and economic development and guide physical environmental improvement.

The Strategy supports: the Kingston Plan; Council strategies for Transport [LIP2], Green Spaces, Play and Schools and strategic partner strategies (for health). It supplements planning policies set out in the borough's Unitary Development Plan, the London Plan and the emerging Local Development Framework Core Strategy 'Preferred Strategy' which includes area based guidance for Tolworth.

1.2 Specialist Studies

4. Specialist studies have been undertaken to inform this Strategy as follows:
 - Retail study of District Centre catchment areas and shopping patterns 2009
 - Freight Study of delivery and servicing arrangements and requirements 2009
 - District Centres Parking Study and draft Strategy 2009
 - Tolworth Public Realm Design Strategy
 - Socio-Economic Profile extracted from the 2009 RBK Borough Profile
 - Physical characteristics of Tolworth extracted from Borough Character Study

1.3 Community Engagement

5. Three editions of a newsletter entitled the 'Tolworth Times' have been distributed to 4,500 households and businesses in Tolworth (within an area agreed by the Tolworth Project Member / Officer Working Group).
6. The first newsletter circulated in March 2009 informed the local community about the Tolworth Project and sought their views (via a questionnaire) on attitudes to Tolworth, how people use the centre and what changes or improvements they would like to see. The 361 responses identified the following areas as most in need of improvement, in descending order:
 - range of non-food shops
 - traffic congestion
 - car parking
 - pavements/appearance of the streets
 - range of food shops
 - seating areas
 - road crossings for pedestrians
 - local services
 - cycle parking
 - other services/facilities
 - public transport

There were also meetings with local residents and businesses in April and May 2009, in conjunction with the Local Development Framework Core Strategy consultation on Issues and Options and with local businesses in early 2009 in connection with the Freight Study.
7. Key issues identified through the LDF Core Strategy consultation were: air pollution; noise; traffic congestion; loss of gardens; the need to improve Tolworth Broadway and community facilities; safety concerns about the pedestrian subways across the A3 and need for better public transport links to Surrey. Priorities for the area south of the A3, including the former government offices site owned by Tesco, were to: maintain the existing allocation for housing and community uses and provide a mix of housing types including affordable and low density housing; minimise adverse effects of new development on the local highway network; improve connections for pedestrians and cyclists and improve Tolworth Station.

8. The second newsletter circulated in September 2009 gave details of the public realm design strategy exhibition to be held in the subway on Saturday 10 October. Around 250 people attended and leaflets were available for comments. The concept proposals were supported by 59% of respondents, 14% expressed 'maybe' and 27% were opposed to the proposals.
9. The third 'Tolworth Times' newsletter was circulated in January 2010. This summarised and illustrated the draft Strategy; included a questionnaire; provided an update on key sites and progress with the public realm improvement scheme; gave details of the two exhibitions/drop-in sessions and where the full version of the draft Strategy could be viewed or obtained on a CD-rom. The draft Strategy was sent to statutory organisations, local groups, land and property owners and a meeting of the Tolworth Business Forum was arranged.
10. Over 300 responses were received, with 80% supporting the overall Strategy and levels of supports for elements of the Strategy ranging from 72% supporting the provision of more segregated cycle routes on main roads and 73% supporting the public realm improvements to over 90% supporting improvements to Tolworth Station, rail and bus services, green spaces, shops and local services; recreation and community facilities and economic growth. A report on the consultation responses, is available on the website www.kingston.gov.uk/tolworth_project



2.0 Policy Context

2.1 National and London Context

11. The Government's key objective for town centres is to promote their vitality and viability by enhancing existing centres, planning for their growth by focussing development there and encouraging a wide range of services in a good environment that is accessible to all. The London Plan's hierarchy of town centres designates Tolworth as a district centre (along with New Malden and Surbiton), which traditionally provide convenience goods and services for local communities. Significant scope has been identified for town centres across South London to accommodate forecast growth, including through mixed-use schemes and increased densities. The London Plan is part of the statutory development plan for the borough and its policies are relevant to this Strategy.

2.2 RBK Plans and Strategies

12. The **Kingston Plan** (Community Strategy) agreed by the Kingston Strategic Partnership in 2008 sets out the strategic long term vision for the economic, social, educational, cultural and environmental well-being of the borough over the period to 2020. The Plan's three themes affect Tolworth as follows:

1. **A sustainable borough** where the environment is protected and enhanced
 - development will be focussed in accessible locations such as Tolworth District Centre, to reduce the need for car use
 - the streetscene will be improved by a range of activities, including well designed development, public realm and highway improvements
 - improvements to parks and green spaces will contribute to improving health, biodiversity and reducing climate change impacts
2. **A prosperous and inclusive borough**
 - Tolworth District Centre will be thriving, providing shops and services, office based employment and housing
3. **A safe, healthy and strong borough**
 - improvements will ensure that Tolworth is not only safe but feels safe
 - the District Centre will have a good mix of leisure and cultural activities suitable for all ages

13. The **RBK Unitary Development Plan** 2005 (as amended in 2007 and 2008) and the London Plan form the statutory Development Plan for the borough. UDP strategic policies STR4 Local Economy and STR5 Shopping and Town Centres are relevant as they support the diversity and vitality of district centres. District Centre policies: DC1 New Retail Floorspace; DC5 Car Parking; TOL1 Tolworth District Centre Priorities and TOL4 Improvements to Broadoaks rear service road are also relevant. TOL1 District Centre priorities are to:
- Improve the pedestrian environment and cycle facilities especially over A3
 - Increase provision of local community, leisure and cultural facilities
 - Enhance viability by maintaining/upgrading the quality and mix of shops, services and food and drink outlets
 - Improve the visual attraction of the centre and public spaces to achieve a more distinctive character
 - Improve the functioning and appearance of mixed use areas



14. The **Local Development Framework Core Strategy** will replace the UDP and form part of the statutory Development Plan for the borough. It will provide the overarching spatial strategy guiding future development and improvement. Consultation on Issues and Options took place in Spring 2009 and on the Preferred Strategy from November 2009 to January 2010. This includes thematic policies for the borough and area guidance,

including that for Tolworth. This document supports and supplements that guidance.

15. **The Local Implementation Plan 2006 (LIP)** sets out the borough's Transport Strategy and aims to: cut traffic levels; reduce traffic congestion; improve public transport, the local environment and the safety of walking and cycling; make provision for freight and adopt a land use approach that helps to reduce trips and encourage mode shift away from the car. LIP2 is being prepared in 2010.
16. **The Building Schools for the Future and Primary Capital Programmes 2008** provide the strategy for the refurbishment, re-organisation and expansion of the school estate to transform primary, secondary and special education. The significant increase in demand for school places requires permanent provision through the expansion of existing schools and the provision of new schools. Consultation on options for the permanent expansion of primary schools including a new primary school at the Surbiton Hospital site and the provision of a new secondary school in north Kingston is underway.
17. The **2008 Green Spaces Strategy** provides the strategic policy framework for maintaining and enhancing green spaces owned or managed by the Council. Annual Implementation Plans (AIP) set out actions including the preparation of Development Plans for key parks to guide improvements, prior to seeking Green Flag status. They also cover Allotments and Street Trees.
18. The **Play Strategy 2005-08** prepared by the Kingston Play Partnership focused on adventure play provision and outdoor play for 8-13 year olds and led to the provision of the successful Playscape Adventure Playground in Jubilee Way, Tolworth. A new Play Strategy is due to be considered in 2010. Government funding has been awarded under the Playbuilder initiative to improve play provision in 'Destination Parks' and community play areas.
19. **The Hogsmill Valley Walk Strategy 2002** (updated in 2006) guides improvements to this strategic Walk which runs through the chain of green spaces from Kingston town centre and the Thames, along the Hogsmill River to Tolworth and beyond. The Walk is part of the 'London Loop' orbital walk around London and links the Thames Path to the North Downs Way.



3.0 Tolworth Profile: Characteristics and Issues

3.1 Socio-economic characteristics

20. The population of Tolworth is just over 19,000 (GLA projections for 2009) with 9,200 in Alexandra Ward and 9,900 in Tolworth and Hook Rise Ward. It has risen by 1.2% since 2001, compared with 6.9% for the borough overall and is forecast to rise by 16% to nearly 22,000 as a result of population and housing growth.
21. The 7,000 households in Tolworth (2001) have an average household size of 2.57 (higher than the borough average of 2.34) reflecting the high proportion of families with children and much lower proportion of one person, non-pensioner households.
22. 80% of households in Tolworth own their own homes (much higher than the borough figure of 68%) and there is limited social housing on the School Lane and Tolworth Estates and in Chaffinch Close.

3.2 Physical Characteristics

23. Tolworth Broadway is the main retail and commercial area of Tolworth District Centre and a key route into Kingston from the A3 and the south. Its boulevard characteristics (grand scale and proportions, simple formality and some tree planting) form a long linear space with a wide section, flanked by formal retail parades dating from the 1930s and 1950s that are an attractive set piece. These features contribute towards the potential to improve the environment and

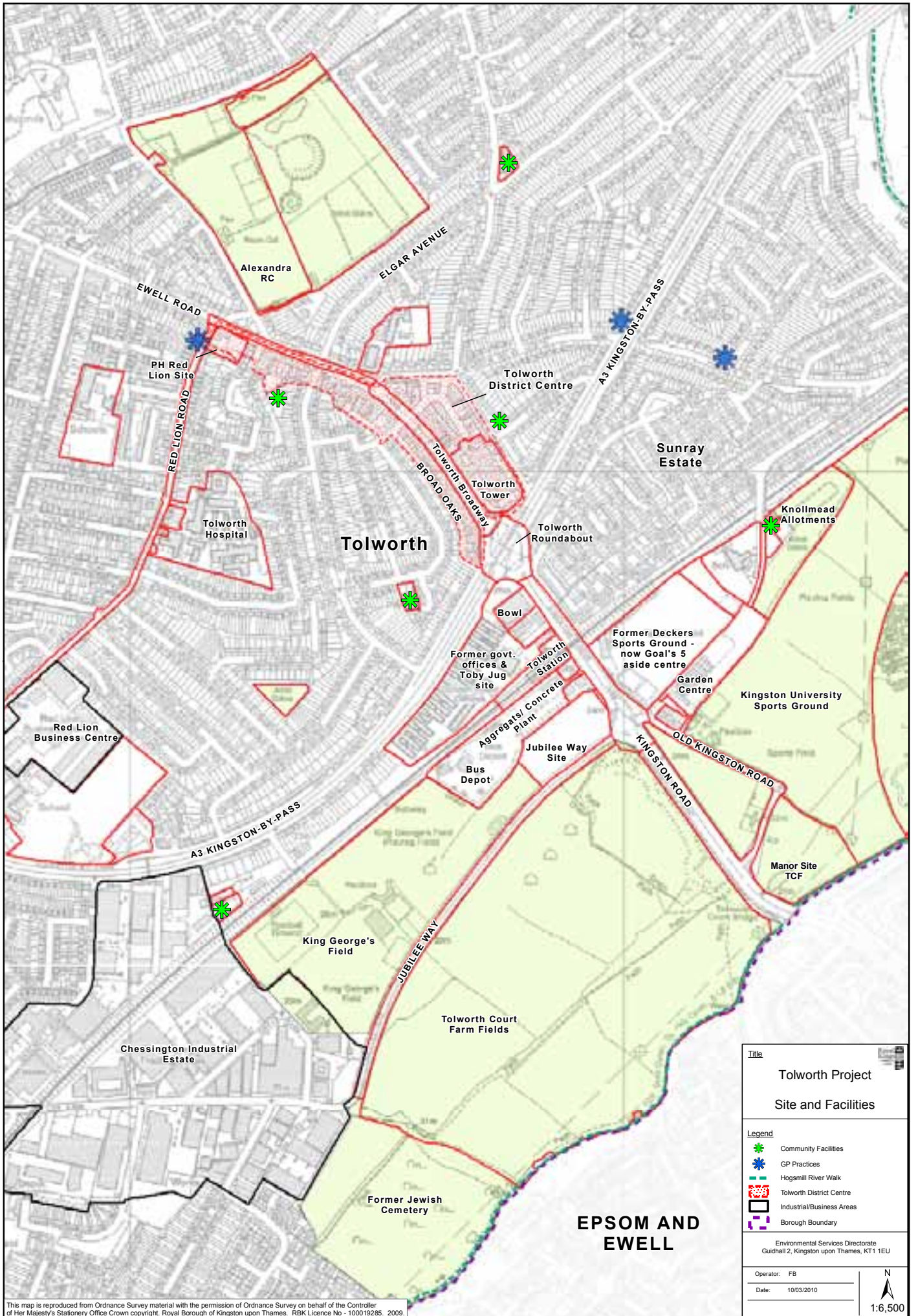


attraction of the Broadway, reduce the dominance of traffic and improve crossing facilities. The subway across Tolworth Broadway was replaced with a surface crossing in 2008, but the unpopular pedestrian subways under Tolworth roundabout remain.

24. The 22 storey Tolworth Tower complex designed by Richard Seifert in the 1960s is a local landmark which accommodates shops, a bar, offices, a hotel and parking, it has significant improvement potential. To the rear of the Broadway, former shop premises in Ewell Road and the Tolworth Close area also require improvement. At the northern end of the District Centre, the Red Lion PH on the corner of Ewell Road and Red Lion Road is awaiting redevelopment.



25. To the south of the A3, Tolworth has a mixed character, with disparate frontages and uses and sites awaiting redevelopment, the largest of which is the cleared government offices, Marshall House and Toby Jug site.
26. Tolworth's residential areas are mainly two storey semi-detached 1930s housing, with some short terraces. There are pockets of Victorian and Edwardian housing in the Douglas Road area and in Ewell Road and 1970s development in Kent Way. Although grass verges, street trees and front gardens are a local characteristic, many front gardens have been replaced with parking. The Fuller's Way/Red Lion Road area is less cohesive in character with Tolworth Hospital, schools,



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| Title | |
| Tolworth Project Site and Facilities | |
| Legend | |
| | Community Facilities |
| | GP Practices |
| | Hogsmill River Walk |
| | Tolworth District Centre |
| | Industrial/Business Areas |
| | Borough Boundary |
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1960s flats in School Lane and fragmented retail/commercial frontages. To the south east of the A3 is the dense two storey Sunray Estate built in the 1930s and Donald Woods Gardens built in the 1990s with its two houses and three storey flats. Further information on physical characteristics is set out in the Borough Character Study.

27. There are few public open spaces within residential areas, but significant green spaces to the south of the railway and to the north of the district centre at Alexandra Recreation Ground and adjoining spaces.
28. The sites listed below have opportunities for development and improvement which will help in achieving the regeneration and enhancement of Tolworth. Details of the sites, the opportunities and objectives to guide their improvement are set out in Section 5 of this document.

Sites North of the A3:

- Tolworth Tower
- Red Lion PH
- Tolworth Close/Ewell Road area
- Tolworth Hospital

Sites South of the A3

- Former government offices, Toby Jug PH and Marshall House sites
- Charrington Bowl
- Tolworth Station
- Tolworth Depot
- 12 Kingston Road – former petrol station
- Jubilee Way/ Kingston Road corner
- Former Decker Sports Ground now Goals Centre
- Gardencare Garden Centre
- Kingston University Sports Ground

29. Overall, the public realm along Tolworth Broadway, connections across the A3 and the sites identified above offer the most scope for physical improvement.

3.3 Local Economy

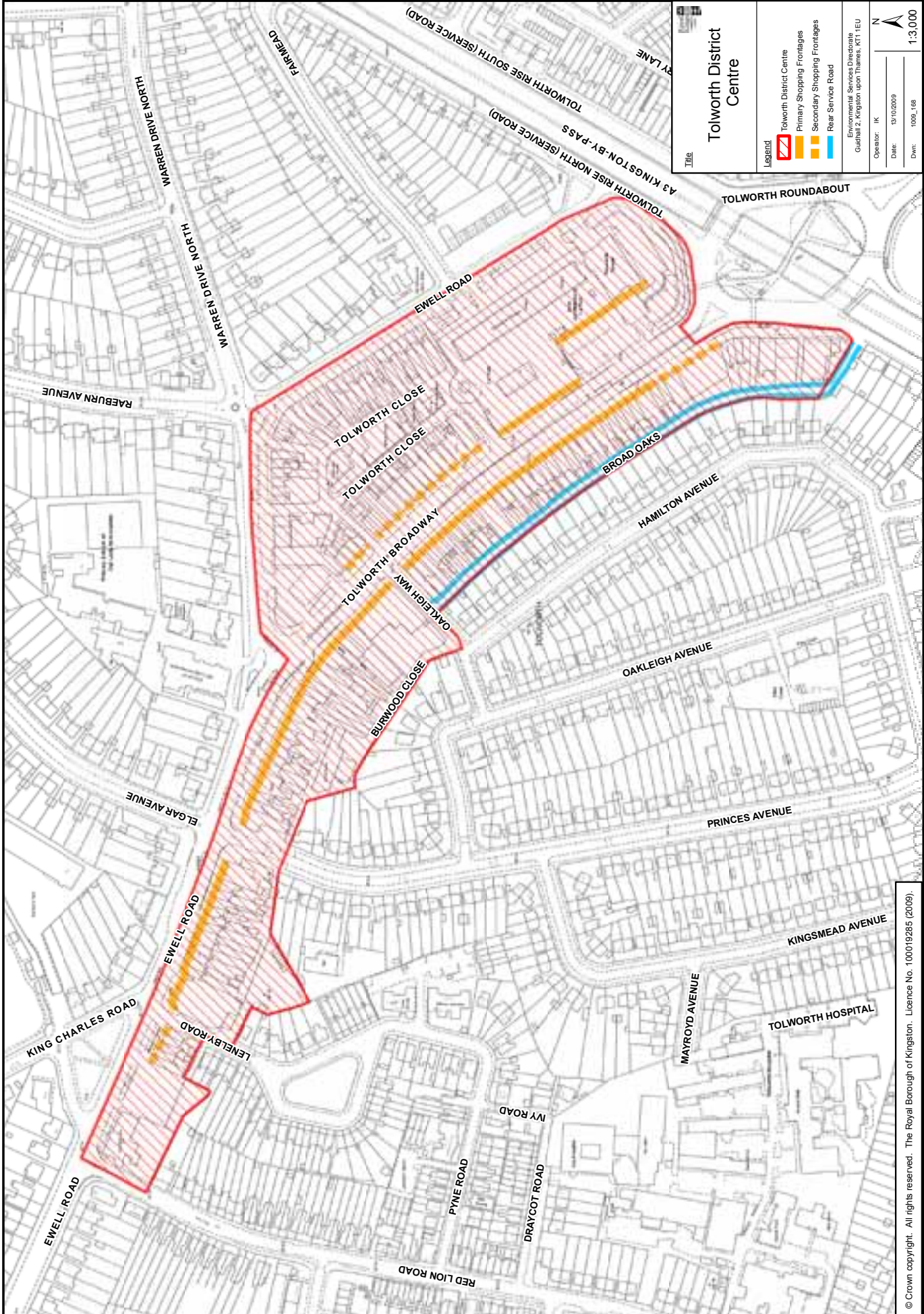
30. The local economy is dominated by shops and services in the District Centre, offices in Tolworth Tower and Tolworth Close, the Tolworth Tower hotel and a range of business and leisure activities to the south of the A3 (the Charrington Bowl, Goals 5-aside centre, garden centre, bus depot,

concrete batching and aggregates plants).

31. Of the 130 or so premises in the District Centre:
- nearly 50% are in retail use
 - 20% are A2/B1 offices/financial services
 - 20% are A3/A4/A5 café/bar/restaurant/take-aways
 - 3% are D1 uses (library, nursery, chiropodist, tutorial services)
 - 10% are vacant (comparable to Surbiton, but higher than Kingston and New Malden).



32. The 2009 analysis of shopping in Tolworth by consultants Experian found that:
- there is a low proportion of multiple retailers (30%) (M&S, Boots, Budgen and Iceland) compared to the other district centres (42% and 44%)
 - clothing and footwear is very poorly represented with just 1% of floorspace, (compared to 5% in New Malden)
 - Tolworth attracts only 20-30% of convenience goods expenditure from within its catchment area, with significant 'leakage' for main weekly



Title

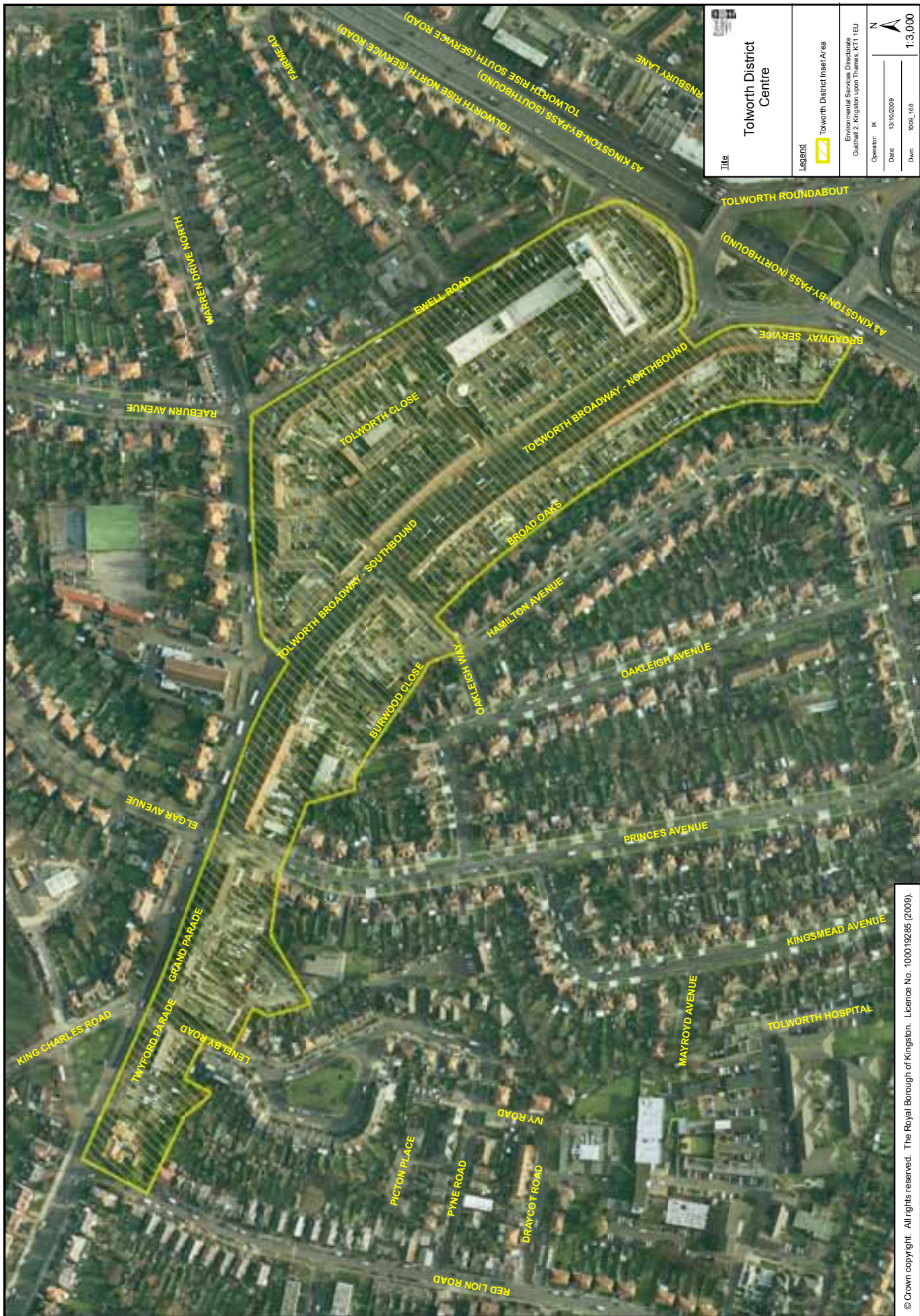
Tolworth District Centre

- Legend
- Tolworth District Centre
 - Primary Shopping Frontages
 - Secondary Shopping Frontages
 - Rear Service Road

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shopping to Tesco at Shannon Corner, Surbiton District Centre and Sainsbury's in Epsom. By comparison, Surbiton with Sainsbury's and Waitrose retains nearly 80% of local convenience goods expenditure.

33. The 2009 Experian Study of Consumer Expenditure and Comparison Goods Retail Floorspace Need in London for the GLA projects a need for up to 3,600sqm additional floorspace for comparison goods in Tolworth up to 2031.
34. Local feedback via the Tolworth questionnaire shows that:
 - over a third of respondents use Tolworth for main food shopping
 - over a third use it for non-food shopping at least once a week
 - over two thirds use it for top-up shopping at least once a week
 - a third do not use Tolworth at all for main food shopping
 - the range of non-food shops needs improving (73% of respondents)
 - the range of food shops needs improving (34% of respondents)
 - there are too many cafes/take-aways but a lack of family restaurants
35. The 2008 Local Centres Study found that shopping parades in Ewell Road (near the Ditton Road junction) and Alexandra Drive (around the Raeburn Avenue junction) have a good range of shops and services, but Red Lion Road has declined to the extent that it no longer functions as a local centre.
36. Tolworth has 60 or so office-based businesses, a third based in Tolworth Tower, with the remainder in Tolworth Close, Tolworth Rise South and above

shops. The vacancy level is relatively high at around 30% overall and 20% in Tolworth Tower. Tolworth Tower accommodates several large organisations employing over 100 people. Elsewhere business activities include recruitment, financial services, IT and telecommunications.

37. The Travelodge hotel in the north wing of Tolworth Tower has a high occupancy rate. Planning permission has also been granted for a hotel at 12 Kingston Road, reflecting Tolworth's accessible location and the borough's under-provision of hotel accommodation.

3.4 Community Facilities

38. Three primary schools serve Tolworth: Our Lady Immaculate Catholic School, Tolworth Infants and Junior School and Knollmead on the Sunray Estate. The increase in young children has increased demand for school places and two additional reception year classes were provided at Knollmead and Tolworth Infants in 2009. Further expansion is planned in 2010 at the paired Tolworth Junior School when the 'bulge' class moves through in 2012/13. Other changes at Tolworth Infants are planned to provide a children's centre and community facilities for the permanent expansion of primary schools are currently under consideration.

Secondary schools serving the area are: Tolworth Girls, Southborough Boys and Richard Challoner Boys. The Building Schools for the Future Programme aims to re-build, refurbish and expand secondary schools. It also aims to improve the sustainability of buildings, use them for a wider range of community purposes and make better use of outside spaces.



39. Four NHS GP practices serve Tolworth, three under NHS Kingston and one under the Surrey PCT:
- Red Lion Road Surgery near the junction with Ewell Road
 - Sunray Surgery in Warren Drive South
 - Warren Drive North Surgery (operated under Surrey PCT)
 - Alexandra Drive Branch Surgery

Existing premises are at capacity and require upgrading to meet current standards. New housing in the area will exacerbate the situation. There is potential to provide new premises on several sites the Tolworth Tower complex and the former government offices/Toby Jug site. There are also proposals to redevelop Surbiton Hospital to provide a polyclinic with GP, outpatient, minor injuries and diagnostic services. The main acute hospital will continue to be Kingston Hospital and Tolworth Hospital will continue to provide mental health services

40. Other community facilities include: Tolworth Community Library, three churches and church halls



and the community centre on the Sunray Estate. Community feedback is that better facilities are needed for teenagers and for meetings and classes.

41. The Community Policing teams for Tolworth, (Tolworth & Hook Rise and Alexandra) moved from Surbiton Police Station to new facilities at Millbank House on Ewell Road Surbiton in 2009, which is outside their respective policing areas.
42. Although there is a range of public and private facilities for sports and recreation, not all are close to or easily accessible from residential areas and there are deficiencies in provision for swimming, health and fitness, squash and badminton.

To the north of the A3 are:

- Alexandra Recreation Ground RBK (football, cricket, basketball, tennis, bowling), Tolworth Allotments (119 plots), adjoining croquet club, Millennium Green (managed by a Community Trust) and play area at School Lane Housing estate.
- Ladywood Road Allotments (15 plots) RBK voluntary managed site.
- Tolworth Recreation Centre RBK (squash courts, halls, theatre, gym, sauna, dance studio, outdoor pitches/tennis courts)

To the south of the A3 are:

- The Charrington Bowl local and regional ten pin bowling alley
- Goals Centre (floodlit 5-aside all weather pitches, netball court and model car racing track) opened in 2009
- Kingston University Sports Ground (rugby, football, cricket and floodlit hard court for tennis, netball, five-a-side football)
- King George's Field (RBK) (Playscape Adventure Playground, Corinthian Casuals Football Club, Indoor Bowls Club and football pitches)
- Jubilee Way corner motorcycle scrambling and go-kart track (RBK)
- Donald Woods Gardens play area (RBK)
- Tolworth Court Farm Fields Local Nature Reserve and the Manor site
- Knollmead Allotments (102 plots) RBK
- Gardencare Garden Centre

Improvements to the quality and range of facilities on public open spaces are being addressed through the RBK Green Spaces and Play Strategies.



3.5 Biodiversity

43. Tolworth's large swathes of green space are important for biodiversity. The extensive RBK owned Tolworth Court Farm Fields Local Nature Reserve (27 hectares) is managed under a 10 year Management Plan and Countryside Stewardship Agreement until 2012. The smaller Manor Farm site on the east of Kingston Road is due to be designated as a Local Nature Reserve and has an approved Management Plan.

3.6 Transport, Access and Connectivity

44. Community feedback via the Tolworth questionnaire revealed that:
- 81% of respondents find it easy to walk to Tolworth's shops/facilities
 - 77% find it easy to get there by public transport
 - 73% walk to the district centre, 35% use a car, 9% the bus and 7% cycle



- 72% think that the pavements are wide enough
 - 59% feel that it is easy to cross the roads, whilst 24% do not
 - 51% think there is sufficient parking, whilst 17% do not
 - Areas identified as most in need of improvement were:
 - o traffic congestion ranked 2nd (53% of respondents)
 - o car parking ranked 3rd (44%)
 - o road crossings for pedestrians 7th (25%)
 - o cycling 9th (13%)
 - o public transport 11th (6%)
45. The presence of the heavily trafficked A3 and A240 which are part of the Transport for London strategic road network (112,000+ vehicles in each direction on the A3, 54,000 on Kingston Road and 29,000 on Tolworth Broadway) has a major impact on Tolworth's environment and air quality. Tolworth Broadway is an important route into the borough from Surrey via the A3 and A240 Kingston Road. The A3/A240 intersection is grade separated, with the A3 in an underpass and an at-grade signalised roundabout with slip roads to Tolworth Broadway and Kingston Road (A240). Pedestrians cross via the unpopular subways under the roundabout and the bridge over the A3. Improvements have reduced peak hour congestion and TfL have installed SCOOT to control traffic signals and optimise traffic flows in Tolworth Broadway and Ewell Road.
46. Waiting and loading restrictions operate in Tolworth Broadway from 7-9.30am northbound and 4.30- 7pm southbound to maximise tidal traffic flows in the morning and evening peaks. The 2009 Freight Movement Study by consultants TTR Ltd involving surveys of delivery/servicing activity and interviews with businesses found that:
- most deliveries to District Centre shops take place from Tolworth Broadway
 - delivery vehicles are more likely to park outside the shop they are delivering to rather than use designated loading bays
 - very few deliveries are made to the rear of the stores
 - rear access is poor (via Broadoaks and Tolworth Close) and both have problems with a high incidence of fly tipping, poor road quality and uncontrolled parking by residents living in flats over shops, employees and customers



- the Tolworth Tower delivery area does not function well due to conflict between M&S deliveries, cars, other deliveries, buses and pedestrians

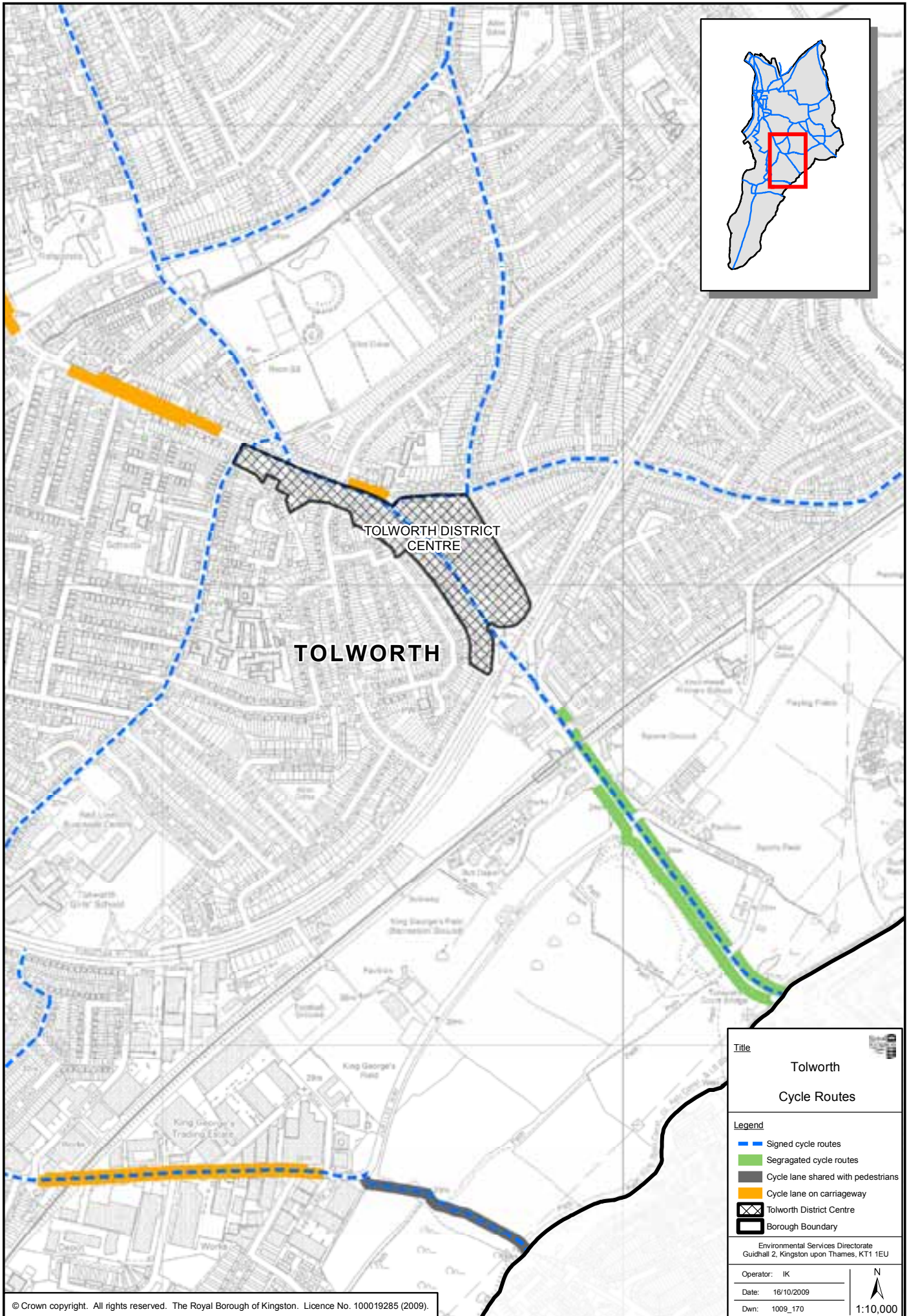
The Study recommended that; loading bays are provided in front of shops; better use is made of side roads for deliveries; the quality of rear access roads is improved to increase their use for deliveries; circulation and servicing is improved at Tolworth Tower and signage is reviewed and improved.

47. The 2009 District Centres Parking Study (by Atkins and MVA) found that:
- The three privately owned public car parks provide 274 spaces: Tolworth Tower (220), Iceland (26) and Budgen (28), which is significantly lower than provision in Surbiton (488) and New Malden (781)
 - Ground floor parking at Tolworth Tower (133 spaces), Budgen and Iceland is very well used and operates at close to capacity
 - First floor parking at Tolworth Tower (87 spaces) attracts long stay parking and usually has spare capacity
 - Tolworth Tower has 380 spaces for the offices and hotel which attracts long stay parking. Opportunities to switch some spaces to public short stay parking
 - On-street parking: in Tolworth Broadway is busy at all permitted times with most stays less than 1 hour; in Ewell Road 70% of parking is short stay with high turnover close to shops; non-resident parking in residential roads does not appear to be a problem except in Oakleigh Avenue and Lenelby Road.
48. Tolworth is generally well served by buses (6



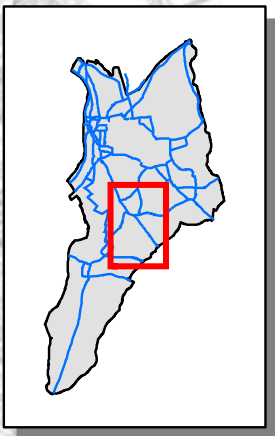
routes) with good links to Surbiton and Kingston, as well as links to Hook, New Malden, Ewell and Epsom. The lack of a crew changeover point for the K2 service by Tolworth Station results in the bus stop being blocked. There is potential to extend the high frequency 281 service from its current unsatisfactory terminus at the back of Tolworth Tower across the A3 to serve Tolworth Station, housing and facilities south of the A3.









49. Tolworth Station is some 300m south of the A3 on Kingston Road and services on this Waterloo to Chessington South branch line operate half hourly up to 21.00 and hourly thereafter. There is significant potential to upgrade the Station, as the booking hall is poor quality, the forecourt is unattractive and access to the platforms is via flights of steps.
50. There are no taxi ranks in the District Centre or at Tolworth station. However, there is a mini-cab booking office and parking for 4 Private Hire Vehicles at the Station. The Public Carriage Office at TfL (following contact with local representatives) has advised that due to insufficient demand, a taxi rank would not be viable in Tolworth.
51. Connections across the A240 and the A3 at Tolworth roundabout for pedestrians and cyclists are via the subways and the bridge, with safety and security fears, a feeling of remoteness and noisy car dominated surroundings. There is the lack of segregated cycle routes on busy roads including Tolworth Broadway, Tolworth roundabout, Jubilee Way, the northern end of Kingston Road and at major junction/crossing points (e.g. Red Lion Road/ King Charles Road junction). There are advisory cycle lanes along the A240 Ewell Road (north of Elgar Avenue/Princes Avenue) towards Kingston and fully segregated cycle tracks on both sides of Kingston Road between the railway bridge and



TOLWORTH DISTRICT CENTRE

TOLWORTH



| | | | |
|---|------------------------------------|---|---------------------------|
| Title | |  | |
| Tolworth | | | |
| Cycle Routes | | | |
| Legend | | | |
|  | Signed cycle routes |  | Segregated cycle routes |
|  | Cycle lane shared with pedestrians |  | Cycle lane on carriageway |
|  | Tolworth District Centre |  | Borough Boundary |
| Environmental Services Directorate Guidhall 2, Kingston upon Thames, KT1 1EU | | | |
| Operator: IK | |  1:10,000 | |
| Date: 16/10/2009 | | | |
| Dwn: 1009_170 | | | |



the borough boundary. A feasibility study has been completed for a cycle track on the south side of Jubilee Way to segregate cyclists from fast moving traffic and heavy goods vehicles accessing the Chessington Industrial Estate. On-street cycle parking along Tolworth Broadway is reasonable, but poor at Tolworth Station.

52. Tolworth has relatively high car ownership and peak time congestion on strategic roads, so smarter travel initiatives such as School and Workplace Travel Plans have a role to play in promoting alternative forms of travel to encourage mode shift and reduce car use. School travel plans have identified a need for safe, accessible and integrated walking and cycling routes between homes and schools to encourage sustainable school journeys. Car club networks can also help and the provision of car club bays in Tolworth is due to be considered in the next site review with car club operator Streetcar.
53. There are opportunities to improve the Hogsmill Valley Walk and connections to the walk which is part of the London Loop Strategic Walk Network which runs along the edge of Tolworth.

Sustainability

54. Parts of Tolworth are susceptible to surface water flooding and measures are needed to reduce flood risk and reduce the impact of climate change. The borough is in a designated area of serious water stress where there is a deficit in water supply.

3.7 Key issues to be addressed

55. Key issues derived from local characteristics, the policy context and community feedback.

Environmental:

- Dominance and adverse impact of the A3, A240 and Tolworth roundabout – high levels of traffic, congestion, noise, air pollution and severance
- Poor quality environment and public realm along the A3 and the A240 corridor
- Vacant, underused and poor quality sites
- Surface water flood risk
- Provision of adequate water and sewage infrastructure

Social and Economic:

- Poor range of shops and food/drink outlets in Tolworth District Centre
- Managing development opportunities to secure high quality new development
- Vacant office / business space, need to attract new businesses and employment
- Range, quality and accessibility of recreation, leisure and play facilities
- Lack of community facilities especially for meetings/classes, youth facilities
- Increasing demand for school places and changing requirements for schools
- Inadequate GP healthcare premises
- Community policing facilities poorly located in relation to Tolworth

Transport and Access:

- Poor connections for pedestrians and cyclists across the A3 and Tolworth roundabout (via unpopular subways) and across Tolworth Broadway (due to the central barrier)
- Lack of continuous, segregated cycle routes on main roads
- Lack of safe and integrated walking and cycling routes to schools
- Poor pedestrian and cycle links from homes to green spaces/recreation facilities
- On and off-street public parking is well used and close to capacity
- Poor appearance, functioning and accessibility of Tolworth Station and forecourt and poor frequency rail services, especially after 21.00
- High frequency 281 bus route terminates at the rear of Tolworth Tower and does not serve Tolworth Station and facilities south of the A3
- Inadequate servicing provision
- Lack of car club network/car club bays



Tolworth Strategy

- Character and Identity reinforced
- Better range of shops
- New and improved schools, doctors' surgeries and community facilities
- Enhanced green spaces and play facilities
- New businesses
- New housing
- High quality public realm
- Better connections for pedestrians and cyclists

Red Lion site redeveloped for housing, shops and pub/restaurant

Broad Oaks Improved

Tolworth Close/Ewell Road improved

Tolworth Tower - new and improved facilities: shopping, housing, community, parking, public realm & servicing

New pedestrian/cycle route from Knollmead to Kingston Road

Tolworth Hospital

Tolworth Hospital upgraded Possible surplus land for housing

Toby Jug and Government Offices Site New housing and community facilities

Tolworth Roundabout Appearance of Charrington Bowl improved

Goal's Centre opened 2009

Tolworth Station improved 281 bus route extended

More tree planting to screen the depot

Strategic Freight Site Aggregates Concrete Plant Bus Depot Jubilee Way site New Leisure Facilities

New Hotel

Kingston University Sports Ground New facilities due for completion early 2010

New facilities for the Garden Centre

Manor Farm designated as a Local Nature Reserve

Playscape Adventure Playground Opened Oct 2008

Tolworth Court Farm Fields Local Nature Reserve

A240 Corridor

- Public realm enhanced
- Tolworth Broadway central barrier removed, greenway provided, boulevard character restored
- Improved E-W and N-S links for pedestrians and cyclists e.g. across Tolworth roundabout

Tolworth Strategy

Legend

- Tolworth Strategy Sites
- Tolworth District Centre
- A240 Corridor
- ✦ Gateway Features

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Service Director (Planning and Transportation)
Environmental Services Directorate
Guildhall 2, Kingston upon Thames, KT1 1EU

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4.0 Vision and Strategy

Vision

56. The Vision for Tolworth is to provide:

- an attractive, thriving district centre with a good range of shops and services
- a high quality public realm that reduces the dominance of road traffic
- safe, convenient and attractive connections for pedestrians and cyclists, especially across Tolworth Broadway, Tolworth roundabout and the A3
- high quality new development and improvement at key sites to enrich the mix of attractions, provide new homes and enhance the environment
- improved green spaces, leisure and community facilities with better connections to residential areas for pedestrians and cyclists
- an attractive and well laid out Tolworth Station served by an extended 281 bus service to improve bus accessibility to homes and facilities south of the A3.

Regeneration Strategy

57. This strategy for Tolworth aims to address the issues, realise opportunities and ensure a comprehensive, holistic approach to regeneration and enhancement.

1 **Enhance Tolworth's attraction** by:

- improving the environment along the A240 corridor
- securing high quality new development
- improving the range and quality of local facilities
- increasing business confidence

2 **Provide a more attractive District Centre to attract more businesses and shoppers, increase the number of visits, length of stay and expenditure and enhance its vitality and competitiveness** through:

- Work with developers and land/property owners to diversify the range and quality of shops and services
- Highway and public realm improvements along Tolworth Broadway to enhance its appearance and attractiveness

- Improved connections for pedestrians and cyclists to improve access
- Provision of adequate cycle, motorcycle and public car parking
- Provision of new housing to generate additional population and spend
- Investigating opportunities for town centre management

3 **Stimulate economic growth to attract new businesses, create jobs and reduce vacant office and business space**, through:

- new development and refurbishment
- promoting Tolworth as a business location and shopping destination

4 **Implement highway and public realm improvements, especially along the A240 corridor (Ewell Road-Tolworth Broadway-Tolworth Roundabout-Kingston Road-Tolworth Station) guided by a Public Realm Design Strategy** to:

- improve the environment
- enhance Tolworth's appearance and attractiveness
- restore the boulevard character of Tolworth Broadway
- reinforce character and identity
- improve east-west and north-south connections and crossings for pedestrians and cyclists
- improve highway efficiency and safety
- help ensure that Tolworth is not only safe but feels safe
- improve servicing provision
- enhance the gateway approaches into Tolworth and the borough
- provide pockets of incidental open space
- reduce the dominance and adverse effects of the A3, A240 and Tolworth roundabout (severance, traffic, congestion, noise and air pollution).

5 Secure high quality new development (buildings and spaces) at key sites including Tolworth Tower, the Red Lion PH, the former government offices and sites along Kingston Road to:

- enrich Tolworth's mix of attractions
- provide new homes to help meet housing needs
- enhance the environment
- reinforce character and identity.

This will be achieved through promoting and managing development opportunities on these sites and working with developers and land/property owners through the planning process. Guidelines for sites with development and improvement potential are set out in Section 5. Two sites in particular, the Tolworth Tower complex and the former government offices and adjoining sites have the potential to make a significant contribution towards the regeneration and enhancement of Tolworth.

6 Ensure the provision of sufficient school places to meet the increasing demand by:

- upgrading and expanding existing primary and secondary schools, through the RBK Building Schools for the Future and Primary Capital Programmes and through the planning process. Ensure that proposals:
 - have a high quality design and layout
 - relate well to their surroundings
 - improve the sustainability of buildings
 - cater for a wider range of community purposes
 - minimise loss of green open space
 - make better use of outside spaces.

Robust site planning and school travel plans will play an important role in encouraging walking and cycling and reducing the number of car trips and adverse impact on local roads.

7 Secure improved NHS healthcare facilities, especially GP provision, through partnership working with NHS Kingston, the Surrey PCT, the South West London and St George's Mental Health Trust, developers and land/property owners.

8 Maintain and enhance the range and quality of community facilities, especially youth facilities and space for classes and meetings through:

- improving existing facilities

- resisting the loss of facilities
- providing new facilities on development sites via the planning process

Seek the provision of community policing facilities within Tolworth for the Tolworth & Hook Rise and Alexandra Teams or subsequent variation, through work with the Metropolitan Police, developers and property owners.

9 Promote and enhance green spaces, allotments, leisure and recreation facilities to:

- improve provision and awareness of provision, encourage participation in physical activity and contribute to improving health and well-being
- enhance biodiversity
- help reduce flood risk and climate change impacts.

10 Enhance bio-diversity through:

- the management of Local Nature Reserves
- progressing initiatives to designate new nature reserves
- planting and habitat creation on green spaces and development sites
- protecting 'green corridors'.

11 Secure public transport improvements to:

- Tolworth Station to improve its appearance, functioning and accessibility
- rail and bus services, including the extension of the 281 bus service to Tolworth Station, to provide a local transport interchange
- improve public transport accessibility
- reduce the need for car use.

12 Improve connections for pedestrians and cyclists to improve ease of access, encourage walking and cycling and help reduce car use:

- across the A3 at Tolworth roundabout
- across the A240 Tolworth Broadway, Ewell Road and Kingston Road
- to and from the District Centre
- between homes and schools
- between homes and green spaces, leisure and recreation facilities

13 Improve cycle routes and increase provision of continuous, segregated routes, to improve safety, encourage cycling and physical activity and reduce car use.

14 Parking:

- make better use of off-street parking capacity

at Tolworth Tower and maintain on-street parking capacity to support the vitality and viability of the district centre

- provide adequate car parking for disabled people
- provide convenient parking for motorcycles and apply car parking standards for new development in line with the London Plan.
- provide secure, sheltered and conveniently located cycle parking at key locations and at all new development.

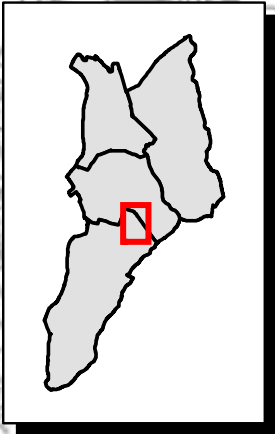
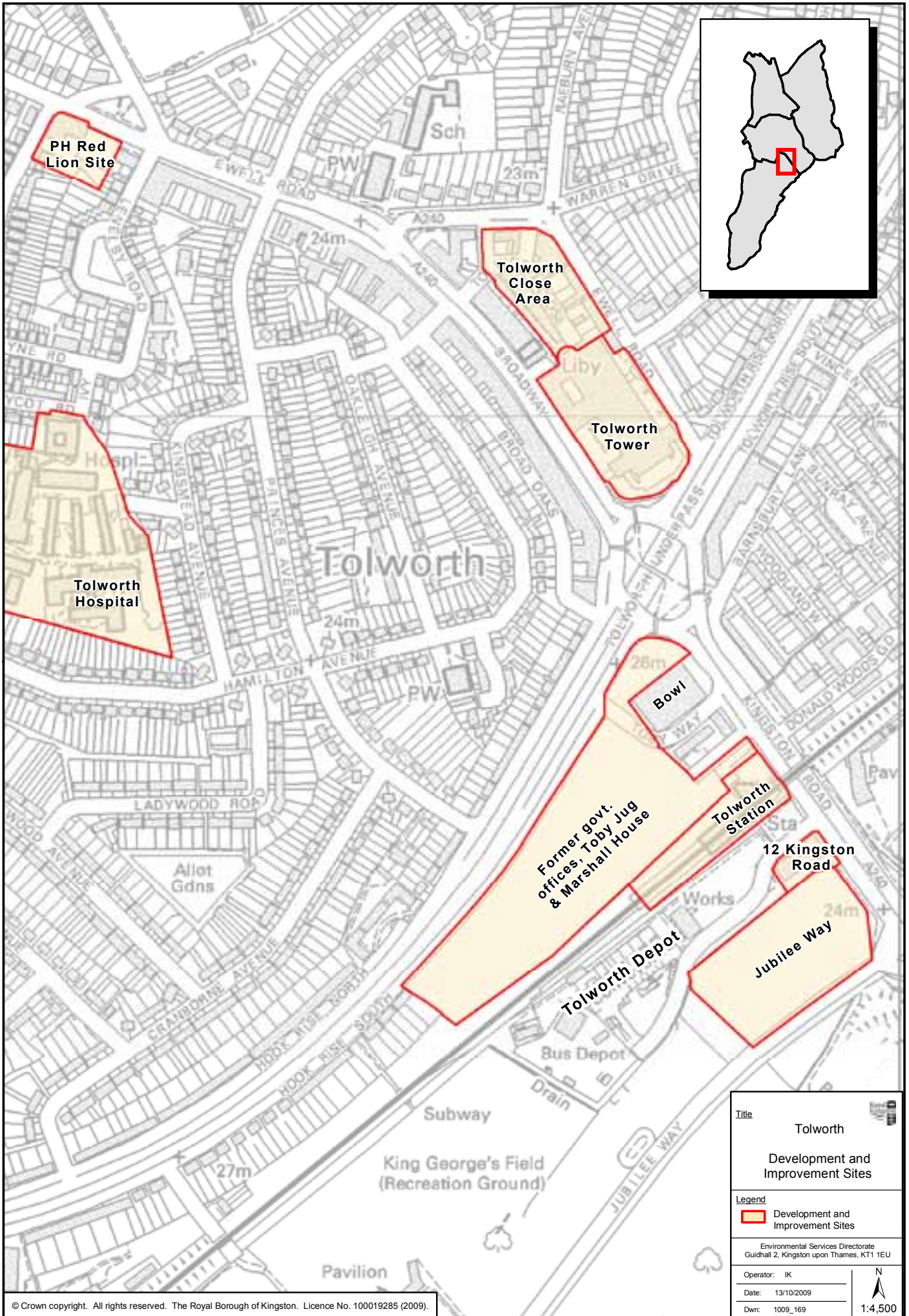
15 Servicing: improve provision and signage for deliveries to meet business needs, reduce congestion and conflict associated with servicing activity.




16 Promote and implement smarter travel initiatives (to increase awareness of alternatives to the car, encourage mode shift, reduce car use and traffic) including:

- workplace and school travel plans
- provision of electric vehicle charging points
- car club networks through the provision of car club bays.

17 Promote principles of sustainable development and construction through promotional initiatives and through the planning process to improve energy and water efficiency and mitigate the impact of climate change.

18 Secure infrastructure improvements to meet local needs (highway network, public transport, utilities including sewerage and water infrastructure, schools, health and community facilities) through the implementation of Council and other relevant strategies and through the development control process, making full use of S106 Planning Obligations and the Council's Supplementary Planning Document on Planning Obligations.



| | | |
|---|-----------------------------------|--|
| Title | |  |
| Tolworth | | |
| Development and Improvement Sites | | |
| Legend | | |
|  | Development and Improvement Sites | |
| Environmental Services Directorate Guildhall 2, Kingston upon Thames, KT1 1EU | | |
| Operator: | IK |  1:4,500 |
| Date: | 13/10/2009 | |
| Dwn: | 1009_169 | |

5.0 Guidelines for Sites with Development and Improvement Potential: Objectives and Opportunities

These guidelines supplement area guidance for Tolworth set out in the Unitary Development Plan and the emerging Local Development Framework Core Strategy. It is important that sites are considered holistically within their context and not in isolation to ensure that they contribute to overall objectives and the regeneration and enhancement of Tolworth.

General planning guidance for use in developing proposals and submitting planning applications is set out at the end of this section on page 34.

A. Context for sites north of the A3

To the north of the A3, the Tolworth Tower complex and the Red Lion PH sites at each end of the district centre and the Ewell Road/Tolworth Close Area offer opportunities for development and improvement to enhance the public realm, diversify the range of shops and local facilities and provide new housing as part of mixed use development.

Site I: Tolworth Tower (1.5ha)

This is a key site within the District Centre with its landmark 22 storey tower; prominent location and mix of activities (retail, A4 bar, offices, hotel and



parking (basement, ground and two floors above). The offices were upgraded, new units provided on the Broadway frontage and part of the 8 storey North Wing converted to a hotel about 5 years ago. More recently, the M&S store has expanded into space formerly occupied by a gym.

Objectives/opportunities

There is significant potential to improve the layout, appearance and functioning of the site and to provide additional activities through refurbishment and sensitive additional development. Development should be coherent with the strong, existing building form of the Tower complex and supportive of the character of the Broadway. The overall aim is to improve the accessibility and attraction of the complex so that it plays a full part in the regeneration of Tolworth district centre. This will be achieved through continuing work with owners Targetfollow to exploit opportunities (see





illustrative sketch) to:

- reconfigure the ground floor layout to:
 - improve vehicle, cycle and pedestrian access and circulation, servicing, parking and signage
 - provide a high quality public realm and space for meeting, outdoor catering and entertainment
 - provide a pedestrian route between Ewell Road and the Broadway
 - improve the access route and the entrance to the offices and hotel (the main entrance to the Tower is poorly located at the rear facing Ewell Road)
- improve the quality and diversity of shops, services and community facilities
- provide new development above the frontage suitable for residential (including student accommodation), a hotel, a health and fitness facility, community facilities, serviced workspace with business support and meeting/conference facilities
- revamp the facades, retaining the existing fins
- reorganise car parking provision and car park management with the aim of reducing long stay commuter parking and increasing short stay visitor parking to support the vitality and viability of the district centre. Current capacity is 654 spaces (274 public spaces and 380 office/business spaces). Workplace travel plans for the offices have a role to play in promoting awareness of alternatives to car use and encouraging mode shift to reduce car use and demand for long stay parking. (M&S already have an approved travel plan). Short stay parking must be high quality, convenient and well connected to shops and the Broadway.
- provide secure, sheltered and conveniently located cycle parking for employees (all day) and shoppers/visitors (short term)
- investigate the feasibility of providing a decentralised energy network (combined cooling and heat plant)

Site 2: Red Lion PH site (0.38ha)

This site on the Ewell Road/Red Lion Road corner marks the northern end of the District Centre. The former pub building is vacant pending redevelopment. Planning permission for mixed-use redevelopment (09/10155) was granted in November 2009, subject to the completion of a S106 legal agreement. This would provide ground floor retail/financial services/café restaurant/bar uses, together with 50 residential flats, parking and decked amenity space.

Objectives/opportunities

Secure redevelopment of the site to provide:

- a mix of uses with retail and catering uses on the Ewell Road frontage and residential above and to the rear
- a continuous and active frontage from existing shops in Twyford Parade along the Ewell Road frontage (at present the car park separates the shops from the former pub building)
- high quality design of appropriate scale and massing to enhance the site's prominent corner location at the northern end of the district centre and provide an acceptable transition from the district centre to the residential area, taking account of its character and the amenity of neighbouring properties
- a car club bay on site or if impractical, a contribution for an on street bay
- a low energy and low carbon building meeting or exceeding BREEAM 'very good' standard
- affordable housing in line with Council policies and guidance
- a S106 contribution towards educational facilities and public realm/highway/environmental improvements



Site 3: Tolworth Close/Ewell Road area

This comprises properties in Tolworth Close and Ewell Road (backing onto Tolworth Close). The Ewell Road properties are former shops now in business use, with residential above. Alterations to the shop fronts and fascia have degraded the appearance of the frontage and it lacks vitality. Tolworth Close which provides rear access to properties in Ewell Road and Tolworth Broadway and to businesses in Tolworth Close, is congested with residential and business parking affecting its use for servicing. The rear of the Ewell Road properties is poor quality with a mix of garden, parking, garage and business uses. The area needs short term improvements to parking, servicing and the environment and in the longer term there is potential for some mixed-use redevelopment.

Site 4: Tolworth Hospital (3.27ha)

A programme of improvement is planned to raise the standard of facilities at the hospital, as set out in the South West London and St George's Mental Health Trust Estates Strategy. This may also result in some surplus land becoming available for other uses e.g. housing development. In the short term, some facilities may be temporarily relocated to the site from Surbiton Hospital.

Sites South of the A3 along the west side of Kingston Road

B. Context for sites south of the A3 – west side of Kingston Road

To the south of the A3, most of the sites along the west side of Kingston Road between Tolworth roundabout and Jubilee Way are UDP Proposal Sites with significant potential for development and improvement. They present a poor quality frontage



and with a poor quality public realm. They include:

- The cleared government offices, Toby Jug PH and Marshall House sites, which have significant development potential (UDP Proposal Site PS42)
- The Charrington Bowl (0.38ha), (part of UDP Proposal Site PS42).
- Dean Court and Drayton Court (0.21ha) 3 storey flats built in the 1950s.
- Tolworth Station with its poor appearance, layout and access
- Small open site next to the station used for car sales which has limited development potential but would benefit from boundary/frontage improvements
- Tolworth depot - 'Strategic Freight site' - comprising a bus depot, concrete batching plant, rail served aggregates facility and bagging plant, rail head and sidings (UDP Proposal Site PS50a)
- Former petrol station/car showroom (hotel site)
- Open land on the Kingston Road /Jubilee Way corner which is RBK owned and used for motorbike scrambling (UDP Proposal Site PS43)

Objectives/opportunities

- High quality mixed use development including significant housing on the government offices site, hotel, community uses, indoor and outdoor leisure
- Public realm and frontage enhancements along Kingston Road and the A3
- Gateway improvements on this approach into the borough/Tolworth from the south
- Appropriate transition from development sites to housing and green spaces
- Improved connections for pedestrians and cyclists across the A3 Tolworth roundabout and along the Kingston Road frontage
- Well connected and accessible new development
- Improvements to Tolworth Station and forecourt
- Extension of 281 bus service to Tolworth Station
- Works/funding for wider improvements in Tolworth through S106 planning obligations, in accordance with the Planning Obligations SPD.

Site 5: Former Government Offices, Toby Jug PH and Marshall House sites (5.4ha):

These are cleared sites owned by Tesco awaiting redevelopment. The government offices site is allocated for residential and community uses in the UDP (PS42), with a hotel, offices and transport interchange on the Kingston Road frontage. The sites have been the subject of planning applications in 2006 and 2009 for a supermarket, residential and community uses, both of which were withdrawn (the latter due to the high cost of required highway alterations). The government office site is the largest allocated site for new housing in the borough and is included in the GLA 2009 Housing Capacity Study and Strategic Housing Land Assessment. Housing capacity has been estimated at up to 400 dwellings, however community feedback indicates a desire for a better mix of housing with a greater proportion of family houses with gardens rather than small flats and the provision of adequate play and amenity space.

Objectives/opportunities

- A residential led approach to development.
- Potential for development to secure investment and to support Tolworth District Centre
- A mix of housing types, sizes and tenures including family sized homes, houses with gardens, flats and affordable housing (to accord with supplementary guidance)
- Layout and design to address noise and air quality issues resulting from traffic on the A3 and A240 and activities on the depot site. Development should not prejudice the existing or future use of the rail head for rail related uses. Acoustic buffers likely to be required between the A3 and open spaces to ensure the success of spaces between buildings.



- Flats should be dual aspect to help achieve a good residential environment.
- High quality design with attractive frontages. Potential for distinctive development on the Toby Jug corner, which could accommodate community uses on lower floors, with workspace, hotel or student accommodation above.
- Provision of high specification fully serviced workspace with business support to attract innovative, high growth start-ups with a focus on creativity/design / innovation and/or businesses involved in the green/carbon economy
- Provision of community /leisure facilities to serve the Tolworth area, e.g. GP healthcare facility, community centre with space for meetings, classes, youth facility, indoor sports facility
- Nil detriment in terms of traffic impact on the highway network
- Vehicle access into site from Hook Rise South and/or Kingston Road with egress via Kingston Road
- Convenient, accessible and inclusive pedestrian and cycle links within the site and to the surrounding area including the district centre and Tolworth Station
- Provision of public and private amenity space and play space
- Parking levels to be kept to a minimum and on site car club bays required
- Low energy and low carbon buildings meeting or exceeding BREEAM 'very good' standard
- Feasibility of providing de-centralised energy network (combined cooling and heat plant) to be investigated
- Provision of on site recycling facilities
- Secure, sheltered and conveniently located cycle parking to meet London Plan standards (at street level locations close to residential entrances)
- Provision of space and/or a financial contribution to facilitate and fund the extension of 281 bus service to serve the site and Tolworth Station
- Works or funding for wider improvements e.g. to public realm, local environment, pedestrian and cycle routes, Tolworth Station through S106 planning obligations

Site 6: Charrington Bowl

This is an important local and regional bowling facility. It has a poor quality appearance with potential to upgrade the building façades, parking area, public realm, footway and cycle route on the Kingston Road frontage and provide secure cycle parking at the main entrance.



Site 7: Tolworth Station

The station has a poor quality appearance and access to the platforms is via flights of stairs. There is significant potential to improve its appearance, layout and accessibility and provide:

- improvements to the appearance and layout of the ticket hall, through refurbishment or provision of a new booking hall
- lifts to both platforms to make the Station accessible
- improvements to the appearance and layout of the forecourt to provide:
 - secure, covered cycle and motorcycle parking
 - limited parking including for disabled persons
 - 'kiss and ride' drop off and pick up
 - parking for four private hire vehicles
 - better interchange between rail and bus services
 - provision for rail replacement bus services and
 - maintain bus stops for buses using Kingston Road

Site 8: Tolworth Depot (2.54ha)

This is owned by Network Rail from which DB Schenker hold a long lease. The site comprises a Strategic Freight Site and any development should

make effective use of the railhead. Current uses comprise a transport depot for London Buses, a Concrete Batching Plant (rail served), Aggregates Unloading Facility and Bagging Plant (rail served). Although no vacant land remains and the uses have long leases with little opportunity for significant change, the site should be safeguarded for rail related and transport uses. More trees have been planted around the depot to increase screening using S106 funds. A study is due to investigate the provision of a turning facility for buses and heavy goods vehicles coming from the A3 and Tolworth roundabout, to avoid the need to travel nearly a mile down to the Worcester Park Road junction to turn back up Kingston Road to access the site, which is unsatisfactory (study to be funded by S106 contribution).

Site 9: 12 Kingston Road (1.97ha)

This former petrol filling station and car showroom site is awaiting redevelopment. A new use and high quality design is required to provide an attractive frontage for this prominent gateway site. Planning permission for a six storey 142 bedroom hotel, with conference facilities, gym, restaurant and basement parking was granted in 2009 (09/10131) with an associated S106 planning agreement.

Objectives/opportunities

- a new use with a high quality design and attractive frontage for this gateway site
- the hotel frontage should be set back to provide sufficient width for the footway and cycle route on Kingston Road
- any drive-in access should not interfere with the footway or cycle route and raised tables should be provided to give priority to pedestrians/cyclists
- good landscaping with trees is required on the frontage as act as a buffer and create a natural transition from surrounding green spaces
- A S106 planning obligation providing funding to investigate the feasibility of providing a turning facility for buses and to introduce red route parking controls on Kingston Road, plus a contribution towards public realm improvements and better pedestrian/cycle connections.

Site 10: Jubilee Way/ Kingston Road corner (1.72a)

This prominent gateway site is Council owned and in temporary use for motorbike scrambling.

Objectives/opportunities

- careful design and treatment is required for this prominent gateway site on the approach into the borough and Tolworth from the south
- as UDP Proposal Site PS43 it is allocated for a hotel on the Kingston Road frontage and for indoor and outdoor sport/recreation (Use Class D2e) including a swimming pool and indoor sports hall
- provision of an indoor leisure facility in conjunction with other community facilities would address the specific shortfall in provision for leisure in the south of the borough, especially for swimming, but also for badminton, squash, health and fitness and would increase leisure and social opportunities in Tolworth
- the site has potential to benefit from synergies arising from its close proximity to other public and private leisure and recreation facilities and green spaces and to act as a focus/ hub for indoor and outdoor leisure activity, education and the natural environment
- some enabling development may be required, for e.g. housing to realise the opportunities.

The site was also identified as a potential site for a waste management facility in the July 2009 South London Waste Plan consultation document. Whilst the site is well located for such a facility in relation to access to the strategic road network and proximity to the adjacent depot/rail head, it would not assist in the overall regeneration and enhancement of Tolworth, in terms of activities and development and reinforcing a positive identity.

Sites South of the A3 along the east side of Kingston Road

Land on the east side of Kingston Road between the railway and the borough boundary is Metropolitan Open Land (MOL). Planned improvements to leisure facilities are set out below:

Site 11: Goals Centre (former Decker Sports Ground) Kingston Road (4.1ha)

This opened in 2009 providing: a replacement pavilion, ten 5-side all weather pitches, a netball



court, model car racing track, floodlighting and parking. These add to the range of leisure facilities, although there are some problems with noise causing disturbance to residents living in Old Kingston Road.

Site 12: Garden Care Garden Centre, Old Kingston Road (1.68ha)

Planning permission was granted in 2007 (07/16059) for improvements to enhance its attraction (replacement of two horticultural units, offices, retail, refreshment facilities, toilets, vehicle circulation and parking). Works to improve vehicle circulation and parking have commenced. A S106 legal agreement provides for an alternative route for a short stretch of the Hogsmill Valley Walk avoiding Old Malden Road.

Site 13: Kingston University Sports Ground, Old Kingston Road (16ha)

Works to upgrade the sports facilities and provide a replacement pavilion, synthetic turf pitch, landscaping and parking (04/16129) are due for completion in 2010. A S106 legal agreement also provides for an alternative route for a short stretch of the Hogsmill Valley Walk avoiding Old Malden Road. The site has an approved Travel Plan.



There are a number of general planning requirements which apply to all development sites, as set out below. Further guidance is available on the Council's website www.kingston.gov.uk/environment/planning. This guidance includes pre-application advice and a checklist of requirements for submitting a planning application to ensure that a planning application is valid and can be registered.

1. Policy Context

- The London Plan and the RBK Unitary Development Plan comprise the statutory Development Plan for the Borough and include a range of policies against which development proposals will be assessed. The London Plan 2008 is currently under review and Proposed Alterations were published in 2009. Strategic guidance in the UDP is due to be replaced by the RBK Local Development Framework Core Strategy which is at Preferred Strategy Stage in March 2010. The pre-submission Core Strategy is due to be published in November 2010.

2. Design

- In addition to statutory development plan policies, development proposals shall have regard to their surroundings, urban design principles set out on page 38 Action 5b, policies and guidance set out in the Preferred Strategy and the Borough Character Study, which helps to define the character of Tolworth. http://www.kingston.gov.uk/browse/environment/planning/planningpolicy/local_development_framework/ldf_evidence_base_reports/draft_borough_character_study.htm

3. Affordable Housing

- Guidance on affordable housing is set out in the London Plan, the UDP and the Council's Affordable Housing SPD

4. Transport and Travel Plans

- Tolworth suffers from high levels of traffic and congestion at peak times. Development proposals will need to be accompanied by Transport Assessments which assess the impact of development proposals on the local highway network, which forms part of the Transport for London strategic road network.
- Travel plans and smarter travel initiatives will play an important role in encouraging sustainable modes of travel, reducing car use and minimising traffic impact and will be required to be submitted as part of the planning application process.
- Development proposals will need to make adequate provision for bus stops and bus routeings

commensurate with the scale and impact of development and to the satisfaction of Transport for London.

5. Flood Risk

- Tolworth is an area susceptible to surface water flooding (see Environment Agency information available on 'Geostore').

Development proposals should look at opportunities to reduce flood risk as a way of reducing the impact of climate change.

6. Water Supply and Sewerage

- Thames Water refer to the need for development proposals to take account of infrastructure capacity, including water and sewerage infrastructure.
- The borough is within a designated area of serious water stress, where water efficiency targets exist in the London Plan. It is also within the Thames Water London Zone, where a deficit in water supply is currently met by use of the desalination plant. Further deficits will need to be met in future to meet demand from growth and development.
- There are concerns about the provision of water and sewerage/waste water infrastructure in respect of development sites 1, 4, 5, 9 and 10. We welcome the opportunity to work closer with the authority/ developers in understanding the phasing of the sites and identifying what infrastructure will need to be in place and by when and urge developers to contact them at the earliest opportunity.

7. Biodiversity, Nature Conservation and Access to Nature

- Development proposals should have regard to nature conservation and opportunities to build in beneficial biodiversity features as part of good design

8. S106 Planning Obligations

- See Strategy Objective 18 page 24 and Page 48 Action 21

6.0 Implementation and Delivery

The Strategy involves a range of short and longer term measures to achieve its aims and it will be essential that the Council continues to work in partnership with a range of stakeholders in the public, private and community/voluntary sectors, including:

- developers, land and property owners
- businesses
- strategic partners: NHS Kingston Primary Care Trust, the Metropolitan Police, the Kingston Chamber of Commerce, Kingston Voluntary Action
- transport providers: TfL, London Buses, Network Rail, South West Trains
- other authorities: GLA, LDA/DfL, Surrey County Council, adjoining authorities, Environment Agency
- residents and local groups
- infrastructure providers including Thames Water
- car park operators

Implementation of the Strategy will require effective and co-ordinated delivery with the Council playing a central role. It will rely on:

- partnership working
- implementation of Council Strategies e.g. for

Transport (LIP); Green Spaces; Play and Schools

- the planning process, development control and management and use of S106 planning obligations
- promotional initiatives for e.g. those undertaken by the Council's Climate Change and Sustainability Team

Some elements of the Strategy will be implemented by private sector developers, land and property owners and businesses with the Council acting as facilitator and regulator through the planning process. Where appropriate, private sector interests will be required to make a contribution towards the cost of delivering public infrastructure, transport and public realm improvements in Tolworth, usually through Section 106 planning agreements. Some elements of the Strategy will be implemented by strategic partners e.g. NHS Kingston and the Mental Health Trust. Other elements will require other resources, including public sector resources to fund schools, transport, environmental and public realm improvements. Funding sources include: the Council's own resources through its Policy and Capital Programme and the resources of its partners e.g. Quadron for Green Spaces; government funding e.g. DCFS for schools and DCLG; TfL; GLA; LDA/DfL and transport providers.

| Action and Progress | | Responsible Agencies | Timescale |
|--|---|--|----------------------------|
| I. Enhance Tolworth's attraction by | | | |
| Ia | Highway and public realm improvements – see Action 4 | RBK and TfL | Within the next five years |
| Ib | High quality new development – see Action 5 | RBK, landlord property owners and developers | ditto |
| Ic | Improving the range and quality of facilities – see Actions 3, 5, 6, 7, 8, 9 and 12 | | ditto |
| Id | Increasing business confidence - see action 3 | RBK, Chamber of Commerce | ditto |

2. Provide a more attractive District Centre to attract more businesses and shoppers, increase visitor numbers, dwell time and spend and enhance its overall vitality and competitiveness.

| | | | |
|----|---|--|----------------------------|
| 2a | Diversify the range and quality of shops, services and other facilities through development and enhancements in the District Centre, including Tolworth Tower and Red Lion PH site. On-going discussions with Targetfollow, owners of Tolworth Tower and planning permission for the Red Lion PH site, including G/F A1 retail/ A2/A3/A4 uses. | RBK, developers, land and property owners, Chamber of Commerce, local businesses | Within the next five years |
| 2b | Highway and public realm improvements – see Action 4 | | |
| 2c | Improve connections for pedestrians and cyclists to improve ease of access – see Actions 4, 12 and 13 | | |
| 2d | Provide new housing to generate additional population and spend – see Action 5 | | |
| 2e | Provide sufficient car, motorcycle and cycle parking – see Action 14 | | |
| 2f | Investigate opportunities for town centre management, in tandem with Surbiton and New Malden District Centres? | RBK with local businesses | |

3. Stimulate economic growth to increase business confidence, attract new businesses, increase employment opportunities, reduce vacant floorspace and contribute to the Kingston Plan Vision for a prosperous and inclusive borough

| | | | |
|----|---|--|------|
| 3a | Through new development and refurbishment – see Action 5 | | |
| 3b | Promote Tolworth as a business location and shopping destination | RBK, local businesses Tolworth Business Forum | |
| 3c | Adopt this Strategy to guide economic development, reduce uncertainty, increase confidence and attract investment | RBK | 2010 |

| 4. Improve the environment especially along the A240 corridor | | | |
|--|--|---|-----------------------------------|
| 4a | <p>Prepare and Adopt a Public Realm Design Strategy (PRDS) to guide highway and public realm improvements along the A240 corridor.</p> <p><i>Consultants Studio Egret West appointed in July 2009. The PRDS is progressing to decision stage.</i></p> | <p>RBK and TfL</p> <p>Funded by TfL, RBK, developers, landlord property owners</p> | <p>Within the next five years</p> |
| 4b | <p>Implement Public Realm Improvements along the A240 corridor:</p> <ul style="list-style-type: none"> • along Tolworth Broadway • across Tolworth roundabout • on Ewell Road between Red Lion Road and the Broadway • on Kingston Road between Tolworth roundabout and Jubilee Way <p><i>Dependent upon completion and adoption of the PRDS and funding</i></p> | <p>RBK and TfL</p> <p>Funding opps: TfL, DfL/LDA, S106, RBK Capital Prog.</p> | |
| 4c | <p>Improve the efficiency and safety of the A240 corridor through:</p> <ul style="list-style-type: none"> • signalisation of the Red Lion Road junction with Ewell Road, incorporating a pedestrian crossing facility currently provided by the puffin crossing north of the junction • improving the operation of the Ewell Road junction and the entry into King Charles Road • improving pedestrian crossing facilities on the main road at the Lenelby Road/King Charles Road junction (currently a refuge) • providing a controlled pedestrian crossing on the Tolworth Broadway arm of the Ewell Road/ Tolworth Broadway junction • making routes safer and more secure for pedestrians and cyclists – see Actions 12 and 13 • investigating the feasibility of a turning facility on Kingston Road for buses and lorries accessing Tolworth Depot • measures to achieve mode shift whilst recognising that many trips to the District Centre will continue to be made by car – see Action 16 | <p>RBK and TfL</p> | |
| 4d | <p>Air pollution - link up with the Health Overview Panel Working Group that has been examining the health impact of vehicle emissions (report to HOP 10 March 2010) and consider in conjunction with LIP2.</p> | <p>RBK Health Overview Panel Working Group on health impacts of vehicle emissions and LIP team.</p> | |

5. Promote and manage development opportunities to address the issue of vacant, underused and poor quality sites and secure high quality new development (buildings and spaces) to enrich the mix of attractions, provide new homes, enhance the environment and reinforce character and identity

| | | | |
|----|---|--|--|
| 5a | Work with developers and landowners through the planning process to promote opportunities, specifically on the 13 sites with identified development and improvement potential (see Section 5) using a design led approach and applying urban design principles (see Action 5b) to optimise the potential of sites, provide an appropriate mix and quantum of new development and secure high quality buildings and spaces. | RBK, developers, land/property owners through the planning process | |
| 5b | Apply urban design principles to help integrate new development and achieve high quality design <ul style="list-style-type: none"> • Adopt building lines and provide continuous frontages to achieve a tighter sense of enclosure along main roads. • Improve east-west routes into the district centre and across the A240 for pedestrian and cyclists • Improving north-south links to facilities along the A240 corridor • Provide pockets of incidental open space along the A240 corridor linked by a green spine • Gateways: provide landmark features at each end of Tolworth (Jubilee Way/Kingston Road corner and vicinity of Ewell Road/King Charles Road wayside garden) | ditto | |
| 5c | Ensure that a mix of housing types and sizes is provided including houses with gardens and affordable housing with adequate gardens and amenity/play space, in accordance with the UDP, the Affordable Housing SPD, the forthcoming Residential Design Guide and the emerging LDF Core Strategy. | ditto | |

6. Ensure the provision of sufficient school places to meet the increasing demand.

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| | This will be achieved by upgrading and expanding existing primary schools (Tolworth Infants, Tolworth Junior, Our Lady Immaculate and Knollmead) and secondary schools (Tolworth Girls, Southborough and Richard Challoner) through the development and implementation of the RBK Building Schools for the Future and Primary Capital Programmes and through the planning process. | RBK DES Planning, RBK Learning and Children's Services, School Governing Bodies, Diocesan Authorities and the DCFS | |
|--|---|--|--|

| 7. Secure improved NHS healthcare facilities | | | |
|---|--|---|--|
| 7a | Expand and improve GP provision (4 existing premises) which are at capacity and in need of upgrading through provision of a new facility (for relocated practices) for e.g. on the Tolworth Tower or Toby Jug/former government offices site or through upgrading and expansion of existing facilities e.g. on the Sunray Estate | NHS Kingston, Surrey PCT, GP practices, developers, land/property owners and RBK through the planning process | |
| 7b | Redevelop Surbiton Hospital to provide a polyclinic with a range of healthcare services including diagnostics, out-patients, minor injuries and some GP provision | NHS Kingston and RBK through the planning process | |
| 7c | Upgrade mental health service facilities at Tolworth Hospital. | South West London and St George's Mental Health Trust and RBK through the planning process | |

| 8. Maintain and enhance the range and quality of community facilities | | | |
|--|--|---|------------------|
| 8a | Resist the loss of facilities through redevelopment and change of use | RBK through the planning process | |
| 8b | Progress opportunities to improve facilities, especially space for meetings/ classes and youth facilities by: <ul style="list-style-type: none"> • adapting/improving existing facilities • providing new facilities on development sites e.g. former government offices, Tolworth Tower, Jubilee Way, • co-locating facilities | RBK partnership work with service providers including the faith and voluntary sector, Kingston Voluntary Action and RBK through the planning process and the use of S106 planning obligations | |
| 8c | Seek the provision of community policing facilities within Tolworth for the Tolworth & Hook Rise and Alexandra Teams in the longer term. | Metropolitan Police, land/property owners and RBK through the planning process | Five - ten years |

| 9. Promote and enhance green spaces, allotments, leisure and recreation facilities to improve provision, increase awareness of provision and encourage increased use of facilities and participation in physical activity | | | |
|--|---|--|--|
| 9a | Improve the quality of Green Spaces through the RBK Green Spaces Strategy and Annual Implementation Plans Annual Implementation Plans approved for 2008 and 2009. | RBK and their partners Quadron | 2nd AIP Approved May 2009, 3rd AIP to be approved in June 2010 |
| 9b | Improve the quality and range of play provision through implementing the RBK Play Strategy | Following a successful application for funding through Play England Playbuilder scheme, RBK and partners Quadron will improve play facilities in 4 locations in the Tolworth Project area | 2009/2011 |
| 9c | Implement the RBK Allotment Strategy and progress actions plans to achieve its objectives | RBK | Allotment strategy integral to the Green spaces Strategy AIP - see 9a above |
| 9d | Prepare a Park Development Plan for Alexandra Recreation Ground to guide improvements leading to submission for Green Flag status in 2011 and progress proposals for enhanced play activities catering for a wider age group than current provision | RBK and their partners Quadron + Government Playbuilder funding for play improvements. £100,000 secured through Playbuilder for enhanced and extended play area catering for wider age group. | Alexandra Rec is a 'Destination' Park under Phase 2 of Playbuilder with completion due 2010/11 |
| 9e | Improve the community play area at Knollmead Recreation Ground | RBK and their partners Quadron+ Government Playbuilder funding for play improvements | Completed 2009/2010 |
| 9f | Improve the community play area at Donald Woods Gardens | RBK and their partners Quadron+ Government Playbuilder funding for play improvements | Due for completion in 2010/2011 |
| 9g | Improve the community play area at School Lane | RBK and their partners Quadron+ Government Playbuilder funding for play improvements | Due for completion in 2010/2011 |

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|----|--|---|-----------------------------------|
| 9h | <p>Consider further improvements at King George's Field:</p> <ul style="list-style-type: none"> • for community events using outdoor space and the pavilion • better changing facilities • improved pitch drainage • options for the disused bowling green e.g. providing astro turf to increase year round activity • planting and habitat creation to enhance biodiversity <p>Playscape adventure playground opened in 2008 to improve play provision for 8-13 year olds.</p> <p>Biodiversity enhanced in 2009 through meadow planting and through tree planting around the boundary to help screen the concrete plant.</p> | <p>RBK their partners Quadron</p> <p>RBK using Big Lottery funding</p> <p>RBK using Neighbourhood funding and S106 funding respectively</p> | <p>Planting completed in 2009</p> |
| 9i | <p>Consider the future use of RBK land at the corner of Kingston Road and Jubilee Way which offers opportunities for new leisure facilities, in particular swimming, to address the deficiency in provision in the south of the borough and increase leisure and social opportunities. The site also has potential to benefit from synergies arising from the close proximity of other public and private leisure facilities and green spaces thus creating a hub for indoor and outdoor, physical and sporting activity and the natural environment.</p> | <p>RBK</p> | |
| 9j | <p>Investigate opportunities for the joint promotion and provision of information on the range of recreation facilities and green spaces to the south of the A3 to increase awareness and encourage participation in sport and recreation.</p> | <p>RBK with other public and private sector providers of sports and leisure facilities</p> | |
| 9k | <p>Look to increase the multifunctional use of green space to provide surface water attenuation.</p> | <p>RBK with Environmental Agency</p> | |

| 10. Enhance bio-diversity | | | |
|----------------------------------|---|---|---|
| 10a | Through the on-going management of the Tolworth Court Farm Fields Local Nature Reserve. <i>Current 10 year Management Plan and Countryside Stewardship Agreement until 2012</i> | RBK with partners | Entry into Higher Level Stewardship 2010 |
| 10b | Progress the designation of the Tolworth Court Manor Farm site Local Nature Reserve and implement the Management Plan. <i>Management Plan approved in 2008. Gates due to be installed on the Old Kingston Road entrance to the site to increase security. Further improvements to include cycle parking.</i> | RBK, Natural England and the Thames2Down Green Arc Exemplar Project facilitated by Surrey County Council | Gate installation on hold until further funding through Green Arc can be secured |
| 10c | Planting and habitat creation on green spaces and development sites. | RBK Green Spaces Strategy. RBK with developers and land owners through the planning process and S106 agreements | Wildflower meadow seeded Spring 2010 Tree and Meadow planting on King George's Field completed 2009. |
| 10d | Protecting and improving connections between green spaces 'green corridors' to allow species to move and spread | RBK with landowners | Ongoing |
| 10e | Look to increase the multifunctional use of green space to provide surface water attenuation. | RBK with Environmental Agency | |

II. Secure public transport improvements to improve public transport accessibility, encourage sustainable travel and help reduce car use

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|-------|---|---|--|
| I I a | Improve the frequency of rail services, especially after 21.00 hours. | Through lobbying and partnership work with TfL, Network Rail and the transport provider (currently South West Trains) | |
| I I b | <p>To Tolworth Station to improve its appearance, functioning, accessibility and interchange facilities. Requires:</p> <ul style="list-style-type: none"> • improvements to the appearance and layout of the ticket hall, through refurbishment or provision of a new booking hall • provision of lifts to both platforms to make the Station accessible • improvements to the appearance and layout of the forecourt to provide: <ul style="list-style-type: none"> • secure, covered cycle and motorcycle parking • limited parking including for disabled persons • 'kiss and ride' drop off and pick up • parking for four private hire vehicles • better interchange between rail and bus services • provision for rail replacement bus services and • maintain bus stops for buses using Kingston Road | RBK, TfL, Network Rail, transport provider (SWT) and through the planning process and S106 planning obligations on development sites | |
| I I c | <p>Improve bus services and facilities:</p> <ul style="list-style-type: none"> • extension of the 281 service to Tolworth Station. New terminus would require: an accessible setting down point, a stand for 3 buses each 12m long, staff toilet facilities and an accessible picking up point. • provision of a crew changeover point south of the railway bridge on Kingston Road by the bus depot to avoid services blocking the bus stop outside Tolworth Station. • review of the location and accessibility of bus stops | RBK partnership work with TfL and bus operating companies. Extension of 281 service will require pump-priming from developers via S106 planning agreement, in conjunction with the development of the former government offices site. | |

12. Improve connections for pedestrians and cyclists to improve ease of access and safety, encourage walking and cycling and help reduce car use

| | | | |
|-----|--|---|-------------------|
| 12a | Across the A3 at Tolworth roundabout | RBK, TfL as part of the public realm improvements and through the planning process using S106 planning obligations - see action 4 | Within five years |
| 12b | Across the A240 Tolworth Broadway, Ewell Road and Kingston Road | ditto | Within five years |
| 12c | To and from the District Centre | ditto plus work with developers and landowners | Within five years |
| 12d | Between homes and schools | | |
| 12e | Between homes and green spaces, leisure and recreation facilities through 15a and 15b and <ul style="list-style-type: none"> improvements to the Hogsmill Valley Walk, including through the two S106 agreements (for Gardencare and the University Sports Ground) which secure the dedication of land for an alternative route for the Walk avoiding Old Malden Road provision of a pedestrian route from the end of Knollmead to Kingston Road (in conjunction with the above) to improve access from the Sunray Estate continue work with the Thames2Downs and Green Arc initiatives to implement improvements to the path along the Bonesgate Stream to improve connections across the borough boundary | ditto | |

13. Improve cycle routes and increase provision of continuous, segregated routes, to improve safety, encourage cycling and physical activity and reduce car use. Wherever practicable, cycle routes should have priority over side roads and accesses.

| | | | |
|-----|--|---|------------------------------|
| 13a | Along the A240 Ewell Road and Tolworth Broadway (both sides) between Elgar Avenue/ Princes Avenue and Tolworth Roundabout | RBK with TfL and through the planning process using S106 planning obligations | |
| 13b | Across and around Tolworth Roundabout and slip roads (at-grade) | ditto | |
| 13c | Along the A240 Kingston Road (both sides) between Tolworth roundabout and the railway bridge | ditto | |
| 13d | Between Red Lion Road and King Charles Road including crossing the A240 Ewell Road to connect with existing borough cycle routes | ditto | |
| 13e | Along the south side of Jubilee Way to segregate cyclists from heavy goods vehicles accessing the Chessington Industrial Estate | ditto | Feasibility study completed. |
| 13f | Between homes and schools serving the Tolworth area | ditto | |

I4. Parking: provide sufficient public car parking, motorcycle and cycle parking to support the vitality and viability of the district centre, but seek to reduce long stay commuter parking

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|-----|---|---|--|
| I4a | <p>Implement the recommendations of the 2009 District Centre Parking Study to:</p> <ul style="list-style-type: none"> • maintain public on-street parking capacity and establish a user hierarchy • make better use of existing off-street parking at Tolworth Tower through re-organising the provision and management of car parking, reallocating long stay commuter parking for short stay visitor parking. • ensure adequate convenient car parking for disabled people. • apply car parking standards for new development in line with London Plan minimum standards. | <p>RBK</p> <p>Work with owners Targetfollow and through the planning process.</p> | |
| I4b | <p>Provide adequate motorcycle parking in accessible, convenient locations at: Tolworth Station; leisure, recreation and community facilities and Tolworth Broadway</p> | <p>RBK</p> <p>RBK and developers through the planning process</p> | |
| I4c | <p>Provide secure, sheltered and convenient cycle parking at key locations and at all new developments including:</p> <ul style="list-style-type: none"> • for visitors/shoppers to the district centre and at leisure, recreation and community facilities • secure all day provision at Tolworth Station and Tolworth Tower (for employees) • within all major developments to meet TfL minimum standards. Wherever practical this should be provided at street level with convenient access to building entrances and onto the adjoining the highway network | <p>RBK through the PRDS.</p> <p>RBK and developers through the planning process</p> | |

15. Improve servicing provision and signage to reduce congestion and conflict associated with servicing activity by implementing the 2009 Freight Study recommendations, in conjunction with the Public Realm Design Strategy to:

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| 15a | Provide loading bays in front of shops, rather than at the end of frontages, and make better use of side roads for deliveries e.g. Princes Avenue loading bay | RBK | |
| 15b | Improve the quality of rear access roads at Tolworth Close through: upgrading of surfaces, controlling parking and fly tipping | RBK | |
| 15c | Improve the quality of rear access roads at Broadoaks through either works by the current owners to bring the road up to an adoptable standard leading to adoption by RBK or the introduction of more controls by consent of the owners and continuation of the current cleaning programme by the Council | RBK with private sector owners and businesses | |
| 15d | Improve servicing at Tolworth Tower to improve safety and reduce conflict between deliveries to M&S, other deliveries, cars and pedestrians accessing the shops, offices and the hotel | RBK with owners Targetfollow | |
| 15e | Review and improve signage and provide driver information/maps | RBK and businesses | |
| 15g | Consider forming working group to prepare an area-wide Delivery, Servicing and Travel Plan (potential to rationalise vehicle movements and for 'out-of-hours' deliveries). | RBK, TfL and businesses | |

16. Promote and implement smarter travel initiatives e.g. workplace and school travel plans to increase awareness of alternatives to the car, encourage mode shift, reduce car use and traffic.

| | | | |
|-----|---|------------------------------|---|
| 16a | Promote Workplace Travel Plans e.g. Tolworth Tower offices and require Travel Plans with new development. | RBK with businesses | M&S have an approved Travel Plan |
| 16b | Continue to work with schools to implement and review School Travel Plans and provide safe, convenient and integrated walking and cycling routes to schools | RBK with schools | All schools in the area have approved Travel Plans |
| 16c | Identify visible and convenient locations suitable for car club bays | RBK with Streetcar | It has been agreed that Tolworth will be considered in the next site review with car club network provider Streetcar. |
| 16d | Provide electric vehicle charging points at suitable locations. | Through the planning process | |

17. Promote principles of sustainable development and construction through promotional initiatives and through the planning process to reduce energy use and mitigate the impact of climate change.

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|-----|--|---|--|
| 17a | Promote opportunities for de-centralised energy networks (combined cooling and heat plants) for e.g. Tolworth Tower complex and government offices site | RBK with private sector land and property owners through the planning process | |
| 17b | <p>Require:</p> <ul style="list-style-type: none"> • new commercial development to achieve at least BREEAM 'Very Good' standard and new domestic development to achieve at least Code for Sustainable Homes Level 4 standard for energy and water. All new development to meet London Plan targets for reduction of carbon emissions through use of on-site renewable energy technology • new development to consider building orientation and passive solar design whilst being mindful of overheating - to include south facing roofs where possible for easier installation of solar arrays • local and responsible sourcing of materials • tree planting to reduce heat island effect and reduce localised vehicle pollution. Trees should be the most appropriate to absorb pollution and provide shelter • green roofs where appropriate to reduce heat island effect • rainwater collection systems where appropriate to minimise use of potable water • development and public realm improvements to provide suitable surface water management e.g. sustainable urban drainage systems (SUDs) to manage and reduce flood risk | RBK with private sector land and property owners through the planning process | |
| 17c | Promote energy efficiency measures to residents and businesses, including Energy Saving Trust recommendations such as the installation of enhanced double-glazing and loft insulation. | RBK with residents and businesses | |
| 17d | Informing businesses of the GoGreen Plus project, which can help small and medium sized enterprises SME's to conduct an environmental impact audit and implement measures to reduce their impact on the local environment | RBK with businesses | |
| 17e | Investigate suitable opportunities for wind turbines | RBK | |

18. Ensure that new development takes account of existing and planned infrastructure and contributes towards required infrastructure improvements (highway network, public transport, utilities, water and sewage, schools, leisure, community and healthcare facilities)

| | | |
|---|--|--|
| This will be achieved through requiring transport and infrastructure assessments and travel plans to be submitted with planning applications for development and through S106 planning obligations, in line with the Planning Obligations SPD and the Infrastructure Plan being prepared in conjunction with the LDF Core Strategy. | RBK, infrastructure providers and operators, private sector developers | |
|---|--|--|

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