PART C

CHARACTER AREAS AND PROPOSAL SITE POLICIES
chapter 12: character areas and proposal sites
### Character Areas, Proposal Sites and Key Areas of Conservation

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12.1 Townscape assessment has found that the grouping of land uses and built fabric forms a series of 10 sub-areas or character areas (Plan 14), each with its own identity:
1. Prime Shopping centred on Clarence Street
2. South-east between Eden Street and the relief road, extending from Clarence Street southwards around to St James’s Road
3. Eastern Approach, including the Cattle Market car park, Fairfield bus station and the Old London Road area
4. Kingston Station and its approaches
5. Riverside North, including Bentalls car parks, the Vicarage Road and Turk’s sites and the Turk’s landing stage
6. The Historic Core of the Old Town Conservation Area
7. Riverside South within the Old Town Conservation Area
8. The High Street area of the Old Town Conservation Area
9. The Civic and Education Quarter, including the Guildhall complex, the Courts, Kingston College, Kingston University and Surrey County Hall
10. North Kingston - north of the railway, between the river and Richmond Road

12.2 The attributes of each of these character areas have been analysed in terms of built fabric, experience, frontage quality and public realm (Plans 16 - 19). Significant new development is proposed in this AAP up to 2020 and it is important that proposals are considered within an overall townscape framework so that appropriate linkages, access, environmental and infrastructure improvements are provided. Development, design, movement and environmental objectives are set out for each character area to help ensure that new development reinforces or improves the quality and identity of each area. The objectives aim to build upon the positive qualities of each area and to improve any negative aspects.

12.3 Within the areas which have potential for significant change and improvement, this AAP identifies 20 Proposal Sites P1-P20 (Plan 15 and the Proposals Map). They are suitable for development to provide new or intensified town centre uses, to achieve the objectives set out for each character area and the vision and objectives for the town centre overall. Some are vacant and underused sites, with a poor quality environment, others have poor quality buildings, which would benefit from redevelopment and renewal. A few are within or close to the Old Town Conservation Area, where the emphasis is on respecting and enhancing the historic environment and environmental quality. Within the Old Town Conservation Area, which is a key area for conservation, there are three policies, one for each Character Area (Historic Core, Riverside South and High Street), which supplement Policy K11 which relates to the whole of the Old Town Conservation Area.
Plan 14
CHARACTER AREAS

1. Prime Shopping
2. South East
3. Eastern Approach
4. Kingston Station and its Approaches
5. Riverside North
6. Historic Core - Old Town Conservation Area
7. Riverside South - Old Town Conservation Area
8. High Street - Old Town Conservation Area
9. Civic and Education
10. North Kingston

Character areas and proposal sites
Character areas and proposal sites

Plan 15
Proposal sites and key areas for conservation

Proposal site/potential redevelopment site
Character areas
Key area for conservation - Old Town Conservation Area
12.4 Out of the 20 Proposal Sites:
• P7, P9, P10, P15, P18 and P20 are carried forward from the UDP unchanged in area – they were all subject to a review of their continued appropriateness and thus represent appropriate development sites within the strategy proposed in this AAP.
• P1, P3, P8, P11, P12, P14 and P17 are carried forward from the UDP but with an expanded or reduced area following a review of their continued appropriateness
• P2, P4, P5, P6, P13, P16 and P19 are new sites.

12.5 Policies for each Proposal Site should be read alongside the other policies set out in this AAP, relevant ‘saved’ UDP policies (until they are superseded by other DPDs), national planning policies and the London Plan. The policies identify appropriate uses and where applicable, the scale of development proposed on the sites. The policies avoid being too explicit on the precise amount and mix of different uses, leaving flexibility in the development of proposals through the planning process. The Council will encourage more detailed assessment and site planning through negotiations with landowners and prospective developers as part of the development control process. It will expect applicants to demonstrate that they have considered and responded to the range of uses and site specific guidance identified in the Proposal Site policies in preparing their planning applications. Informal planning guidance in the form of Developments Briefs may be prepared for individual character areas and Proposal Sites, on a site by site basis, to provide greater clarity to encourage delivery and implementation. For the Old Town Conservation Area a Supplementary Planning Document will be prepared setting out further guidance and management proposals for the enhancement of this key area of conservation.

12.6 For all Proposal Sites, planning applications for development will be determined in accordance with the provisions of the individual Proposal Site policy and all other relevant policies. Most development proposals, excepting some minor proposals, will require:
• Design and Access Statements (Policy K9)
• Flood Risk Assessment (FRA), taking account of the Strategic Flood Risk Assessment (SFRA) for Kingston town centre (Policy K24)
• Provision for SuDS (Sustainable Urban Drainage System), if appropriate, to ensure that runoff from sites is minimised (Policy K24)
• Archaeological investigation in the case of redevelopment

Significant proposals may also require Transport; Environmental Impact; Visual Impact; Air Quality and Noise Assessments. A Section 106 planning obligation/legal agreement will be sought in connection with development proposals on all sites in accordance with Policy K23 and Circular 05/2005.

12.7 To avoid duplication, character area objectives relating to a specific Proposal Site are included in the Proposal Site policy. Public realm and open space improvements; locations for public art; gateway improvements; landmark sites and cycle route improvements referred to in this chapter are shown on Plan 20 and on the plans for each Character Area and listed in Appendix 2.
Plan 17
TOWN CENTRE ANALYSIS: EXPERIENCE

character areas and proposal sites

Secondary landmarks
Primary gateways
Secondary gateways
Primary views
Secondary views

KINGSTON TOWN CENTRE AREA ACTION PLAN
Plan 18

TOWN CENTRE ANALYSIS:
FRONTAGE QUALITY

Pleasant:
Relatively small units (10-14/100m)
Some diversity of function.
Some relief in the façades.
Relatively good detail

In between:
Mix of small and large units (6-10/100m).
Some diversity of functions.
Only a few closed or passive functions.
Uninteresting façade design.
Somewhat poor detailing.

Dull:
Large units with few doors (2-5/100m)
Little diversity of function.
Many closed units.
Predominantly unattractive façades.
Few or no details.

Unattractive:
Large units few or no doors
No visible variation of function.
Closed passive façades.
Monotonous façades.
No details, nothing to look at.
Plan 19
TOWN CENTRE ANALYSIS: PUBLIC REALM AND OPEN SPACES

Character areas and proposal sites

- Good quality destination space
- Good quality incidental space
- Good quality transition space
- Destination space with potential for improvement
- Incidental space with potential for improvement
- Transition space with potential for improvement
SUMMARY OF PROPOSALS
CHARACTER AREAS 1 - 3: EDEN QUARTER

12.8 Within Character Areas 1 - 3, Proposal sites P1-P5 are within the Eden Quarter Study Area. A masterplan is being developed for the Eden Quarter for retail led mixed-use development, including residential, offices, community facilities, catering uses, bus facilities and parking, through redevelopment and refurbishment with a new pedestrian shopping street leading from Clarence Street across site P2 to a new public space and facilities on Site P3, an upgraded public realm, pedestrian and cycle routes. Development proposals are expected to come forward in 2009.
Character Area 1: Prime Shopping

12.9 The primary shopping area is focussed on Clarence Street and includes the Bentall Centre, John Lewis department store, Marks and Spencer stores and the Eden Walk shopping centre. It extends into the Market Place and along secondary frontages in Fife Road, Castle Street and Eden Street.

12.10 The area includes two Proposal Sites: P1 Clarence Street North and P2 South of Clarence Street, focussed on the Eden Walk shopping centre. Both have potential for retail led mixed use development and their capacity for additional development was assessed as part of the 2003 Retail Studies. Both sites are within the Eden Quarter Study Area (see para.12.8).

12.11 Objectives

- High quality mixed-use development including landmark shopping facilities to enhance the primary retail area (K1)
- Public realm improvements to create a contemporary high quality pedestrian environment with improved permeability and links (K10 and K17) and active frontages (K9)
- Improved servicing, with a preference for basement servicing in line with Policy K15
- Removal of buses from Eden Street to a new bus station
- Provision of Public Art (K10)
- Enhanced cycle routes – a new cycle route along Fife Road and Dolphin Street and secure cycle parking (K18)
- Reduction of service access from Clarence Street (K15)
- Enhancement of the Castle Street Area of Special Character (K12)
- Improve provision for community transport and shopmobility (K19)
POLICY P1:
CLARENCE STREET NORTH

The Council will work with land and property owners and developers to secure the comprehensive upgrading and intensification of this area to provide:

- High quality comparison retail facilities with residential, including affordable housing, replacement offices, studio workshops or community facilities above, through selective redevelopment and refurbishment (Policies K1, K4, K6, K7)
- Retail related A2 and A3 uses and shop sizes in line with Policies K1 and K2
- New pedestrian routes from Clarence Street to Fife Road (Policy K9)
- Improved servicing, with a preference for basement servicing in line with Policy K15
- Secure cycle parking (Policy K18)
- Car free development

The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24.

12.12 P1 is within the Eden Quarter Study Area (see para.12.8) and comprises prime shopping frontages in Clarence Street and Fife Road and a large service yard and parking area accessed from Fife Road. The site has capacity for more intensive development, to make better use of the land and provide new retail facilities, with other uses above. There are some good quality frontages and others which require upgrading (see Plan 18).

12.13 New pedestrian links lined with shops will improve permeability and connections across the town centre. Development proposals should take account of existing housing above shops in Castle Street.

12.14 The site is within the Motor Vehicle Restricted Area (K15) and is close to public transport facilities. Car free development will assist in reducing traffic in Fife Road and improving the environment.

**Character Area 1:**

- **Proposal sites/potential redevelopment sites**
  - Site 1: Clarence Street North
  - Site 2: Eden Quarter - South of Clarence Street
- **Environmental improvements**
- **Significant view to protect**
- **Proposed landmark**
- **Reinforced gateway into Old Town**
- **Improved pedestrian route**
- **Proposed pedestrian access/crossing**
- **Proposed cycle routes**
- **New public space**
- **Public art**
POLICY P2:
SOUTH OF CLARENCE STREET,
EDEN QUARTER
(Refer also to Site P3 as these sites are linked)

The Council will work with land and property owners and developers to secure the comprehensive development and upgrading of this area, including partial redevelopment, to provide high quality mixed use development, which should include:

- High quality new comparison shopping facilities in an open street format with a mix of shop sizes, to the rear of the Clarence Street frontage, including the partial redevelopment of the Eden Walk Shopping Centre (Policy K1)
- Retail related A2 and A3 uses in line with Policy K2
- Residential, including affordable housing, offices and community uses, above the retail (Policies K4, K6, K7)
- A landmark building towards the eastern side of the site (Policy K9 and L1)
- Improved pedestrian links between Clarence Street and Eden Street, Clarence Street and Union Street and Eden Walk and Memorial Gardens (Policies K9, K10 and K17)
- Retention and enhancement of the shopmobility scheme (Policy K19)
- Enhanced basement servicing in line with Policy K15
- Secure cycle parking (Policy K18)
- Good quality links to public transport and public car parks outside P2 (Policies K10 and K17)
- Removal of the Eden Walk multi-storey car park (Policy K20)

The site is within Flood Risk Zones 2 (medium risk) and 3a (high risk) and development proposals should accord with Policy K24.
12.15 This site comprises: the Eden Walk shopping centre and car park, part of which is over forty years old; offices; a small service area and car park (Neville House yard); and the Clarence Street and Eden Street frontages. The site is within the Eden Quarter Study Area (see para.12.8) and has significant potential, together with Site P3, for redevelopment and upgrading, whilst retaining the integrity of Clarence Street and Eden Street, to provide the new retail facilities required by Policy K1, as part of comprehensive mixed use development.

12.16 A traditional open shopping street format would fit better with Kingston’s ‘organic’ street pattern and provide a new pedestrian street with primary retail frontages linking Clarence Street and Eden Street, to improve connections and permeability. The area currently has retail, offices and parking. The addition of residential and community uses is an important element of mixed-use development and proposals for new or refurbished offices would improve the quality of the office accommodation which is currently poor.

12.17 It is vital that new development complements existing facilities that remain and is well integrated and connected to surrounding development and facilities. Proposals should take account of the quality of existing frontages and the sensitive interface between P2 and the historic core of the Old Town Conservation Area, in particular Memorial Gardens and the impact on local views (K9). Proposals should enhance the open space in the Eden Walk shopping centre, which is a popular place for sitting out and events.

12.18 The Eden Walk multi-storey car park, accessed from Union Street is in the centre of the Motor Vehicle Restricted Area and its presence inhibits proposals to reduce non-essential traffic and introduce further pedestrian and cycle priority. Its replacement by high quality multi-storey car park on Site P3 close to the relief road and outside the MVRA will address these issues.

12.19 The Eden Walk shopping centre and some shops on Clarence Street are serviced from a large basement service area which has potential for enlargement to serve new development and extend basement servicing to additional properties on Clarence Street. On-street servicing would not be practical or desirable for logistical, safety, and environmental reasons.
Character Area 2: South East

12.20 This mixed use area between Eden Street and the relief road (Wheatfield Way) has retail and related uses, offices, a nightclub, parking, cafés/restaurants and a little residential. There are many poor quality buildings, routes and spaces. Only the listed former Post Office and sorting office/telephone exchange buildings are noteworthy. The area includes two Proposal Sites, the large P3 site and P4 the St James area, which are part of the Eden Quarter.

12.21 Objectives:
- High quality mixed use development, including landmark shopping facilities, new pedestrian streets and spaces (K1, K9 and K10)
- New bus station (K16)
- New car parking (K20)
- Secure cycle parking centre (K18)
- New cycle route along Wheatfield Way between Eden Street and Penrhyn Road (K18)
- Provision of public art (K10)
- Improvements to the environment of the relief road and crossings (K10)
- Active frontages (K9)
- Maintaining bus accessibility to the Guildhall area
POLICY P3:
EAST OF EDEN STREET AND THE ASHDOWN ROAD SITES:
EDEN QUARTER
(Refer also to Site P2 as these sites are linked)

The Council will work with land and property owners, developers and TfL London Buses to secure the comprehensive development and upgrading of this site to provide high quality mixed use development including:

• The extension of the Primary Shopping Area onto the Ashdown Road sites P3a by the provision of high quality new comparison shopping facilities in an open street format, with a mix of shop sizes (Policy K1)
• Retail related A2 and A3 uses in line with the frontage Policy K2
• Residential including affordable housing and offices above retail (Policies K4 and K5)
• Community uses (Policy K6)
• A new public space on P3a (Policy K10)
• Basement servicing with access from Wheatfield Way (Policy K15)
• A new bus station on P3a on the Wheatfield Way frontage with high quality waiting facilities for bus passengers (Policy K16)

• A multi-storey car park on P3a accessed from Wheatfield Way (Policy K20)
• A secure public cycle parking centre (Policy K18)
• Refurbishment and re-use of the listed former post office building to include community use
• Redevelopment and intensification in area P3b to provide high quality buildings, new retail facilities, with residential, offices, a hotel or community uses above and improved pedestrian links from Wheatfield Way to Eden Street (Policies K1, K4, K6 and K7)
• Redevelopment of area P3c , fronting Clarence Street to improve the quality of the retail facilities with offices above to provide a focal point in this gateway location (Policies K1, K4 and K7)
• Public art (Policy K10)

The site is within Flood Risk Zones 2, 3a and 3b and development proposals should accord with Policy K24 and the SFRA.
12.22 This is a large mixed-use site within the Eden Quarter Area (see para. 12.8) comprising shops, offices, car parking, limited residential and the listed former post office and sorting office buildings. The quality of the environment and connections are poor.

12.23 Area 3a includes surface car parking areas, it has significant development potential and is in need of radical comprehensive improvement. It has the capacity to accommodate new shopping facilities through the provision of a new pedestrian shopping street extending the primary shopping area from Site P2 (Policy K1) to provide a major attraction and help to rebalance the town centre. The successful integration of new development with existing shopping facilities is crucial to avoid creating separate competing foci. Development proposals must take account of existing residential, including the Caversham House Flats in Lady Booth Road and the need to safeguard amenity.

12.24 A new bus station will enable buses to be removed from Eden Street, where there is an unattractive environment for pedestrians and bus passengers and a high accident rate. It will provide better facilities for passengers, improve safety, cater for further growth in bus use and allow pedestrian improvements.

12.25 Site 3a offers the potential to relocate the existing service access to the Eden Walk Shopping Centre from Eden Street to Wheatfield Way to reduce heavy service traffic from the core and allow pedestrian and environmental improvements in Eden Street.

12.26 The listed former Post Office building occupies a prominent site at the corner of Eden Street and Ashdown Road. It is vacant but has recently undergone partial refurbishment. It is well suited to accommodate community uses, including arts/exhibition space. The vacant listed former sorting office/telephone exchange building on the corner of Wheatfield Way and Ashdown Road may be affected by development proposals, given the need for a new bus station in association with new retail, which cannot be accommodated elsewhere in the town centre. Any such proposal would need to comply with the guidance and requirements set out on PPG15 Planning and the Historic Environment.

12.27 Area 3b has a poor quality environment, some poor quality buildings and poor pedestrian connections, particularly via Weston Park and Adams Walk. There is significant potential to upgrade the environment and accommodate a wider mix of uses through refurbishment or redevelopment.

12.28 Area 3c is a small prominent gateway site which has potential for redevelopment and enhancement. Redevelopment proposals (maximum five storeys for this small site) should include the whole block. In the short term, the Council will seek improvements to the rear of the block in Weston Park, a well used route into the centre (K10).
POLICY P4: ST JAMES AREA

The Council will work with land and property owners and developers to secure the upgrading of this site, through redevelopment or refurbishment, to improve its appearance and uses and provide:

- High quality development (Policy K9)
- Enhanced retail and retail related A2 and A3 uses (Policy K1 and K2)
- Better quality offices (Policy K4)
- Entertainment and leisure facilities (Policy K6)
- Community facilities (Policy K6)
- Residential, including affordable and student housing, appropriately located if the nightclub remains (Policy K7)
- An enhanced public space which relates better to the listed Union Church and enhances its setting (Policy K10)
- Public car parking (Policy K20)
- Public art (Policy K10)

The site is within Flood Risk Zone 3a and development proposals should accord with Policy K24.

12.29 This site is also within the Eden Quarter Study Area (see para 12.8). With the exception of the Lever House office building which has undergone refurbishment, the appearance of this 1970’s development, which accommodates: shops, offices, a nightclub, public car park and a public space is undistinguished and adds little to the quality of the environment in this part of the centre. The building in the square has been refurbished for retail use and accompanying S106 works improved the landscaping and lighting of the square, but there remains significant potential to improve the quality of buildings and spaces.
Character Area 3: Eastern Approach

12.30 The eastern approach to the town centre extends from the railway line southwards across housing, Old London Road and the relief road to the Cattle Market car park, Kingfisher leisure centre and the listed Kingston Library and Museum.

12.31 Objectives

• Gateway, public realm and relief road improvements (K10)
• Improvements to parking and bus facilities (K16 and K20)
• Environmental improvements to the Old London Road Area of Special Character (K12) to attract more visitors, improve the vitality of the street and enhance the setting of the Listed buildings
• Enhanced arts and cultural facilities (K6)
• Provision of public art (K10)
POLICY P5: CATTLE MARKET CAR PARK AND FAIRFIELD BUS STATION

The Council will pursue, with private sector partners and TfL London Buses, the provision of:

- Improvements to the Fairfield bus station (Policy K16)
- Improved car parking (Policy K20)
- Improved pedestrian links across Wheatfield Way to Adams Walk (Policies K10 and K17)
- Improved facilities for the Monday Market (Policy K3)
- Affordable housing (Policy K7)

The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24.
12.32 This site is owned by the Council and TfL London Buses. The bus station requires improvements to bus circulation to accommodate buses more efficiently, increase standing space and cater for increased bus usage. The site is within the Eden Quarter Study Area (see para.12.8). The Cattle Market provides parking at ground level and in two basement levels. There may be opportunities to add decked levels of parking to make more efficient use of the site and parking capacity, however there are structural and logistical issues to resolve. Any such proposals would need to create a strong architectural edge along the southern side of Fairfield North and safeguard the amenity of residents living on the northern side of the road.

12.33 If the car park is reconfigured, the eastern end of the site has some potential for affordable housing, close to local open space to help meet housing needs.

**POLICY P6: KINGFISHER LEISURE CENTRE, OPEN SPACE AND KINGSTON LIBRARY AND MUSEUM**

The Council will pursue improvements to the quality of facilities and the environment to include:

- Upgrading or replacement of the Kingfisher Leisure Centre for leisure, recreation or community use (Policy K6)
- Retention and enhancement of the local open space and an improved play area (Policy K10)
- Enhancing Kingston Library, Museum and Art Gallery, and the setting of the listed buildings by the demolition of the Children’s Library building (Policy K6)
- Residential including affordable housing (Policy K7)

The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24.
12.34 This Council owned site is within the Fairfield/Knights Park Conservation Area. The Children’s Library is a poor quality single storey building dating from the 1960s/70s which detracts from the setting of the listed Library and Museum. The Kingfisher Leisure Centre built in the 1970s is in need of modernisation. The site offers opportunities to enhance cultural, leisure, recreation and community facilities, which will be considered as part of the Council’s Asset Management Plan and audit/review of the leisure facilities. Residential development may act as enabling development. The local open space and mature trees are important features which contribute to the character and appearance of the northern edge of the Fairfield/Knights Park Conservation Area.

**POLICY P7: FORMER FAIRFIELD NURSERY SITE**

The Council will consider the redevelopment of this site for education or community use, retaining the open space and the mature trees. The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24.

12.35 This Council owned site has an attractive setting at the northern edge of the Fairfield/Knights Park Conservation Area. An unobtrusive but poor quality single storey building and parking area occupy the northern two-thirds of the site. The building has potential for redevelopment and the site is suitable for education or community use to complement cultural and leisure facilities on the adjoining P6 site and adjacent housing. The southern third of the site is grassed open space. The open space and trees relate to the surrounding open space and trees on Site P6 and are important features which contribute to the character and appearance of the area.
Character Area 4: Kingston Station and its Approaches

12.36 Kingston Station and its approaches have a poor quality environment on the busy relief road. There are offices along Wood Street completed in the late 1980’s. The area is one of the hubs for evening entertainment with the Oceana nightclub and the Rotunda leisure development. With the exception of the Rotunda, the other corners around the station have poor quality buildings and are designated as Proposal Sites P8, P9, P10 and P11 with potential for redevelopment and enhancement.

12.37 Objectives
   • Improvements to Kingston Station (K16)
   • Mixed-use redevelopment to improve environmental quality
   • Gateway, public realm and relief road improvements (K10, K15, K17, K19)
   • Provision of secure cycle parking facility at Kingston Station and new cycle route along Wood Street (south side) between Clarence Street and Skerne Road (K18)
   • Provision of public art (K10)
POLICY P8: 107–163 CLARENCE STREET INCLUDING THE REAR YARD AND FORMER EMPIRE THEATRE BUILDING AND STATION BUILDINGS, FIFE ROAD

The Council will pursue the upgrading and enhancement of this area with private sector land and property owners and developers for mixed-use development including:

• Retention and enhancement of the former Empire Theatre building (8b) for retail, retail related or A3/A4 uses on the ground floor with A3/A4 and D2 leisure uses above, residential is not an appropriate use of this building or site (Policies K1, K2, K6)

• Retail and retail related uses, either side of the former Empire Theatre building, in accordance with Policy K2, with B1 offices above (Policy K4)

• Redevelopment of the Station Buildings for retail and related uses with B1 offices or residential above (Policies K1, K2, K4 and K7)

• Redevelopment of the rear service yard and parking area (8a) to include servicing, parking and managed student housing with pedestrian access from Clarence Street and Fife Road and vehicle access from Fife Road (Policy K7)

The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24.

12.38 This site has potential for additional D2 leisure/entertainment activities in the former Empire Theatre (a Building of Townscape Merit) to broaden the range of attractions (K6) and for environmental upgrading. Due to the proximity of the popular nightclub and A4 bar/pub uses, the frontage sites are not suitable for residential use.

12.39 The large rear service yard and parking area has development potential to make better use of the site and meet the acknowledged need for managed student accommodation for Kingston University, whilst retaining a smaller service and parking area. Development proposals should safeguard the amenity of existing housing in Castle Street and 105 Clarence Street.
POLICY P9:
CORNER OF FIFE ROAD AND WOOD STREET

The Council will pursue, with private sector land and property owners and developers, the comprehensive redevelopment for retail and retail related uses with residential or B1 offices/studio workspace above. The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24.

12.40 This small, prominent corner site has a mix of poor quality single storey and higher buildings, which are suitable for redevelopment (up to a maximum of five storeys including roofspace - 15m to ridge level) to provide a high quality focal point to improve the appearance of the area and accommodation for residential, business or workshop use. Access to the rear of the site from the yard adjoining Kings House is covered by a legal agreement.

POLICY P10:
KINGSTON STATION

The Council will pursue the upgrading of Kingston Station with partners: TfL, Network Rail, the Department for Transport and South West Trains, to include a secure public cycle parking facility. In the longer term there is potential for mixed use redevelopment to provide a new station, retail, and A2/A3 uses at ground level with B1 offices/workspace above and general and/or managed student housing to create a high quality landmark development, with an improved public realm, better pedestrian/cycle links across the relief road and a secure cycle parking facility. The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24. Development proposals should take account of the storage of hazardous materials at Kingston Gas Holders.

12.41 Kingston Station is a poor quality station in terms of its appearance, layout and access to the platforms and improvements are necessary (K16) to bring the station up to standard. Such proposals received a very high level of support during consultation on this AAP and discussions are underway with partner organisations. This gateway site has potential for additional development to provide a landmark (K9) on this approach into the town centre. As well as providing a new station, it is an accessible location for B1 offices (K4) to improve Kingston’s attraction as a business centre, for residential use (K7) and for managed student housing (K8) to help meet the pressing need for student accommodation for Kingston University. Improvements to the frequency of rail services, late night services, later opening and staffing are sought through Policy K16 Public Transport.
POLICY P11:
QUEBEC HOUSE (2–10 RICHMOND ROAD / 1–5 CROMWELL ROAD)

The Council will pursue the redevelopment or refurbishment of this site with private sector property owners and developers for mixed-use development, to include:

• Ground floor A1 retail, A2 financial and professional services, A3 restaurant/café uses with active frontages
• Use of the upper floors for B1a offices, residential (including affordable housing and managed student accommodation) or D1 uses, including a non-residential education or training centre
• Improvements to the pedestrian environment and link between the railway station and the Cromwell Road bus station

The site is within Flood Risk Zone 3a (high risk) and development proposals should accord with Policy K24.

12.42 Quebec House is a three storey 1960s building on a prominent corner opposite Kingston Station and adjoining the railway embankment. It has ground floor retail and restaurant uses, with two floors of offices above, recently used by a language school and a small rear parking and service yard off Cromwell Road. The appearance of the building is dated and there is potential for refurbishment or redevelopment (up to a maximum of five storeys including roofspace -15m to ridge level) taking account of its location and context to enhance the townscape. This site has planning permission for change of use of the upper floors to residential use.

12.43 Development should be car free as the site is very accessible being next to Kingston Station and Cromwell Road bus station and not suitable for parking due to its position on the busy relief road.
Character Area 5: Riverside North

12.44 This area includes the Bentalls car parks, the Vicarage Road and Turks sites. The area has a riverside frontage, but currently presents a negative image, with vacant sites and the Bentalls B car park awaiting redevelopment. The sites have significant development potential to provide high quality buildings and spaces to comprehensively upgrade the area.

12.45 Objectives
- High quality mixed use development
- Riverside enhancements to moorings and the riverside walk and a new riverside public space on Site P12 (K10 and K13)
- To secure public access to the John Lewis undercroft to view the old bridge remains and re-use of the vacant riverside restaurant unit
- To improve access to the riverside and provide active frontages (K9)
- Environmental improvements to the relief road and crossings (K10 & K17)
- Provision of public art (K10)
- New cycle routes (K18)
- Maintain and enhance public parking (K20)
POLICY P12:
NORTHERN RIVERFRONT - BENTALLS CAR PARKS, VICARAGE ROAD AND TURKS SITES

The Council will pursue comprehensive mixed-use redevelopment with private sector land and property owners and developers, excluding Bentalls A car park to provide:

• A quality, full service hotel with conference and banqueting facilities; residential including affordable housing; ground floor A1, A3 and A4 uses with active frontages; a new public space on the riverside, a high quality pedestrian route from Wood Street to the riverside; and public car parking (Policies K6, K7, K9, K10, K17, K20)

• High quality design

• A high quality public realm and frontage to the riverside, which is part of the Thames Path National Trail (Policies K9 and K13)

• Environmental enhancements to the relief road (Policy K10)

• Mooring facilities, including retention of the Turks landing stage for river boat passenger services and enhancements to those services (Policy K13)

• Ecological enhancements along the riverside, especially at Horsefair Quay (Policy K13)

The site is within Flood Risk Zones 2, 3a and 3b and development proposals should accord with Policy K24 and SFRA.

12.46 A large part of this site is vacant and awaiting redevelopment. It has significant development potential to provide mixed-use development (Policy K9) to enhance the area and provide new attractions to draw visitors down to the river.

12.47 Riverboat services add to Kingston’s attraction and encourage visitors and tourism. There are some limited opportunities for ecological enhancement on the riverside quay to improve biodiversity.
THE OLD TOWN CONSERVATION AREA – CHARACTER AREAS 6, 7 AND 8

12.48 There is a policy for each of the three character areas that make up the Old Town Conservation Area to supplement Policy K11. The Council will prepare a Supplementary Planning Document to support this AAP and provide more detailed policies and proposals, based on the Old Town Conservation Area Studies. The overarching objective is to protect and enhance the historic environment and the Council will be pro-active in safeguarding and enhancing the OTCA, which makes a significant contribution to Kingston’s character and distinctiveness.

Character Area 6: Historic Core – Old Town Conservation Area

12.49 The historic core of the OTCA around the Market Place is an exceptional example of a largely intact Medieval street pattern and has an impressive range of good quality vernacular architecture from the 15th century onwards. The Market Place historically provided a focus for trade, local government and hospitality and although this has changed, it retains its role as Kingston’s premier public space, with its daily market and shops. The Market House, one of Kingston’s primary landmarks, now houses the award winning Tourist Information Centre.
POLICY OTCA 1: HISTORIC CORE

The Council, through its role in determining planning applications, managing the Market Place and other initiatives will:

- Enhance the role of the Market Place as Kingston’s premier public space by implementing public realm improvements including repaving in high quality natural materials and alterations to its southern apex to improve traffic management and the environment and its trading role with a review of the layout and design of market stalls to increase trade and improve the setting of the Market House.

- Implement a rolling programme of other public realm improvements in Bath Passage, Memorial Gardens, Union Street and Thames Street.

- Improve the pedestrian links between the historic core and the riverside.

- Prepare a lighting strategy to enhance the settings of listed buildings, particularly key landmarks, trees and other elements.

- Seek the provision of public art in Memorial Gardens (Policy K10).

- Safeguard important views within, from and to the Old Town including: views to the wider setting and the backdrop of views of All Saints’ Church; within and from the Market Place, Memorial Square and the Apple Market, the series of views looking south along Church Street and the setting and backdrop of the Market House.

- Encourage the use of upper floors above shops.

- Resist the removal or alteration of shopfronts of merit and signage at the following properties:
  - Market Place: 1; 2; 3; 14; 15 - 16; 21; 22 - 23; 32 - 33; 36; 41
  - Thames Street: 15 - 17; 30 & 32
  - Church Street: 11; 21; 27 - 29; 6; 8; 14 - 16; 18 - 20
  - Apple Market: 3 - 5
  - Eden Street: 3, 18

12.50 The Historic Core is a very special asset which requires a pro-active approach to safeguard and enhance its character and appearance through public realm improvements, appropriate development which respects its surroundings and the safeguarding of important views.
Character Area 7: Riverside South – Old Town Conservation Area

12.51 This part of the OTCA fronts onto the Thames and stretches from Kingston Bridge south to Town End Gardens and High Street. It has experienced the greatest degree of change over the past century, as trade and industry declined, and was replaced with redevelopment for residential and recreational use, including Bishops Palace House in the 1970s and Charter Quay in 2001. The area has a mix of uses with offices, residential, restaurants and bars, and the Minima Yacht Club and a mix of architectural styles.

12.52 The high density, mixed use Charter Quay development has been particularly successful in establishing itself as a riverside attraction and destination, adding to the centre’s vitality by providing cafes, restaurants and bars, the theatre building, residential (200+ flats), a wetland area, a high quality public realm with a public piazza and the completion of the riverside walk from Kingston Bridge to Town End Pier.

12.53 The very attractive Kingston Bridge dates from 1828 and is Grade II* listed. It was widened in 1914 and 2001 and is a primary landmark from which there are extensive and panoramic views of Kingston’s riverside. Next to Kingston Bridge is Proposal Site P13 Bishops Palace House which occupies a large footprint with a 50m river frontage.
POLICY OTCA 2: RIVERSIDE SOUTH

The Council, through its role in determining planning applications and through other initiatives will:

- Seek the high quality landmark development of Proposal Site 13 Bishops Palace House
- Promote use of the riverside and waterspace by enhancing its attractions and facilities for leisure and recreation, whilst taking account of the impact on riverside residents
- Safeguard key views
- Improve the links between the riverside and the rest of the centre, with improved lighting, natural surveillance and active frontages
- Implement public realm and riverside open space improvements to:
  - The riverside walk
  - Eagle Wharf to create a destination space with public art
  - Bishop’s Hall to create an ‘open’ street with active frontages
  - The area in front of the Gazebo public house and to the rear of the Millets building
- Seek to upgrade the river facing properties south of Eagle Wharf
- Seek to enhance the approach to the town centre from Kingston Bridge and the approaches from the river
- Seek to provide a new cycle route along Horsefair between Kingston Bridge and Skerne Road and promote a riverside cycle route

12.54 There is significant potential to enhance the riverside for recreation and leisure and to capitalise on Kingston’s riverside setting.
POLICY P13: BISHOPS PALACE HOUSE AND 11-31 THAMES STREET

The Council will pursue comprehensive improvements to this site with private sector owners, including the redevelopment of Bishop’s Palace House and the co-ordinated development of the car park to the rear of 15-21 Thames Street to provide:

- A1 comparison retail (Policy K1)
- housing, including affordable housing (Policy K7)
- B1 offices (Policy K4)
- A3 café/restaurant uses and replacement A4 public house
- a secure public cycle parking centre (Policy K18)
- Improved access to the riverside, including via a widened minimum 6m wide ramp down from Clarence Street, with the building line set back on this corner and via an improved link from Thames Street with active, visually attractive frontages (Policies K9, K11 and K13)
- High quality public realm improvements to the riverside walk either by direct provision or through a S106 financial contribution (Policies K10 and K23)
- Views to the riverside from Clarence Street

Development proposals will need to safeguard key views (Policy K9), in particular to the Grade 1 listed All Saints Church tower and preserve and enhance key historic buildings and settings, and respect buildings identified as making a positive contribution to the character of the area.

The site is within Flood Risk Zones 2, 3a and 3b and development proposals should accord with policy K24 and the SFRA.
12.55 Bishop’s Palace House, a large 4 storey, dark brick, ‘castle like’ monolithic building, occupies a key riverside site next to Kingston Bridge. It is an unattractive building built in the 1970s and typical of its period. It has poor quality visual and functional links between the riverside and the rest of the centre, via the narrow ramped passage from Clarence Street and via Bishop’s Hall. The building has a mix of uses including retail, offices, a riverside restaurant and public house, nightclub and public car park.

12.56 There is potential for sensitive redevelopment and high quality contemporary architecture to provide mixed use development to enhance the attraction of the riverside as a destination; the approach to the town centre; the quality of riverside development; the riverside walk and public realm; as well as reinforcing local distinctiveness and enhancing the character and appearance of the OTCA and Thames Policy Area.

12.57 The site has potential for housing, to help meet housing needs. Retail uses will help maintain active frontages, whilst A3 and A4 uses, add to the attraction of the riverside. A replacement nightclub is not sought on this riverside site. Replacement public car parking is not sought as parking capacity is being consolidated in high quality public car parks outside the Motor Vehicle Restricted Area (K20). Replacement offices will help to maintain a balanced economy with a range of employment opportunities (K4).
12.58 This area includes the full extent of the High Street and the Guildhall area. The High Street is a secondary frontage with shops, restaurants and pubs, plus offices, flats and the theatre building. It has a range of building styles from 16th century vernacular through to the recent theatre. There are five listed buildings, plus the 12th century Clattern Bridge, a Scheduled Ancient Monument. The High Street acts as the southern gateway to the OTCA and the town centre from the Portsmouth Road.

12.59 The main change within the area has been the completion and opening of the Rose Theatre which will be a significant attraction.
Policy OTCA 3: High Street

The Council, through its role in determining planning applications and through other initiatives will pursue:

- Public realm improvements to the Riverside walk, Town End Gardens, High Street and around the Guildhall
- Gateway enhancements to the southern approach to the town centre from Portsmouth Road, maintaining and reinforcing the avenue of trees at the southern end of High Street
- Crossing improvements in Kingston Hall Road
- A new cycle route along River Thames
- Improved pedestrian links between the northern end of the High Street and the riverside

and will seek to maintain a mix of ground floor uses.

The removal or alteration of the existing shopfronts at Nos. 2, 12 - 14, 16 - 18, 32, 34, 40 (listed) and 37 - 41 (listed) and 50 High Street will be resisted.

12.60 The retention of a mix of uses and improvements to the public realm will help to safeguard and enhance the character and appearance of this part of the OTCA.
Character Area 9: Civic and Education

12.61 This area extends southwards from the Guildhall to Kingston University, taking in the Courts, Kingston College, Surrey County Hall and car parks. It includes three Proposal Sites: P14 Guildhall 1 and County Court area, P15 Surrey County Hall and P16 Kingston University.

12.62 Objectives

- Provide enhanced facilities for public administration; the Police; HM Courts; Kingston University and Kingston College (K5 and K8)
- Improve the ‘gateway’ approach to the town centre along Penryhn Road (K10)
- Environmental and public realm improvements (K10)
- Public Art at College Roundabout (K10)
- Improvements to the Hogsmill River and the Hogsmill Walk (K14)
Character Area 9:
Proposals Plan

- Relief road/crossing improvements
- Primary gateway improvements
- Reinforced gateway into Old Town
- Significant view to protect
- Proposed landmark
- Improved pedestrian route
- Improved pedestrian access/crossing
- Public art

Proposal sites/potential redevelopment sites
- Site 14: Guildhall 1, Country Court and Bath Passage/ St James’s Road Corner
- Site 15: Surrey Country Hall
- Site 16: Kingston University

Key area for conservation - The Old Town

Character areas and proposal sites
POLICY P14:
GUILDBHALL 1, COUNTY COURT AND
BATH PASSAGE / ST JAMES’S ROAD CORNER

The Council will:
• Work with Her Majesty’s Courts Service to provide new and upgraded Courts and associated support facilities, including development of the yard area alongside Bath Passage
• Consider the comprehensive redevelopment of P14 for retail, A3, offices, courts, civic and community uses (Policies K4, K5, K6)

Development proposals should respect the setting of the listed Guildhall, the related open space and the Old Town Conservation Area and provide appropriate landscaping to enhance the appearance of the area.
• An active frontage will be required in St James’s Road and environmental improvements to St James’s Road and Bath Passage
• Public toilet provision in Bath Passage should be improved or replaced in a convenient location nearby
• Vehicle access may need to incorporate secure access for prisoners
• A pedestrian route should be maintained across the Guildhall site to St James’s Road
• The site is within Flood Risk Zone 3a and development proposals should accord with Policy K24

12.63 The site accommodates the five storey Guildhall 1 offices; the County Court and a two storey mixed use building, with shops and a restaurant on the Bath Passage/St James’s Road corner which was refurbished in 2006. The Council owned yard between the Guildhall and Guildhall 1 has potential for new development to make more efficient use of the land and is suitable for offices, Courts and related facilities (Policy K5). The County Court may require additional accommodation, however there is little space for expansion.

POLICY P15:
SURREY COUNTY HALL

Development proposals will be determined in accordance with the policies in this Plan, PPG15 and UDP Historic Environment policies (or subsequent LDD policies). In the event that Surrey County Council move out of County Hall, the Council will promote the use of the building for Higher Education Use by Kingston University. Vehicle access should be from Penryn Road and the Bittoms. The building is Grade II Listed and its setting, boundary treatment, landscaping and mature trees are important features. The site is within Flood Risk Zone 1 and development proposals should accord with Policy K24.

12.64 A proposed move by Surrey County Council was dropped in 2006. Should the County Council move from the building, it would be suited to conversion for education use and would provide Kingston University with a prominent site and headquarters building to enhance their presence in the town centre.
POLICY P16:
KINGSTON UNIVERSITY,
PENRYHN ROAD

The Council will work with the University to secure:

• High quality redevelopment of outmoded buildings to accommodate University expansion and enhance its facilities, including landmark development of the Town House on the Penryhn Road frontage

• Upgrading through landscaping and environmental improvements, in particular, along the Penryhn Road approach to the town centre

• Secure cycle parking provision

• Improved pedestrian routes across the site

Development should safeguard the amenity of adjoining residential areas and the setting of the Grove Crescent Conservation Area. The site is within Flood Risk Zone 1 and development proposals should accord with Policy K24.

12.65 This site has potential for selective redevelopment and refurbishment to provide high quality buildings and spaces and new and improved facilities (K8). Some redevelopment which is part of the ‘New University Project’ was completed in 2007.
Character Area 10: North Kingston

12.66 This area extends from the riverside and Canbury Gardens across to Richmond Road and from the railway northwards to Lower Kings Road. It has been the subject of major regeneration over the last 10 years, with the redevelopment of the former Power Station, gas works, station yard and factory sites for housing (900+ units), a supermarket, health and fitness club and multi-storey car park, with associated new roads and environmental improvements. Several large sites, identified as Proposal Sites P17 - 20, have development potential and remain to be redeveloped. Several small sites on Richmond Road are undergoing redevelopment.

12.67 Objectives

- Complete the regeneration of the area with high quality mixed use development, including residential, education, GP healthcare facility, offices, a hotel and community uses on Proposal Sites P17 - 20
- Linked public realm, riverside, gateway, pedestrian and cycle route improvements, including Skerne Road
- Retention and enhancement of the Richmond Road mixed use frontages
- Retention and enhancement of the listed Gala Bingo hall for leisure/entertainment use and the Grey Mare PH
- Public Art (K10)
- Review of traffic movements to see if circulation should be modified
POLICY P17: FORMER POWER STATION 17a; EDF SUB-STATION 17b; THE BARGE DOCK 17c AND THAMES WATER (TW) PUMPING STATION 17d, SKERNE ROAD AND DOWN HALL ROAD

The Council will pursue the high quality, comprehensive development and upgrading of this site and its adjoining public realm with the private sector landowner and Thames Water, which should include:

- Housing on 17a and 17b, including affordable housing (Policy K7)
- A quality full service hotel with conference and banqueting facilities on 17a or 17b (Policy K6)
- A community use such as a nursery
- Landscaped amenity and play space on 17a and 17b
- Main vehicle access to 17a and 17b from Henry Macaulay Avenue via Sury Basin, some limited access may be allowed from Skerne Road and Down Hall Road
- A pedestrian route from Down Hall Road to Henry Macaulay Avenue to improve permeability and pedestrian access across 17a
- Basement car parking on 17a for the housing and hotel
- Secure cycle parking
- Active frontages to 17b
- On site recycling
- Improvements to the Barge Dock 17c, including moorings and storage facilities, visual appearance and boundary treatment
- Improvements to the appearance of the TW Pumping Station 17d
- Provision of public art (Policy K10)

The site is within Flood Risk Zones 3a and 3b (the functional floodplain) and development proposals should accord with Policy K24 and the SFRA.
12.68 This site comprises vacant land, the EDF sub-station, TW pumping station and the Barge Dock. It is a sensitive site within the Thames Policy Area, adjoining the Riverside North Conservation Area, Canbury Gardens which is MOL and the river which is a Site of Nature Conservation Importance. Development on site 17a should step back away from the riverside and Canbury Place housing, with the highest part of the building being on the south-east corner of 17a nearest the railway embankment. The building should relate well to Canbury Gardens and the building line should be set back to protect mature trees and avoid visual intrusion.

12.69 The provision of a quality, full service hotel is an important element of this AAP and proposals for this site (K6).

**POLICY P18: LOK’N STORE SITE, 12 SKERNE ROAD**

The Council will pursue the high quality redevelopment of this site with the private sector landowner to provide:
- Housing including affordable housing (Policy K7)
- An NHS GP healthcare facility
- Landscaped amenity and play space
- Basement car parking
- Secure cycle parking
- On-site recycling facility

The site is within Flood Risk Zone 2 and development proposals should accord with Policy K24. Development proposals should take account of the storage of hazardous materials at Kingston Gas Holders.

12.70 Until recently, this site was occupied by an industrial warehouse building, converted for use for as a self storage facility. It has redevelopment potential to improve the appearance of the area and provide new uses. Planning permission was granted in 2006 for redevelopment to provide 125 residential flats, including affordable housing and a GP healthcare facility.

12.71 The height, massing and layout of the building should take its context from the adjoining multi-storey car park to the north and Royal Quarter housing to the south (4-9 storeys) and should complete the enclosure of the landscaped amenity squares on the Royal Quarter site.

12.72 In view of the history of past use in this area, development proposals will require a site investigation to assess whether the site is contaminated and what remediation measures may be required.
POLICY P19:
KINGSTON COLLEGE (19a) AND ADJOINING SITES (19b and 19e), KINGSGATE BUSINESS CENTRE AND PRINTING WORKS (19c) AND THE KINGSTON GAS HOLDER STATION (19d)

The Council will work with Kingston College and adjoining landowners to secure:

- The provision of new and upgraded facilities for Kingston College on their Richmond Road site 19a, retaining the old school frontage building and the Penny Gallery
- The redevelopment of the small site to the north of the College 19e for mixed A1 retail/A2/A3 uses with residential above or education use
- The upgrading of the appearance of the property to the south of the College 19b or its redevelopment for education, retail or office use
- The retention of the Kingsgate Business Centre and printing works 19c for employment use or their redevelopment for B1 business use or ground floor B1 use with managed student accommodation above

In the event that the gas holders 19d are decommissioned and become available for redevelopment, mixed-use redevelopment will be sought to provide retail, B1 offices, community uses, education uses, housing and open space.

The site is within Flood Risk Zones 1 and 2 and development proposals should accord with Policy K24. Development proposals should take account of the storage of hazardous materials at Kingston Gas Holders.

12.73 The College facilities require upgrading (K8), which may require some ‘enabling’ development. The frontage building is a Building of Townscape Merit (UDP Policy BE8). The Health and Safety Executive have specified distances between gas holders and new development for health and safety reasons, which affects the development potential of the rear part of the Kingston College site and the Kingsgate Road sites.

12.74 Small sites adjoining Kingston College to the north and south have poor quality buildings and have potential for mixed use redevelopment. The Kingsgate Business Centre also offers potential for redevelopment and intensification to include replacement, upgraded B1 offices, with student accommodation above. However, this site is subject to the same HSE safety concerns as 19a due to its proximity to the gas holders.

12.75 The gas company have confirmed that there is no proposal to decommission the Kingston Gas Holder Station and that it will remain in use for at least 5 - 10 years. If the gas holder site does become available for development, a site investigation will be required to assess whether the site is contaminated and what remediation measures may be required.
POLICY P20
KINGSGATE CAR PARK AND RICHMOND ROAD FRONTAGE

The Council will consider the mixed-use redevelopment of the Kingsgate car park and the Richmond Road frontage (if feasible), to provide:

• Ground floor retail (A1) and retail related uses (A2/A3) on the Richmond Road frontage
• Retail or showroom uses on the ground floor on the car park site
• Residential, including affordable and student housing, offices or community uses on the upper floors
• Education uses
• Vehicular access from Kingsgate Road
• Car parking
• Improvements to traffic circulation

The site is within Flood Risk Zones 1 and 2 and development proposals should accord with Policy K24. Development proposals should take account of the storage of hazardous materials at Kingston Gas Holders.

12.76 This site accommodates the Council owned Kingsgate surface car park and a terrace of properties in mixed A1, A2, A3 and A4 use. It has potential for mixed use redevelopment to provide new uses and facilities and to improve the townscape. There is potential for taller buildings, subject to detailed designs demonstrating a satisfactory relationship with the surrounding area.

12.77 Dependent upon the implementation and success of the Parking Strategy and proposals to consolidate public car parking in high quality car parks (K20), as well as initiatives to encourage mode shift away from private car use, public parking may not be required.
implementation and monitoring framework
Introduction

13.1 The purpose of this section is two-fold: firstly, it seeks to demonstrate the deliverability of this Area Action Plan (AAP) and secondly, it sets out an indicative programme for the delivery of the main elements of the Vision, and the range of funding sources and land ownership arrangements by key objective and associated action for each of the 20 Proposal Sites.

13.2 The AAP Vision will be realised through the implementation of the 8 key objectives and their related AAP policies and actions, principally through the delivery of the main Proposal Sites, as well as other projects, such as the public realm, riverside, conservation area and access enhancements. From the inception of the K+20 Strategy in 2003, there was a desire on the part of stakeholders and the Council to deliver a range of short, medium and longer term improvements. Various initiatives have commenced and by the end of 2006 a number of projects had been completed by public, private and community/voluntary sector organisations (Appendix 6).

13.3 To deliver the K+20 ‘vision’ and implement the AAP, phased over a number of years to 2020, it is essential that the Council continues to work in partnership with a range of stakeholders in the public, private and community/voluntary sectors. These include: land and property owners; developers; businesses; Kingston First/Kingston Town Centre Management; transport providers including TfL - London Buses and London Rail, Network Rail, the Department for Transport and South West Trains; car park operators; the GLA; Kingston University; Kingston College; the Thames Landscape Strategy; the Environment Agency; infrastructure providers, including Thames Water, gas and electricity providers; the Police; the Primary Care Trust; Kingston Voluntary Action, residents and local groups.

13.4 The success of the AAP will depend upon effective and co-ordinated delivery, with the Council playing a central role. It will require considerable resources to realise many of the actions that contribute to the vision. Partnership working, with a clear process and good communication among the partners and with stakeholders, will be required to keep all parties up to date and involved in the progress of the AAP as a whole and projects for individual sites.
**Delivery model**

13.5 The consultant Price Waterhouse Coopers (PWC) was engaged in December 2005 to enable the Council to fully understand the complexities of the implementation of an area based regeneration and redevelopment strategy, and to consequently identify the most appropriate delivery model. A number of delivery model options have been considered, from land assembly, strategic delivery, masterplan developer, to semi autonomous subsidiary. A Council-wide officer/external consultant delivery group was set up to establish the local factors that will influence the type of delivery mechanism. This group analysed underlying market conditions; the role to be taken by the Council (facilitation versus intervention); land assembly issues; risk transfer; funding mix and the nature of existing land ownerships. The outcome of this analysis is that a planning-led with strategic development partner ‘blended’ approach has emerged.

13.6 The PWC input is ongoing and will respond over time to circumstances as delivery progresses. Key stages of inception (December 2005), workshop output (August 2006), intermediate conclusions (October 2006) and further workshop (February 2007) have been documented.

**Adopted Delivery Mechanism**

13.7 The rationale for the Strategic Development partner approach has been influenced by the interest shown by leading property company, Hammerson in a substantial area of the town centre which has been identified as suitable for major change and development and which is referred to as The Eden Quarter. The Hammerson interest comprises elements within up to five of the major proposal sites (out of the total of 20) contained within the town centre AAP boundary. These are Proposal sites P1 (Clarence Street North), P2 (Eden Quarter – south of Clarence Street), P3 (Eden Quarter – east of Eden Street & Ashdown Road), P4 (St James Area), and P5 (Cattle Market Car Park & Fairfield Bus Station). Hammerson has over several years acquired significant property interests within the town centre by private treaty negotiations and further land is being assembled through negotiation.

13.8 A co-operation agreement was signed between Hammerson and the Council in July 2003, to explore retail-led mixed-use development. Heads of Terms were signed in December 2005. These set out the basis upon which a development could proceed and the core elements to be incorporated into a scheme including retail uses, restaurants, cafes, car parking, residential, public spaces, a bus station, offices, and community uses. However this work has been terminated along with the Council’s contractual relationship with Hammerson. The procurement of a new development partner commenced in early 2008, under the Public Contracts Regulations and European Union procurement rules.
13.9 It is not envisaged that a planning application will be submitted by the successful development partner for major redevelopment for the Eden Quarter until 2009. The AAP will form the strategic planning framework for the assessment of development proposals.

13.10 A risk assessment is being progressed with PWC to establish and understand the inherent risks involved with the single development partner approach, and to develop a consequential mitigation strategy. Initial work has concentrated on mitigating circumstances whereby Hammerson fail to receive planning permission or implement a planning consent. Consultant CB Richard Ellis (CBRE) has been engaged to advise the Council on the Development Agreement (DA) to maximise the benefit to the community and ensure that the Council’s interests are not disadvantaged. Whilst the Council is no longer seeking to conclude an exclusive DA with Hammerson, it is envisaged that a DA will still be required to regulate the contractual relationship between the Council and the successful development partner.

13.11 A further element has been to commission CBRE to prepare an assessment of the retail/commercial impact of the Eden Quarter development on the town centre. This report (2006) concludes that the Eden Quarter development will have a very positive impact on the town and will “strengthen and substantially improve the existing retail offer”. This will enable Kingston to “not only maintain but strengthen its position within the regional shopping hierarchy”. The proposal “has the potential to meet modern retail requirements and also seems flexible to accommodate future requirements”, and “will create an active and vibrant commercial environment”.

13.12 The delivery of the AAP is dependent upon a number of other important proposal sites, character areas and key areas for conservation. A development strategy has been formulated to achieve the objectives of the AAP through the development of proposal sites and other ‘windfall’ sites, together with an integrated approach to the public realm and access improvements, as outlined below.

13.13 The remaining 15 Proposal Sites (those outside of the Eden Quarter development) have been prioritised in terms of deliverability, based primarily upon land ownership and alignment to key objectives. Of the 15 sites:

- 4 are mostly within Council ownership and proposals are being considered as part of the Council’s Asset Management Review
- 2 have planning permissions, which are likely to be implemented
- 9 are subject to pre-application discussions, including several which have unimplemented planning permissions

13.14 Part C of the AAP sets out the planning and spatial parameters for bringing these sites forward. If necessary, informal Planning Guidance and/or Planning Briefs will be developed to give greater certainty and clarity for delivery of the Proposal Sites. The need for this will be assessed by the Council on a site by site basis. These sites will be delivered in partnership with landowners and key stakeholders, and this work will be taken forward with them.

13.15 Consideration in terms of risk assessment has also been given to the delivery of transport, social and utilities infrastructure to support proposals for new retail, commercial, leisure and residential uses, as part of the holistic approach to town centre development.
13.16 The integrated transport strategy provides for a number of deliverable transport improvements, including new facilities as well as practical measures, it does not rely on ‘costly’ infrastructure provision. The Council recognises that its powers are limited in relation to rail and bus provision, but is committed to playing an active lobbying role as well as using its planning powers. Access improvements will be delivered through a range of initiatives including the implementation of Proposal Site policies, partnership working, S106 planning obligations and through the Council’s capital programme.

13.17 In respect of improvements to Kingston Station, the Department for Transport (DfT) has notified the Council that they will be installing passenger lifts in mid 2007 under the Government’s Access for All Programme, to create obstacle-free accessible routes from station entrances to and between all platforms. Rail operator South West Trains are also committed to improving Kingston Station and have drawn up and costed initial proposals which would provide: a new station entrance to improve the appearance of the station which currently presents a poor image for the town centre; a new side entrance to improve interchange facilities; a new secure cycle parking area; a new booking hall and retail outlets. Detailed proposals are now being worked up with a view to implementation in 2008/09. The Council’s Executive has approved the allocation of £200,000 from S106 contributions for town centre access improvements towards this scheme.

13.18 New and improved transport facilities form an important element of the transport strategy and Proposal Site policies. In particular, the proposed new bus station, improved Fairfield bus station and new high quality parking (Policies K16 - K20) are an integral part of the Eden Quarter proposals for Sites P2 - P5; and the Council will expect these features to be incorporated into any scheme for the Eden Quarter. The transport work referred to in Part A (at paras.4.9 - 4.10) takes a robust approach to transport infrastructure capacity.

13.19 In terms of promoting access improvements to Kingston Station, the Department for Transport (DfT) has notified the Council that they will be installing passenger lifts in mid 2007 under the Government’s Access for All Programme, to create obstacle-free accessible routes from station entrances to and between all platforms. Rail operator South West Trains are also committed to improving Kingston Station and have drawn up and costed initial proposals which would provide: a new station entrance to improve the appearance of the station which currently presents a poor image for the town centre; a new side entrance to improve interchange facilities; a new secure cycle parking area; a new booking hall and retail outlets. Detailed proposals are now being worked up with a view to implementation in 2008/09. The Council’s Executive has approved the allocation of £200,000 from S106 contributions for town centre access improvements towards this scheme.

13.20 In respect of social infrastructure, including schools and GP healthcare facilities, this AAP relies on the provision of school places in existing schools in the areas surrounding the town centre, for which capacity has been identified. The provision of an enlarged/replacement GP healthcare facility has been planned within the North Kingston area on Proposal Site P18 and planning permission has been granted for such a facility. The provision of enhanced faith, community and voluntary sector facilities is identified in this AAP (Policy K6) so that they can continue to meet local needs and assist in increasing the scale and scope of their public service delivery.

13.21 The Council has regular strategic liaison meetings with utility and transport providers to exchange information on development proposals and planned works/service improvements. A presentation on this AAP was given to the one of these meetings in 2006 and such liaison will continue.
Delivery objectives

13.22 By a distillation of the AAP Vision and Plan Objectives three key delivery objectives have been identified:

• Diversification of the town centre employment base
• Increase in the time spent by each visitor (i.e. ‘dwell time’)
• Facilitate the expansion of the education sector and develop greater knowledge transfer and physical integration.

To deliver these key objectives it is recognised that support and ‘buy in’ will be required by principal public and private stakeholders. Discussions have already commenced with a number of stakeholders and potential partners to identify short and medium term opportunities. Regular meetings and briefings have been set up with Kingston Primary Care Trust, major retail stakeholders (Morley Fund Management, John Lewis Partnership, and Bentalls), Kingston Town Centre Management/ Kingdon First and a Kingston University Liaison Committee has been set up with a brief to foster partnership working, and promote a shared vision for Kingston town centre. Site specific discussions are also taking place – for example, meetings have been held in relation to Proposal Site P10 (Kingston Station); and ongoing discussions have taken place with hotel operators with regard to hotel provision.

Looking forward

13.23 The Council recognises that, over time, alternative delivery mechanisms may emerge in relation to the AAP. Although not a formal proposal within the AAP, there is the possibility of some form of formal partnership body to own and drive forward the K+20 Strategy. Given the need for joint working between the public, private and voluntary sector, and the University/College, this could comprise a development organisation with a Board comprising of representatives from those organisations with a vested interest in the ongoing economic success of Kingston. The role of such an organisation could include:

• Development and oversight of the K+20 Strategy
• Development of a Business Plan and informal ‘action plans’ for delivery of proposal and other sites.
• A forum for exchange of views between stakeholders and outside interests
• A focus for the promotion and marketing of Kingston and the communication of the objectives of the AAP towards delivery
• A statement of intent underpinning the delivery of the AAP and the ongoing economic growth of Kingston.
• To oversee the co-ordination and phasing of projects as they come forward

13.24 The Council will regularly review and monitor performance towards the AAP objectives, and the delivery of individual proposal sites and policy initiatives. It will review and discuss delivery mechanisms with its partners in response to monitoring and review information.
13.25 One key partner merits particular reference and this is Kingston Town Centre Management who promoted and established Kingston as the first Business Improvement District in the country in January 2005 (see para.3.22). Under the BID, which has a five year initial lifespan, businesses contribute an additional sum of 1% of the business rate, which generates an income of some £800,000+ a year for additional services/improvements in the town centre, over and above the services provided by the Council under a baseline agreement. Priority projects are: promoting the town centre to attract more visitors; securing a cleaner, safer environment with added security; better transport and access; and support for small independent businesses in the private sector. ‘Kingston First’ is the delivery arm of the BID, with whom the Council is working closely to realise the shared vision for the town centre. ‘Kingston First’ is a key partner in the delivery of the AAP and protocols have thus been put in place to maximise the strength of this joint resource.

13.26 The majority of the AAP proposals will be implemented by private sector developers, land and property owners and businesses, with the Council acting corporately as a facilitator, and as a 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 across the town centre, usually through Section 106 agreements, as set out in Policy K23.

13.27 There are a number of proposals that will require other resources, including public sector resources, to fund some of the transport, environmental and public realm improvements. Funding responsibilities for these projects include the Council’s own resources through its Policy and Capital Programme; Kingston First BID/Kingston Town Centre Management; the GLA, TfL and LDA; South London Partnership and transport providers TfL, London Buses and the Department of Transport.

13.28 Significant funds, in excess of £5 million have already been received or committed from external sources and it is anticipated that opportunities will arise to secure additional funds, as documented below:

- Allocations from Transport for London through Borough Spending Plan bids for access/improvement works in the town centre amount to £2 million for the last three years (2004/05; 2005/06; 2006/07). This figure includes awards for the upkeep of the primary road network; cycle network and cycle parking improvements; pedestrian and cycle priority schemes, bus priority schemes, Kingston Bridge refurbishment and signage.
• For the year 2007/08 and 2008/09 £10,000 and £200,000 respectively have been awarded to fund bus priority measures between Surbiton and Kingston town centre, subject to the outcome of consultation.

• An allocation of £182,500 has been made by TfL to fund the improvement of the Eagle Wharf open space to provide an attractive destination space on the riverside.

• Kingston First BID budget for the town centre amounts to £4.3m over the five year life of the BID or £800,000+ per year.

• Crime Reduction Partnership funding £20,000.

• The Council has allocated funding of £250,000 over the coming year for implementation of the Moorings Business Plan to improve riverside facilities.

• S106 planning obligation contributions from development in the town centre for transport, access, safety and security, and environmental improvements amount to nearly £3 million over the past six years.

Public Involvement

13.29 The preparation of the AAP has sought to involve the public and stakeholders throughout the various stages, since its inception in 2003. The key to successful delivery is flexibility, and the Council recognises the need for on-going consultation and review throughout the process of implementing and delivering the AAP proposals. It is proposed that a Communications Plan will be prepared to disseminate regular information on the progress and delivery of the AAP. Individual development proposals will be considered through the development control process, with full opportunities for continued public and stakeholder engagement in accordance with the principles enshrined in the Statement of Community Involvement.
### Implementation and Monitoring Framework

13.30 The Council will monitor the implementation of the Area Action Plan, and performance against the plan’s objectives. This section sets out a series of indicators, and where possible, targets, against which progress will be monitored. Relevant indicators are grouped under the eight key AAP objectives.

13.31 Some indicators are Local Development Framework Core Output Indicators set by the Department for Local Government and Communities. The Council’s LDF Annual Monitoring Report will provide information on the indicators and targets set out in the schedules as well as progress on each proposal site.

### Key to Abbreviations in Schedules 1 and 2

**Agencies:**
- RBK – Royal Borough of Kingston upon Thames
- KTCM – Kingston Town Centre Management
- KF – Kingston First (BID name)
- EA – Environment Agency
- TfL – Transport for London
- MfL/GLA – Mayor for London/Greater London Authority
- LEA – Local Education Authority
- TLS – Thames Landscape Strategy
- PCT – Primary Care Trust
- SWT – South West Trains
- TW – Thames Water
- DoT – Department of Transport
- HMCS – Her Majesty’s Courts Service
- EDF – Electricité de France
- PR – Public Realm Improvement Schemes
- PP – Planning Permission
- MVRA – Motor Vehicle Restricted Area
- LAA – Local Area Agreement
- DDA – Disability Discrimination Act
## Schedule 1
### Part B Policies

<table>
<thead>
<tr>
<th>POLICY/TOPIC</th>
<th>INDICATOR/ ACTION</th>
<th>TARGET &amp; DATES</th>
<th>RESPONSIBLE AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OBJECTIVE 1: TO MAINTAIN A DIVERSE AND SUSTAINABLE ECONOMY, PROVIDING FOR BUSINESS AND EMPLOYMENT DEVELOPMENT NEEDS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OBJECTIVE 2: TO ENHANCE THE QUALITY AND RANGE OF TOWN CENTRE USES, INCLUDING HOUSING</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>K1: New and Enhanced Shopping Facilities (see Proposal Sites P1, P2 and P3 - Schedule 2)</strong></td>
<td>• Amount of completed A1 retail floorspace</td>
<td>Provision of 50,000m² gross additional A1 retail floorspace for comparison goods by 2015.</td>
<td>Private sector land &amp; property owners, retailers, developers, RBK</td>
</tr>
<tr>
<td></td>
<td>• Increased footfall from base year 2006</td>
<td>No loss of convenience goods floorspace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No loss of convenience goods floorspace</td>
<td>Proportion of G/F vacant property in primary frontage</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Proportion of G/F vacant property in secondary frontage</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Provision of 50,000m² gross additional A1 retail floorspace for comparison goods by 2015.</td>
<td>No loss of convenience goods floorspace over plan period.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Max. 1.5%</td>
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<td></td>
<td></td>
<td>Max. 4%</td>
<td></td>
</tr>
<tr>
<td><strong>K2: Shopping frontages, Shop Sizes and Use of Floors above Shops</strong></td>
<td>• No. of A1 shops converted to other uses</td>
<td>No loss of retail units in defined frontages</td>
<td>RBK</td>
</tr>
<tr>
<td><strong>K3: Markets and Market Stalls</strong></td>
<td>• Improve market facilities</td>
<td>Improved market facilities</td>
<td>RBK through its role in operating, managing and licensing markets and street stalls, plus market traders associations, KTCM</td>
</tr>
<tr>
<td></td>
<td>• No. of designated street stalls</td>
<td>No loss of designated street stalls</td>
<td></td>
</tr>
<tr>
<td><strong>K4: Employment Development</strong></td>
<td>• Amount of new or refurbished B1a office floorspace from base year 2006</td>
<td>• Provision of 5,000 sqm improved B1a floorspace by 2020 of Grade A or B+ quality</td>
<td>RBK, public and private sector organisations, businesses, land/property owners, Chamber of Commerce, Kingston College, Kingston University, KTCM, Network Rail, Kingston Innovation Centre</td>
</tr>
<tr>
<td></td>
<td>• Amount of vacant office floorspace</td>
<td>• Reduction in office vacancy level from 2006 base of 16% of stock to 10% by 2011</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Reduction in office vacancy level from 2006</td>
<td>See above</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Increase in Grade A and B+ office floorspace</td>
<td>• No Grade B- or C Grade offices by 2020</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Increase in Grade A and B+ office floorspace</td>
<td>• Monitor changes in A2 floorspace, losses and new provision to ensure no net loss over plan period.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Maintain provision of completed A2 floorspace for financial and professional services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schedule 1</td>
<td>Part B Policies (Continued)</td>
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</tr>
<tr>
<td><strong>K5: Public Admin, Police &amp; Her Majesty’s Courts Service</strong></td>
<td>New/upgraded Court facilities- submission of plg application; granting of PP; u/c &amp; completion. Police facilities</td>
<td>Provision of new/upgraded Court and Police facilities. Dates to be provided based on further discussion with HMCS and Met. Police</td>
<td>RBK, Metropolitan Police, HMCS</td>
</tr>
<tr>
<td><strong>K6: Arts/Entertainment/Leisure/Faith/Community/Voluntary/Hotel</strong></td>
<td>Improved facilities: • Theatre • Increase tourism potential by completion C1 development (hotels/guest houses) • Completed A3 floorspace (restaurants/cafes) • Improved library/museum • Completed D1 non-resid floorspace • Protection and enhancement of community/faith/voluntary sector facilities</td>
<td>Completion and opening of the Rose Theatre 2007/08. Provision of: • Full service hotel by 2011 • Increase in no. of restaurants by 2011 • Improved library/museum by 2011 • Completed D1 non-resid floorspace • Improved facilities for the community/voluntary sector by 2011</td>
<td>Kingston Theatre Trust. RBK working in partnership with the private sector; faith, community and voluntary sectors, including Kingston Voluntary Action and Save the World Club.</td>
</tr>
<tr>
<td><strong>K7: Housing</strong></td>
<td>• No. of completed homes each year • No. and % of affordable homes • No. of student places in managed student housing</td>
<td>• Provide approx. 1000 new homes on proposal sites across the town centre. • 50% affordable housing on qualifying sites • Provision of 500 student places in managed student housing</td>
<td>Private sector land and property owners and housing associations</td>
</tr>
<tr>
<td><strong>K8: Higher &amp; Further Education</strong></td>
<td>Completed D1 floorspace for Kingston University and Kingston College</td>
<td>Completion of upgrading of Penrhyn Road campus and Kingston College by 2020.</td>
<td>Kingston University and Kingston College</td>
</tr>
</tbody>
</table>
### OBJECTIVE 3: TO PROVIDE A HIGH QUALITY ENVIRONMENT WITH WELL DESIGNED BUILDINGS AND SPACES

<table>
<thead>
<tr>
<th>K9: Improve Design Quality</th>
<th>Phased implementation of 20 Proposal Sites and 3 landmark sites</th>
<th>Completion of development of Proposal Sites by 2020, including the 3 landmark sites.</th>
<th>Private sector land and property owners</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of developments incorporating renewable energy, reclaimed construction materials and water/energy saving measures</td>
<td>All major developments</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No. of developments built to BREAM/Ecohomes standard</td>
<td>All major developments</td>
<td></td>
</tr>
</tbody>
</table>

| K10: Public Realm Improvements | Phased implementation of rolling programme of:  
- Public realm improvements  
- Gateway improvements G1-G6  
- Open space improvements  
- No. of locations where public art provided | Annual monitoring of 4 elements to monitor progress  
- Completion of all identified public realm improvements by 2020  
- Completion of 6 gateway improvements by 2020  
- Completion of all open space improvements by 2020  
- Public art provided at all 13 locations by 2020 | RBK (Private sector land and property owners, KTCM) |

### OBJECTIVE 4: TO PRESERVE AND ENHANCE THE HISTORIC ENVIRONMENT

| K11: Old Town Conservation Area | • No. of properties on Buildings at Risk Register  
• No. of listed buildings and Buildings of Townscape Merit  
• No. of planning applications in OTCA with Conservation Area enhancements | • Reduction in no. of properties on Buildings at Risk Register from 2006 base year to zero by 2020  
• No loss of listed buildings and Buildings of Townscape Merit  
• No specific target but monitor and review | RBK + Private sector land/property owners and developers |
### Schedule 1
#### Part B Policies (Continued)

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Target Year</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>K12: Areas of Special Character</strong></td>
<td>Townscape and environmental enhancements</td>
<td>Completion of Old London Rd public realm improvements by 2011</td>
<td>RBK (Private sector land/property owners)</td>
</tr>
</tbody>
</table>

#### OBJECTIVE 5: TO PROMOTE AND ENHANCE USE OF THE RIVER AND RIVERSIDE

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>K13: Riverside Strategy</strong></td>
<td>Increased activities and use of river. Provision of improvements to:</td>
<td>RBK/TLS (EA, TfL, private sector land/property owners, KTCM)</td>
</tr>
<tr>
<td></td>
<td>• Riverside facilities, no. of moorings improved from base 2006</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No. of riverside links improved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Length of Thames riverside walk improved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No. of riverside spaces improved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Natural environment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 3 riverside development sites</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Moorings business plan completed 2006</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Target for mooring improvements to be developed from moorings business plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All links to the riverside improved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Improve quality of 1150m of riverside walk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Moorings business plan completed 2006</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Target for mooring improvements to be developed from moorings business plan</td>
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<td>• All links to the riverside improved</td>
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<tr>
<td></td>
<td>• Improve quality of 1150m of riverside walk</td>
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</table>

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>K14: Hogsmill River</strong></td>
<td>Improved Hogsmill Walk</td>
<td>RBK (EA, Private sector land/property owners)</td>
</tr>
<tr>
<td></td>
<td>Biodiversity improvement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Length of Hogsmill Walk improved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implementation of biodiversity improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Improved Hogsmill Walk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Biodiversity improvement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Length of Hogsmill Walk improved</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Implementation of biodiversity improvements</td>
<td></td>
</tr>
</tbody>
</table>

#### OBJECTIVE 6: TO IMPROVE TRANSPORT, ACCESS AND CONNECTIVITY

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>K15: Town Centre Road Network</strong></td>
<td>Implementation of public realm imps within MVRA and improvements to relief road crossings</td>
<td>RBK/TfL</td>
</tr>
<tr>
<td></td>
<td>Completion of identified improvements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reduction in queuing and congestion on the relief road due to rebalancing of parking and major attractions</td>
<td></td>
</tr>
</tbody>
</table>
### K16: Public Transport

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>More frequent rail services</td>
<td></td>
</tr>
<tr>
<td>More late night rail services</td>
<td></td>
</tr>
<tr>
<td>New/improved Kingston Station</td>
<td></td>
</tr>
<tr>
<td>No. of improvements to cross boundary bus services (GLA/Surrey)</td>
<td></td>
</tr>
<tr>
<td>Provision of express bus link Kingston-Surbiton and promotion rail + bus to Kingston via Surbiton</td>
<td></td>
</tr>
<tr>
<td>New bus station Site P3</td>
<td></td>
</tr>
<tr>
<td>Removal of buses from Eden Street</td>
<td></td>
</tr>
<tr>
<td>Improved Fairfield Bus Station Site P5</td>
<td></td>
</tr>
</tbody>
</table>

- • 4 trains per hour on Richmond Loop line
- • Further improvements to late night rail services
- • Improved Kingston Station by 2009
- • Improvements to cross GLA boundary bus services
- • Provision of express bus link and promotion of rail + bus services to Kingston via Surbiton Station
- • New bus station Site P3 by 2015
- • Removal of buses from Eden Street by 2015
- • Improved Fairfield Bus Station Site P5 by 2015

**RBK, TfL, London Rail, Network Rail, Department for Transport, transport providers: South West Trains and London Buses**

### K17: Walking and Pedestrians

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of public realm improvements completed</td>
<td></td>
</tr>
</tbody>
</table>

- • Completion of all improvement schemes by 2020 with annual monitoring of progress

**RBK, TfL, TLS, KTCM**

### K18: Cycling

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>% modal split of cycling to Kingston town centre across Kingston Bridge.</td>
<td></td>
</tr>
<tr>
<td>No of cycle route improvements and length of route completed.</td>
<td></td>
</tr>
<tr>
<td>Increase in no. of on-street secure cycle parking spaces from 2006</td>
<td></td>
</tr>
<tr>
<td>Provision of 3 secure cycle parking centres</td>
<td></td>
</tr>
</tbody>
</table>

- • Increase in modal split of cycling across Kingston Bridge to 10% by 2020
- • Completion of 5 cycle route improvements by 2015 and riverside route by 2020
- • Double on-street secure cycle parking to 1200 spaces by 2011
- • Provision of 3 secure cycle parking centres by 2020

**RBK, TfL**

**Private sector land owners + South West Trains**
## Schedule 1
### Part B Policies (Continued)

<table>
<thead>
<tr>
<th>K19: Other measures to improve accessibility</th>
<th>K19: Other measures to improve accessibility</th>
<th>RBK, TfL London Buses; neighbouring local authorities; Community Transport; private sector land/property owners; KTCM voluntary and community sectors</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Permanent park and ride to Kingston town centre</td>
<td>• Provision of permanent park and ride to Kingston town centre by 2020</td>
<td></td>
</tr>
<tr>
<td>• Improved provision of Community Transport and improvements to Shopmobility</td>
<td>• Improved provision for Community Transport and Shopmobility by 2015</td>
<td></td>
</tr>
<tr>
<td>• Improved provision for taxis and private hire vehicle. Travel Planning and monitoring use of modes of transport</td>
<td>• Improved provision for taxis and private hire vehicles</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>K20: Town Centre Parking</th>
<th>K20: Town Centre Parking</th>
<th>RBK: KTCM; town centre businesses; car park operators; landowners/developers</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of public off-street parking spaces:</td>
<td>No. of public off-street parking spaces:</td>
<td></td>
</tr>
<tr>
<td>• Total</td>
<td>• Total</td>
<td></td>
</tr>
<tr>
<td>• % in new high quality public car parks</td>
<td>• % in new high quality public car parks</td>
<td></td>
</tr>
<tr>
<td>• Parking provision maintained at around 7,000 spaces</td>
<td>• Provision of 7,000 spaces in high quality public car parks outside the MVRA by 2020</td>
<td></td>
</tr>
</tbody>
</table>

**OBJECTIVE 7: TO PROVIDE A SAFE, CLEAN, FRIENDLY AND WELL MAINTAINED CENTRE IN THE DAY TIME AND AT NIGHT**

<table>
<thead>
<tr>
<th>K21: Town Centre Management</th>
<th>K21: Town Centre Management</th>
<th>KTCM, RBK Police, businesses, local community</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Improved town centre management</td>
<td>• Completion and adoption of After Dark Strategy 2007</td>
<td></td>
</tr>
<tr>
<td>• Reduce incidence of crime from 2006 base.</td>
<td>• Implementation of ADS</td>
<td></td>
</tr>
<tr>
<td>• Target to be provided from Crime Reduction Strategy</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Schedule 1
Part B Policies (Continued)

### OBJECTIVE 8: TO ENSURE ADEQUATE INFRASTRUCTURE AND MINIMISE FLOOD RISK

<table>
<thead>
<tr>
<th>K22: Infrastructure &amp; K23: Planning Obligations</th>
<th>No. of schemes with S106 planning obligations/use of contributions for infrastructure - utilities, open space, environmental improvements, community uses</th>
<th>All major development schemes to have S106 covering infrastructure provision</th>
<th>RBK, LEA, PCT; EA, Thames Water</th>
</tr>
</thead>
</table>

| K24: Minimising Flood Risk | No. of development proposals which require flood zone assessment:  
  - With appropriate flood risk management measures  
  - Without appropriate flood risk management measures. | No development approvals in flood zones without flood risk management measures. | Private sector land/property owners and developers; RBK; EA, TW |
|---|---|---|---|
### Schedule 2
**Part C Policies For Proposal Sites And Key Areas Of Conservation**

<table>
<thead>
<tr>
<th>PROPOSAL SITE</th>
<th>PROPOSALS</th>
<th>RESPONSIBLE AGENCIES</th>
<th>MILESTONES &amp; TARGETS</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1: Clarence St North (see Policy K1 - Schedule 1)</td>
<td>Retail; residential; A2; A3; offices; studio workshops; community uses. New pedestrian routes, improved servicing and secure cycle parking</td>
<td>RBK/ Selected Development Partner (private sector land and property owners and retailers)</td>
<td>• Co-operation Agmt. Hammerson &amp; RBK 2003-2007</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Heads of Terms for Development Agmt. Dec 2005</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Completion of Development Agmt. 2008</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Submission of plg. application 2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Granting of PP 2009/10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Start implementation 2011.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Completion 2015</td>
</tr>
<tr>
<td>P2: Clarence St South – Eden Quarter (see Policy K1 - Schedule 1)</td>
<td>Retail; residential; A2; A3; community uses; offices; secure cycle parking Landmark building L1 New/improved pedestrian routes/ access Improved Shopmobility</td>
<td>RBK/ Selected Development Partner La Salle CIN (private sector land and property owners and retailers)</td>
<td>ditto above</td>
</tr>
<tr>
<td>P3: East of Eden St, Ashdown Rd, Eden Quarter (see Policy K1- Schedule 1)</td>
<td>Retail; residential; A2; A3; public space; bus station, car park; secure cycle parking centre 2; community uses; refurbished PO</td>
<td>RBK/ Selected Development Partner plus other private sector land and property owners and retailers</td>
<td>ditto above Completion of non EQ elements by 2020</td>
</tr>
<tr>
<td>P4: St James Area</td>
<td>Retail, A2; A3; A4; offices, nightclub, residential, public parking, improved public square, public art</td>
<td>Warner Estates/RBK/ Selected Development Partner (private sector land and property owners)</td>
<td>Potential for inclusion in Eden Quarter Scheme with completion by 2015</td>
</tr>
<tr>
<td>P5: Cattle Market, Fairfield Bus Station</td>
<td>Upgraded or additional parking; improved bus station; improved Monday Market facilities; limited affordable housing</td>
<td>RBK/ Selected Development Partner/ TfL London Buses</td>
<td>Ditto P2 and P3 completion 2013</td>
</tr>
<tr>
<td>P6: Kingfisher, Kingston Library and Museum</td>
<td>Leisure, recreation, cultural and community uses and open space including improved library/museum</td>
<td>RBK</td>
<td>By 2011</td>
</tr>
<tr>
<td>P7: Former Fairfield Nursery</td>
<td>Education, community uses, open space</td>
<td>RBK/ private sector/ community organisations</td>
<td>Completion 2009</td>
</tr>
</tbody>
</table>
### Schedule 2
#### Part C Policies For Proposal Sites And Key Areas Of Conservation (Continued)

<table>
<thead>
<tr>
<th>Site</th>
<th>Proposed Uses</th>
<th>Responsible Parties</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>P8: 107–183 Clarence St; Station Bldgs, Fife Rd &amp; Rear Yard</td>
<td>8a – Service area, limited parking and managed student housing 8b – Retail, A2; A3; A4 on G/F, A3/A4 &amp; D2 leisure uses above</td>
<td>Private sector land and property owners and developers</td>
<td>Pre-applications discussions in progress re 8a Rear Yard and 8b Empire Theatre building</td>
</tr>
<tr>
<td>P9: Fife Rd/ Wood St Corner</td>
<td>Retail, retail related on G/F with residential, offices/ studio workshop space above</td>
<td>Private sector land and property owners</td>
<td>Extant PP for part of site for conversion of upper floors from offices to residential, but requires comprehensive scheme</td>
</tr>
<tr>
<td>P10: Kingston Station</td>
<td>Improved Station in short term; Secure cycle parking centre 1 New Station &amp; mixed use redevelopment, retail, A2/A3 on G/F, with offices and managed student housing; Landmark development L2</td>
<td>DoT and SWT for improved Station; Network Rail for new station.</td>
<td>SW Trains draft proposals for station improvements 2005; RBK allocate £200,000 S106 towards improvements; DoT DDA improvements 2007; SWT improvements 2008 New Station post 2015</td>
</tr>
<tr>
<td>P11: Quebec House</td>
<td>G/F Retail, A2, A3 and upper floor offices, residential or D1 non-residential education or training centre</td>
<td>Private sector property owner / developers</td>
<td>Extant PP for additional floor and conversion upper floors offices to residential; Pre-application discussions new proposals 2006</td>
</tr>
<tr>
<td>P12: Northern Riverfront</td>
<td>Hotel; residential; riverside public space; A3/ A4; retail; rebuilding of Bentalls B car park; new riverside open space</td>
<td>Morley FM; Fenwick; NHP &amp; UAE</td>
<td>Bentalls B site extant PP for replacement car park. Vicarage Rd west end – extant PP for student housing above A1/A3/A3  Turks site – extant PP for residential</td>
</tr>
<tr>
<td>P13: Bishops Palace House &amp; 11-31 Thames St</td>
<td>Mixed use redevelopment / refurb for retail; residential, offices; A3/A4/A5; secure cycle parking centre 3; improved riverside walk and pedestrian links</td>
<td>Property owners: Canadian &amp; Portland; and Kandahar</td>
<td>Pre-application discussions with landowners for development post 2010</td>
</tr>
</tbody>
</table>
## Schedule 2
### Part C Policies For Proposal Sites And Key Areas Of Conservation (Continued)

<table>
<thead>
<tr>
<th>P14: Guildhall 1 and yard, County Court and corner St James Rd/ Bath Passage</th>
<th>Retail, A3, offices, Courts, civic/ community uses</th>
<th>RBK/ HMCS</th>
<th>Partially dependent upon HMCS requirements for improved or additional courts</th>
</tr>
</thead>
<tbody>
<tr>
<td>P15: Surrey County Hall</td>
<td>Civic Uses Education use, if Surrey County Council move</td>
<td>Surrey County Council/ Kingston University</td>
<td>Site has extant PP for change to Education use, but SCC unlikely to move in short/ med term</td>
</tr>
<tr>
<td>P16: Kingston University</td>
<td>Redevelopment and upgrading for KU</td>
<td>Kingston University</td>
<td>Completion of Quad Block 2007, phased upgrading to follow</td>
</tr>
<tr>
<td>P17: Power Station and EDF sites</td>
<td>Residential, Hotel, Community uses</td>
<td>Private sector landowner NHP; EDF; TW</td>
<td>Extant PP for EDF site for 191 flats; plg applc for both sites 2007</td>
</tr>
<tr>
<td>P19: Kingston College, Adjoining Sites &amp; Gas Holders</td>
<td>Improved facilities for Kingston College; Adjoining sites - retail/ A2/ A3 with residential above or education use Gas holders</td>
<td>Kingston College; private sector landowners/ developers; Utility company (Gas)</td>
<td>College proposals constrained by proximity to gas holders and HSE concerns re safety Gas holders retained to at least 2010/2015</td>
</tr>
<tr>
<td>P20: Kingsgate car park &amp; Richmond Rd frontage</td>
<td>Retail, A2/ A3, showroom uses G/F, residential/ student housing; offices above; car parking; education; community uses</td>
<td>RBK/ private sector developer</td>
<td>Post 2010</td>
</tr>
<tr>
<td>OTCA 1 - Historic Core</td>
<td>Market Place/ public realm/ open space/ pedestrian improvements; lighting strategy; shop front retention; public art</td>
<td>RBK/ private sector/ KTCM/ KF</td>
<td>On-going throughout the plan period</td>
</tr>
<tr>
<td>OTCA 2 - Riverside South</td>
<td>Riverside/waterspace enhancements; public realm improvements</td>
<td>RBK/ private sector/ TFL KTCM/ KF</td>
<td>Ditto OTCA1</td>
</tr>
<tr>
<td>OTCA 3 - High Street</td>
<td>Public realm &amp; gateway improvements</td>
<td>RBK/ private sector / TFL/ KTCM/ KF</td>
<td>Ditto OTCA1</td>
</tr>
</tbody>
</table>
APPENDICES

APPENDIX 1: The Retail Hierarchy, Kingston’s Catchment Area and Impact of Plan Proposals on Neighbouring Centres

APPENDIX 2: Schedule of public realm, open space, key pedestrian route and gateway improvements, landmark and public art sites

APPENDIX 3: Kingston Town Centre - Listed Buildings and Buildings of Townscape Merit

APPENDIX 4: Cycle Parking Standards

APPENDIX 5: Car Parking Standards


APPENDIX 7: Background Studies and Documents
APPENDIX 1

The Retail Hierarchy, Kingston’s Catchment Area and Impact of Plan Proposals on Neighbouring Centres

Policy K1 New and Enhanced Shopping Facilities and the reasoned justification/supporting text to the policy (Chapter 5 of this AAP, paras. 5.4 - 5.9) refer to the retail sector, the retail studies and to the proposals to enhance Kingston’s retail offer. This Appendix provides further detail in respect of the retail hierarchy, Kingston’s catchment area and the likely impact of the Plan’s proposals on neighbouring town centres.

Kingston town centre is one of ten Metropolitan centres identified in the London Plan. It influences shopping patterns over a wide area of southwest London and northeast Surrey. The area of influence is identified on Plan 5 within Chapter 5 of this AAP. Kingston’s primary catchment area, the area where Kingston is the dominant shopping centre, is defined as the area where market share exceeds 40%. This area covers all of RBK, the southern part of Richmond borough, a large part of Elmbridge and small parts of Merton, Epsom and Ewell, Spelthorne and Mole Valley. Kingston’s catchment area extends out from this to include the area identified on Plan 5 as the ‘Retail Catchment Area’, which is the area where Kingston’s market share is greater than 10%, but where it is not necessarily the dominant centre. The Plan also shows that there are a number of centres at various levels within the retail hierarchy that are located within Kingston’s retail catchment area. Beyond this area Kingston’s influence is marginal.

The extent of Kingston’s catchment is constrained by the catchment areas of centres of broadly comparable qualitative provision, which are principally the shopping provision in Central London (West End, Knightsbridge etc) to the north, Croydon to the east (metropolitan centre) and Redhill/Reigate, Guildford and Woking to the south and west (Strategic Centres within Surrey). Kingston town centre has very little overlap with these centres that are all of a comparable level in the retail hierarchy. However, Plan 5 indicates there is some overlap with Hounslow and Sutton (metropolitan centres) and with the three major town centres within adjoining London boroughs - Richmond, Wimbledon, Wandsworth and Putney and with centres in Surrey boroughs, the most significant of which are Epsom, Esher and Leatherhead. Overlapping catchment areas reflects the qualitative differences between centres, and the fact that lower order centres fulfil a different role to the Metropolitan centres; roles determined principally by the range and quality of the shopping and leisure provision provided.
The AAP Proposals

The AAP seeks to provide an additional 50,000 sqm net additional retail floorspace equivalent to a 20% increase in the total A1 floorspace (gross floorspace). The majority of this new space will be to accommodate the significantly under-represented fashion wear sector in Kingston. Evidence from the Retail Studies indicates that Kingston has lower representation of fashion wear retailers in comparison to competing centres such as Croydon, Guildford and Bluewater, which encourages shoppers resident in Kingston’s catchment area to travel to these other centres rather than shop in Kingston. The Studies also demonstrate that there is significant unmet demand from fashion wear retailers for representation in the centre, and highlight the lack of suitable available accommodation as being the key factor in this regard. The fashion wear retailer formats require large floorplates, which are available in the centres referred to above, but not currently in Kingston. High and rising demand coupled with a lack of supply has in recent years driven up rents in Kingston significantly (rents rose by nearly 20% between 2003 and 2005). The competition between traders for the prime accommodation has led to strong rental growth throughout the centre and is making it difficult for many retailers to continue trading or to acquire viable premises.

The AAP’s objective is principally to address the supply-side accommodation issues, particularly for the fashion wear retailers, to allow Kingston to maintain a suitable range of retailers. In turn the expansion in accommodation will enhance Kingston’s market share from within its primary catchment area, by increasing both dwell time in the centre and spend.

Consideration of Impact

New retail floorspace will inevitably divert some trade from existing centres where the expenditure would have otherwise been spent. Trade diversion to Kingston from the proposed new floorspace will be mainly from the large centres currently providing the type of shopping not available in Kingston, rather than from the neighbouring lower order centres located within or on the margins of Kingston’s catchment area.

In 2004, Experian the Greater London Authority’s retail consultants (independently from the Royal Borough), modelled the impact of the 13 most significant retail schemes in the planning pipeline in London, and this work included modelling the impact of a 46,000 m² gross A1 comparison goods floorspace addition to Kingston. The assessment was undertaken as part of the preparation for the GLA’s London-wide comparison goods retail need study (Sept 2004). Experian applied a gravity model (distance* attraction) to forecast the origin of trade diversion to each scheme, and the work indicates that in respect of the Kingston scenario impact percentages will be low with Richmond and Wimbledon experiencing the highest impact at just 2.2% and 2.0% respectively, equivalent to turnover reductions of £6M and £6.5M respectively. Experian do not consider the level of impact from the Kingston scheme, either alone or cumulatively, to be of concern to these or any other centres.

The conclusions of the Experian impact work examine which London centres are “at risk” as a result of trade diversion from the cumulative impact of all the pipeline schemes, and only identifies 10 centres at risk, none of which are in southwest London. The report concludes that White City and Stratford City (two largely “new” centres) and the Brent Cross proposed extension are the schemes responsible for some centres being “at risk”.

Whilst we have some reservations in regard to the detail of the Experian work, we consider that the assessment presents a “worst case scenario”, and Experian’s overall conclusions in respect of the negligible impact resulting from the Kingston floorspace addition are sound.
## APPENDIX 2

Schedule of public realm, open space, key pedestrian route and gateway improvements, landmark and public art sites

<table>
<thead>
<tr>
<th>REF</th>
<th>LOCATION</th>
<th>CHARACTER AREA</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LANDMARK SITES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L1</td>
<td>Eden Quarter</td>
<td>CA1</td>
<td></td>
</tr>
<tr>
<td>L2</td>
<td>Kingston Station</td>
<td>CA4</td>
<td></td>
</tr>
<tr>
<td>L3</td>
<td>Kingston University</td>
<td>CA9</td>
<td></td>
</tr>
<tr>
<td><strong>PUBLIC REALM AND OPEN SPACE IMPROVEMENTS – POLICIES K10 AND K17</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PR1</td>
<td>Clarence Street – Little Wood Street to Eden Street</td>
<td>CA1</td>
<td>Upgrading of paving and landscape scheme incorporating existing seating</td>
</tr>
<tr>
<td>PR2</td>
<td>Wood Street/ Clarence Street</td>
<td>CA1/CA7</td>
<td>Pedestrian priority, tree planting and repaving, opening up views to river, public seating and areas for outdoor seating for café and restaurants</td>
</tr>
<tr>
<td>PR3</td>
<td>Castle Street</td>
<td>CA1</td>
<td>Enhanced pedestrian and cycle route providing new paving, tree planting, public seating and outdoor seating for cafes and restaurants</td>
</tr>
<tr>
<td>PR4</td>
<td>Fife Road</td>
<td>CA1</td>
<td>Enhanced pedestrian and cycle route providing new paving, tree planting, public seating and outdoor seating for cafes and restaurants</td>
</tr>
<tr>
<td>PR5</td>
<td>Eden Street</td>
<td>CA1/CA2</td>
<td>Enhanced pedestrian and cycle facilities with new tree planting</td>
</tr>
<tr>
<td>PR6</td>
<td>Junction of Eden Street/ St James Road</td>
<td>CA2/CA6</td>
<td>Enhanced pedestrian route, inclusion of new seating, lighting, landscape and public art</td>
</tr>
<tr>
<td>PR7</td>
<td>Brook Street south</td>
<td>CA2</td>
<td>Scheme to improve visibility of Hogsmill river and enhance gateway</td>
</tr>
<tr>
<td>PR8</td>
<td>Brook Street</td>
<td>CA2</td>
<td>Enhanced pedestrian and cycle facilities, including new paving</td>
</tr>
<tr>
<td>PR9</td>
<td>Eden Quarter</td>
<td>CA2</td>
<td>Major new public space with active frontages to accommodate street entertainment, public seating as well as external areas for café and restaurant seating, high quality paving, landscape, street furniture and public art</td>
</tr>
<tr>
<td>PR10</td>
<td>Wheatfield Way/ International House/ Weston Way</td>
<td>CA3</td>
<td>Improvements to forecourt to International House to include new planting and paving in association with Gateway improvement</td>
</tr>
<tr>
<td>PR11</td>
<td>Old London Road</td>
<td>CA3</td>
<td>New paving and tree planting and improved crossing facilities to Clarence Street to create better links to the main shopping area</td>
</tr>
<tr>
<td>PR12</td>
<td>Wood Street/ Station Approach</td>
<td>CA4</td>
<td>Enhanced station forecourt incorporating public art in association with major gateway improvements, enhanced crossing facilities over relief road</td>
</tr>
<tr>
<td>PR13</td>
<td>Vicarage Road</td>
<td>CA5</td>
<td>New riverside public space forming part of network of linked riverside spaces, active frontages, public art, high quality paving and street furniture and improved route from Wood Street to riverside</td>
</tr>
<tr>
<td>PR14</td>
<td>Thames Side Car Park</td>
<td>CA5/CA10</td>
<td>Improved riverside public space incorporating new landscaping and public seating, upgrade paving and enhance moorings and access to facilities</td>
</tr>
<tr>
<td>PR15</td>
<td>Thames Side</td>
<td>CA5</td>
<td>Improvements to enhance pedestrian riverside route</td>
</tr>
<tr>
<td>PR16</td>
<td>Market Place</td>
<td>CA6</td>
<td>Improvements to include repaving in york stone and granite, review of stall layout and design</td>
</tr>
<tr>
<td>PR17a</td>
<td>Memorial Square</td>
<td>CA6</td>
<td>Repaving in york stone and granite, introduction of new seating and planting</td>
</tr>
<tr>
<td>PR17b</td>
<td>Harrow Passage/Crown Passage</td>
<td>CA6</td>
<td>Repaving in york stone and new wall mounted lighting</td>
</tr>
<tr>
<td>PR18</td>
<td>Memorial Gardens</td>
<td>CA6</td>
<td>New landscape scheme incorporating public art, seating, soft landscaping and removal of raised beds and new pedestrian access to Eden Walk</td>
</tr>
<tr>
<td>PR19</td>
<td>Eden Street south and Bath Passage</td>
<td>CA6/CA9</td>
<td>Repaving in york stone and resurfacing Bath Passage using granite setts</td>
</tr>
<tr>
<td>PR20</td>
<td>Union Street</td>
<td>CA6</td>
<td>Inclusion of new street trees where possible and improved paving</td>
</tr>
<tr>
<td>PR21</td>
<td>Thames Street</td>
<td>CA6</td>
<td>Repaving in natural materials</td>
</tr>
<tr>
<td>PR22</td>
<td>High Street/Guildhall</td>
<td>CA7/CA8/CA9</td>
<td>Rear - redesign layout to improve pedestrian routes, improve visibility of riverside and provide additional seating, High Street – repaving in natural materials</td>
</tr>
<tr>
<td>PR23</td>
<td>High Street North</td>
<td>CA8</td>
<td>Repaving in natural materials</td>
</tr>
<tr>
<td>PR24</td>
<td>Town End Gardens</td>
<td>CA8</td>
<td>Enhanced surface materials and improvements in association with gateway treatments</td>
</tr>
<tr>
<td>PR25</td>
<td>Eagle Wharf</td>
<td>CA7</td>
<td>New riverside park including public art, performance space, new seating and planting forming part of network of linked riverside spaces, improvements to riverside walk</td>
</tr>
<tr>
<td>PR26</td>
<td>Riverside Walk Kingston Bridge to Charter Quay</td>
<td>CA7</td>
<td>New tree planting and improved surface material</td>
</tr>
<tr>
<td>PR27</td>
<td>Riverside Walk Kingston Bridge to Vicarage Road</td>
<td>CA5/CA7</td>
<td>Sympathetic lighting scheme to underside of bridge, improved landscape and provision of seating, encourage pedestrian activity at riverside</td>
</tr>
<tr>
<td>PR28</td>
<td>Adjacent Gazebo PH (private land)</td>
<td>CA7</td>
<td>Improved access arrangements, new paving and improvements to raised beds</td>
</tr>
<tr>
<td>PR29</td>
<td>St James Road, including Hogsmill River</td>
<td>CA2</td>
<td>Open up bridge sides with railings to improve visibility of river, Improved paving and additional planting to eastern side</td>
</tr>
<tr>
<td>PR30</td>
<td>Junction Kingston Hall Road and St James Road, including Hogsmill River</td>
<td>CA9</td>
<td>Open up views to river, additional seating, create ‘pocket park’</td>
</tr>
<tr>
<td>PR31</td>
<td>Kingston Hall Road adjacent Police Station</td>
<td>CA8/CA9</td>
<td>Improvements to encourage pedestrian route along riverside</td>
</tr>
<tr>
<td>PR32</td>
<td>Canbury Gardens Southern entrance</td>
<td>CA10</td>
<td>Landscape scheme including public art to enhance entrance to the gardens</td>
</tr>
<tr>
<td>PR33</td>
<td>Sury Basin</td>
<td>CA10</td>
<td>Tree planting – south side</td>
</tr>
<tr>
<td>PR34</td>
<td>Skerne Road</td>
<td>CA10</td>
<td>Environmental improvement scheme, narrowing of carriage way, new surfacing and hard and soft landscaping</td>
</tr>
</tbody>
</table>
### APPENDIX 2 (continued)

#### KEY IMPROVED PEDESTRIAN ROUTES - POLICIES K10 AND K17

<table>
<thead>
<tr>
<th>Route</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1</td>
<td>Clarence Street to Fife Rd</td>
<td>CA1</td>
</tr>
<tr>
<td>R2</td>
<td>Clarence Street to Eden St</td>
<td>CA1</td>
</tr>
<tr>
<td>R3</td>
<td>Clarence Street to Riverside</td>
<td>CA1+7</td>
</tr>
<tr>
<td>R4</td>
<td>Wheatfield Way to Eden St</td>
<td>CA2+3</td>
</tr>
<tr>
<td>R5</td>
<td>Wood Street to Riverside</td>
<td>CA1+5</td>
</tr>
<tr>
<td>R6</td>
<td>Skerne Road to Wood St</td>
<td>CA5/CA10</td>
</tr>
</tbody>
</table>

#### GATEWAY IMPROVEMENTS - POLICY K10

<table>
<thead>
<tr>
<th>Gateway</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1</td>
<td>Richmond Road</td>
</tr>
<tr>
<td>G2</td>
<td>Kingston Bridge</td>
</tr>
<tr>
<td>G3</td>
<td>Fairfield North</td>
</tr>
<tr>
<td>G4</td>
<td>Penrhyn Road</td>
</tr>
<tr>
<td>G5</td>
<td>Portsmouth Road</td>
</tr>
<tr>
<td>G6</td>
<td>Riverside</td>
</tr>
</tbody>
</table>

#### SITES FOR PUBLIC ART - POLICY K10

<table>
<thead>
<tr>
<th>Site</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA1</td>
<td>Castle Street South</td>
</tr>
<tr>
<td>PA2</td>
<td>Fife Road</td>
</tr>
<tr>
<td>PA3</td>
<td>Kingston Bridge</td>
</tr>
<tr>
<td>PA4</td>
<td>Cattlemarket Gateway</td>
</tr>
<tr>
<td>PA5</td>
<td>Cromwell Road/Birkenhead Ave junction</td>
</tr>
<tr>
<td>PA6</td>
<td>Station Approach</td>
</tr>
<tr>
<td>PA7</td>
<td>Thameside</td>
</tr>
<tr>
<td>PA8</td>
<td>Canbury Gardens</td>
</tr>
<tr>
<td>PA9</td>
<td>Memorial Gardens</td>
</tr>
<tr>
<td>PA10</td>
<td>St James Square</td>
</tr>
<tr>
<td>PA11</td>
<td>Eden Quarter</td>
</tr>
<tr>
<td>PA12</td>
<td>Eagle Wharf</td>
</tr>
<tr>
<td>PA13</td>
<td>College Roundabout</td>
</tr>
<tr>
<td>Proposed Cycle Routes - Policy K18</td>
<td></td>
</tr>
<tr>
<td>----------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>CR1</td>
<td>Wheatfield Way between Eden Street and Penrhyn Road</td>
</tr>
<tr>
<td>CR2</td>
<td>Wood Street (south side) between Clarence Street and Skerne Road</td>
</tr>
<tr>
<td>CR3</td>
<td>Fife Road/ Dolphin Street between Castle Street and Wood Street</td>
</tr>
<tr>
<td>CR4</td>
<td>Horsefair between Kingston Bridge and Skerne Road</td>
</tr>
<tr>
<td>CR5</td>
<td>Thameside/ Vicarage Road between Downhall Road and Horsefair</td>
</tr>
<tr>
<td>CR6</td>
<td>River Thames</td>
</tr>
</tbody>
</table>
# APPENDIX 3

## Kingston Town Centre - Listed Buildings and Buildings of Townscape Merit

<table>
<thead>
<tr>
<th>STREET</th>
<th>NAME AND ADDRESS</th>
<th>GRADE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashdown Road</td>
<td>Post Office Sorting Office, Former Telephone Exchange</td>
<td>II</td>
</tr>
<tr>
<td>Church Street (D)</td>
<td>1 (part of 23 Market Place)</td>
<td>II</td>
</tr>
<tr>
<td>Church Street</td>
<td>2 (formerly the Old Crown PH)</td>
<td>II</td>
</tr>
<tr>
<td>Church Street</td>
<td>3 and 5</td>
<td>II</td>
</tr>
<tr>
<td>Church Street</td>
<td>4</td>
<td>II</td>
</tr>
<tr>
<td>Church Street</td>
<td>6, 8 and 8a</td>
<td>II</td>
</tr>
<tr>
<td>Church Street</td>
<td>13 and 15</td>
<td>II</td>
</tr>
<tr>
<td>Church Street</td>
<td>14 and 16</td>
<td>II</td>
</tr>
<tr>
<td>Church Street</td>
<td>Gate Piers at All Saints Church</td>
<td>II</td>
</tr>
<tr>
<td>Church Street</td>
<td>Church of All Saints</td>
<td>II</td>
</tr>
<tr>
<td>Clarence Street</td>
<td>Kingston Bridge</td>
<td>II*</td>
</tr>
<tr>
<td>Clarence Street</td>
<td>154/156, former Cinema, now Oceana nightclub</td>
<td>II</td>
</tr>
<tr>
<td>Eden Street</td>
<td>United Reform Church</td>
<td>II</td>
</tr>
<tr>
<td>Eden Street</td>
<td>Former head Post Office</td>
<td>II</td>
</tr>
<tr>
<td>Eden Street</td>
<td>4</td>
<td>II</td>
</tr>
<tr>
<td>Fairfield Road</td>
<td>Kingston Library and Museum</td>
<td>II</td>
</tr>
<tr>
<td>Fairfield Road</td>
<td>Stone from King John’s Palace in Courtyard of Library</td>
<td>II</td>
</tr>
<tr>
<td>Hardman Road</td>
<td>Bentalls Depository, now Odeon cinema</td>
<td>II</td>
</tr>
<tr>
<td>High Street</td>
<td>Clattern Bridge (also Scheduled Ancient Monument)</td>
<td>I</td>
</tr>
<tr>
<td>High Street</td>
<td>Coronation Stone in Guildhall grounds</td>
<td>I</td>
</tr>
<tr>
<td>High Street</td>
<td>17</td>
<td>II</td>
</tr>
<tr>
<td>High Street</td>
<td>37 - 41 (odd)</td>
<td>II*</td>
</tr>
<tr>
<td>High Street</td>
<td>40</td>
<td>II</td>
</tr>
<tr>
<td>High Street</td>
<td>52 Amari House formerly Picton House</td>
<td>II</td>
</tr>
<tr>
<td>High Street</td>
<td>The Guildhall (Main Building)</td>
<td>II</td>
</tr>
<tr>
<td>London Road</td>
<td>2-6 (even), Former Police station No.22</td>
<td>II</td>
</tr>
<tr>
<td>London Road</td>
<td>22 Current No.22 not listed but see Nos 2-6</td>
<td>II</td>
</tr>
<tr>
<td>London Road</td>
<td>30</td>
<td>II</td>
</tr>
<tr>
<td>London Road</td>
<td>43 - 47 (odd)</td>
<td>II</td>
</tr>
<tr>
<td>London Road</td>
<td>49 - 71 Cleave’s Almshouses</td>
<td>II*</td>
</tr>
<tr>
<td>London Road</td>
<td>105 R/o Lovekyn Chapel</td>
<td>II</td>
</tr>
</tbody>
</table>
## Market Place

<table>
<thead>
<tr>
<th>Buildings</th>
<th>Merit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shrubsole Memorial</td>
<td>II</td>
</tr>
<tr>
<td>The Market House</td>
<td>II*</td>
</tr>
<tr>
<td>1 Griffin Centre</td>
<td>II</td>
</tr>
<tr>
<td>3 Druid's Head</td>
<td>II*</td>
</tr>
<tr>
<td>6 - 9 (odd)</td>
<td>II</td>
</tr>
<tr>
<td>14</td>
<td>II</td>
</tr>
<tr>
<td>15-16</td>
<td>II</td>
</tr>
<tr>
<td>23</td>
<td>II</td>
</tr>
<tr>
<td>24/24a</td>
<td>II</td>
</tr>
<tr>
<td>30</td>
<td>II</td>
</tr>
<tr>
<td>41</td>
<td>II</td>
</tr>
<tr>
<td>4 Off the Bittoms</td>
<td>II</td>
</tr>
<tr>
<td>5 and 6 Off the Bittoms</td>
<td>II</td>
</tr>
<tr>
<td>22-30 Coral Bingo Hall</td>
<td>II</td>
</tr>
<tr>
<td>1</td>
<td>II</td>
</tr>
<tr>
<td>3 and 5</td>
<td>II</td>
</tr>
<tr>
<td>R/o 3 and 5 pairs of pavilions on riverside at Gazebo PH</td>
<td>II</td>
</tr>
<tr>
<td>11</td>
<td>II</td>
</tr>
<tr>
<td>18</td>
<td>II</td>
</tr>
<tr>
<td>26 – 28 (even)</td>
<td>II</td>
</tr>
<tr>
<td>War Memorial in Memorial Gardens</td>
<td>II</td>
</tr>
</tbody>
</table>

## Buildings of Townscape Merit - Kingston Town Centre

### Street Name and Address

<table>
<thead>
<tr>
<th>Street</th>
<th>Name and Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apple Market</td>
<td>3/5, 7 – 9 (consecutive), bollards</td>
</tr>
<tr>
<td>Church Street</td>
<td>11/11a, 18/20</td>
</tr>
<tr>
<td>Clarence Street</td>
<td>6 (Barclays Bank), 12-20 (even), 40b, 45/47, 42 – 50 (even), 53, 52/54, 59, 153 – 161, Former Empire Theatre</td>
</tr>
<tr>
<td>Clarence Street/ Wood Street</td>
<td>Bentalls (Maurice Webb façade only)</td>
</tr>
<tr>
<td>Eden Street</td>
<td>3 (Public House), 6, 14, 18 (Eagle Chambers), Friends Meeting House</td>
</tr>
<tr>
<td>High Street</td>
<td>8/10 (Clattern House), 12/14 (King’s Stone House), 15, 16/18, 30, 32, 34 (Ram PH), 38 (Quayside House), 42 – 48a (even)</td>
</tr>
<tr>
<td>London Road</td>
<td>35 – 41, 56</td>
</tr>
<tr>
<td>Market Place</td>
<td>4/5 (Bank Chambers), 21, 29, 32/33, 36, 39/40, 43, (Zizzi restaurant), Canon bollard adjacent to No.14</td>
</tr>
<tr>
<td>Penrhyn Road</td>
<td>9, 19</td>
</tr>
<tr>
<td>Richmond Road</td>
<td>55 – 59 (odd) (Kingston College of Further Education, 2 buildings dated 1828 and 1907), 74 - 84 (even), 91-93 (odd)</td>
</tr>
<tr>
<td>Thames Street</td>
<td>15/17, 16, 20, 30/32</td>
</tr>
</tbody>
</table>
## APPENDIX 4

### Cycle Parking Standards

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>USE CLASS</th>
<th>USE</th>
<th>CYCLE PARKING STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place of work</td>
<td>B1/A2</td>
<td>Offices/Financial services</td>
<td>1 space per 125 m² with minimum of 2 spaces</td>
</tr>
<tr>
<td>Shopping</td>
<td>A1</td>
<td>Food retail</td>
<td>1 space per 125 m²</td>
</tr>
<tr>
<td></td>
<td>A1</td>
<td>Non-food retail</td>
<td>1 space per 300 m²</td>
</tr>
<tr>
<td>Education</td>
<td>D1</td>
<td>University/College</td>
<td>1 space per 10 staff/students</td>
</tr>
<tr>
<td>Leisure and Entertainment</td>
<td>A3</td>
<td>Restaurants and cafes</td>
<td>1 space per 20 seats with minimum of 2 spaces</td>
</tr>
<tr>
<td></td>
<td>A4</td>
<td>Drinking establishments</td>
<td>1 space per 100 m² with minimum of 2 spaces</td>
</tr>
<tr>
<td></td>
<td>A5</td>
<td>Hot Food Take-away</td>
<td>1 space per 50 m² with minimum of 2 spaces</td>
</tr>
<tr>
<td></td>
<td>D2</td>
<td>Theatres, cinemas</td>
<td>1 space per 50 seats with minimum of 2 spaces</td>
</tr>
<tr>
<td></td>
<td>D2</td>
<td>Leisure/sports centres, swimming pools</td>
<td>1 space per 10 staff plus 1 space for 20 peak period visitors</td>
</tr>
<tr>
<td>Housing</td>
<td>C2</td>
<td>Student accommodation</td>
<td>1 space per 2 students</td>
</tr>
<tr>
<td></td>
<td>C3</td>
<td>Flats/terraced</td>
<td>1 space per unit</td>
</tr>
<tr>
<td>Community</td>
<td>D1</td>
<td>Doctor and dentist surgeries, health centres, clinics</td>
<td>1 space per 5 staff plus 1 space per 5 staff for visitors</td>
</tr>
<tr>
<td></td>
<td>D1</td>
<td>Libraries</td>
<td>1 space per 10 staff plus 1 space per 10 staff for visitors</td>
</tr>
<tr>
<td>Transport</td>
<td></td>
<td>Rail stations</td>
<td>5 spaces per peak hour train (min 10)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bus stations</td>
<td>1 space per 100 peak hour passengers</td>
</tr>
</tbody>
</table>
**APPENDIX 5**

**Car Parking Standards**

<table>
<thead>
<tr>
<th>TYPE OF DEVELOPMENT</th>
<th>MAX. STANDARD FOR NEW DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non Food Retail (A1)</td>
<td>1 space per 100m²</td>
</tr>
<tr>
<td>Financial/professional services (A2)</td>
<td></td>
</tr>
<tr>
<td>Non-food retail warehouse (A1) exceeding 2500m²</td>
<td>1 space per 40m²</td>
</tr>
<tr>
<td>Food Retail (A1) exceeding 2500m²</td>
<td>1 space per 25m²</td>
</tr>
<tr>
<td>Restaurants &amp; Cafes (A3), Drinking Establishments (A4) and Hot Food Take-away (A5)</td>
<td>1 space per 300m² (for operational requirements if appropriate)</td>
</tr>
<tr>
<td>Offices/Business Use (B1)</td>
<td>1 space per 300m²</td>
</tr>
<tr>
<td>Hotels/hostels (C1)</td>
<td>Individual Assessment</td>
</tr>
<tr>
<td>Residential (C3)</td>
<td>1 space per unit</td>
</tr>
<tr>
<td>Student Accommodation (C2)</td>
<td>Nil spaces – S106 contributions towards sustainable transport required in lieu.</td>
</tr>
<tr>
<td>Non-Residential Institutions (D1) (eg. health centre, day nursery, public library and art galleries, University and College, places of worship); Assembly and Leisure (D2) and Sui-Generis (other uses)</td>
<td>Individual assessment</td>
</tr>
</tbody>
</table>

In all cases, account will be taken of the Parking Strategy for the town centre and the location and nature of the proposal.
APPENDIX 6

Kingston town centre improvements
2002 – 2006

Since the Launch of K+20 in 2003 a number of improvements have been implemented by the public, private and voluntary sectors to provide enhanced facilities and services, transport, access and environmental improvements.

Objective 1: To maintain a diverse and sustainable economy, providing for business and employment development needs, with a wide range of employment opportunities

Objective 2: To enhance the quality and range of town centre uses and provide housing, including affordable housing

Enhancing Kingston’s retail offer
  • Charter Quay new retail fronting Market Place 2002
  • Retail Studies completed 2003 and updated in 2006
  • Upgrading works to Bentall Centre to accommodate new retailers, alterations to food court/A3 café uses 2005 onwards
  • Primark open in former Allders store 2005
  • St James’ Square building conversion from A2 to A1 retail, work commenced 2006
  • RBK work with Hammerson
    • Co-operation agreement RBK/Hammerson signed 1 July 2003, currently extended to end June 2007
    • Heads of Terms for Development Agreement signed Dec 2005

Maintaining a diverse economy
  • Assessment of office stock completed 2005
  • Analysis of employment and businesses by economic sector completed 2005

Improved community/faith facilities
  • Extension and new facilities for Kaleidoscope Project, Cromwell Road opened 2004
  • Union Church refurbishment and extension completed 2005
  • Quakers – planning permission granted for redevelopment to provide a new Meeting House/community facility, but alternative sites now sought due to Eden Quarter proposals
  • Meetings with community/voluntary sector and Paper on sector requirements completed 2005
  • RBK set up Community Building Working Group 2006

Enhancing leisure/entertainment/ cultural facilities
  • Rotunda leisure development opened Oct 2002
  • Charter Quay restaurants/bars completed 2002
  • Charter Quay completion of theatre shell 2003
  • Travelodge hotel, Old London Rd opened 2003
  • Oceana nightclub opened 2003
  • Hotel planning applications on Vicarage Road site 2005 and Power Station site 2006
  • Potential new Library/Learning Centre Feasibility Study completed 2006
  • Hotel Feasibility Study commissioned 2006

Housing Provision, including affordable housing
  • Number of new housing units provided - 981
  • Number of affordable housing units provided as % total – approx. 25%

Higher & Further Education Facilities
  • Kingston College, Kingston Hall Road, new facilities theatre, sports hall, health club completed 2004
  • Kingston University planning permission for change of use of Surrey County Hall to Education use 2004 and for redevelopment of Surrey Club 2005, but neither will proceed due to the decision by Surrey County Council to remain in Kingston
  • Kingston University planning permission for some redevelopment and upgrading of Penryn Road campus including Quad Building 2005

Promoting KTC as a Destination of Choice for shopping, leisure, services, business KF/RBK Tourism Unit, also Arts Development/ Events Work by RBK
Objective 3: To provide a high quality environment with well designed buildings and spaces

- Market Place – new seating, planters, fountain, litter bins 2004 & 2005
- Environmental rangers on duty 7 days per week providing rapid cleansing response (KF BID) 2005 for 5 years
- Footway cleansing & gum removal (KF BID) 2005 for 5 years
- Cleaning of alleyways KF
- Graffiti removal KF/RBK
- Clarence Street – new street furniture and painting of some remaining street furniture (KF/RBK 2005 and 2006)
- Enhanced hanging basket, tree and planting regime 2005 for 5 years KF
- Memorial Square – new paving, planting, cycle racks etc commenced 2005 RBK S106
- Crown Passage; Harrow Passage improvements commenced 2006
- Skerne Walk environmental improvements scheme completed 2006
- Public Art – Installation of community mosaic murals under Skerne Road railway bridge, along Canbury Passage (Save the World Club mostly funded by RBK S106) 2004 & 2005 and in Castle St 2005
- Castle Street improvements RBK S106; TfL; KF commenced 2006

Objective 4: To protect and enhance the distinctive historic environment

- Old Town Conservation Area Studies completed 2004 and 2005
- Consultation on Character Area Appraisal and Management Proposals 2005
- Archaeological overview study completed 2006
Objective 5: To promote and enhance use of the river and riverside

- ‘Putting the Thames back into Kingston’ joint initiative with Thames Landscape Strategy launched 2005
- Riverside Walk improvements outside Frere Jacques and Bishop in R PH), resurfacing, lighting, planting approved 2005 (landowner/ RBK S106)
- Moorings Business Plan completed 2006
- Eagle Wharf open space design work substantially complete 2006
- Thames Side - funding secured for feasibility study (TfL)

Objective 6: To improve transport, access and connectivity for all

- Improvements to bus waiting facilities (bus stops and paving) in Eden Street 2004 funded by TfL/RBK S106
- Improved crossing in Union Street to provide level access for pedestrians 2004 (RBK S106)
- Pedestrian improvements approved as part of environmental improvement schemes (see above) eg Castle St; Canbury Passage, Skerne Walk, Memorial Square
- Better late night rail services 2004 SWT
- Later opening of Kingston Station concourse to 10pm 2003
- Parking Studies 2003
- Parking Strategy 2005
- Drapers and Cattle Market converted to pay on foot from pay and display 2004 RBK S106
- Clearer signing and naming of car parks RBK S106/KF
- Christmas Park and Ride extended 2005
- Secure Cycle Parking Study completed 2004 and Strategy adopted 2004
- Seven Kings Car Park completed 2003
- Park and Ride and Integrated transport studies completed and strategy adopted
- Cycle parking – replacement and new cycle racks 2004/2005
- Skerne Walk provision of segregated cycle route completed 2006
- Castle St cycle route imps approved 2005 RBK/TfL/KF, completed 2006
- Late night transport – provision of designated pick up points for taxis/mini cabs – pilot project 2005, RBK/Police/ PCO/TfL, to improve late night transport and safety and security late at night (KF).
  Provision of kiosks 2006
Objective 7: To provide a clean, safe, friendly, well managed and well maintained town centre in the daytime and at night

Maintaining Safety & Security

- Improved lighting
  - Eden Street 04/05
  - Market Place 04/05
  - Canbury Gardens 2005
  - Pratts Passage 05/06
  - Riverside & Eagle Wharf OS (by Ram Public House) 05/06
  - Skerne Walk 05/06
  - Skerne Road railway bridge 05/06
  - Old London Road 05/06
  - Memorial Square 05/06
  - Harrow Passage/Crown Passage/Market Place 05/06
  - High St 05/06
  - St James’ Road 05/06

- New radio system for use by evening and non-retail businesses + staffing (3 years) through KTCM as part of Crime Reduction Strategy 2004

Car Park Safety Improvements

- Car parks at Bittoms, Cattle Market, Drapers (RBK); Fairfield, St James (NCP); John Lewis, Bentalls A, Eden Walk; Seven Kings got the Park Mark Safer Parking Award in 2004 and were re-accredited in 2005, plus Ashdown Road (RBK) got the award in 2005

- Installation of 10 help points (KF/GOL/RBK) 2005

- Initiatives to achieve Safer Shopping Award including Community Rangers co-ordinated with CCTV, Police & PCSO’s helping to manage anti-social behaviour; Business Crime Reduction Co-ordinator and expanded use of Radio link across day & night-time sectors (KF) 2005

- Traffic Management/ Safety Measures St James’s Road – De-mountable bollards installed to enable St James’s Road to be closed to traffic in the evenings to improve night-time safety and security (RBK/Police)

CCTV

- 5 cameras installed in Canbury Gardens 2004/05
- £204,500 spent on CCTV safety and security improvements to end of year 2005/06 using S106 contributions

For improvements to late night transport (see Transport heading)

Objective 8: To ensure that new development is supported by adequate infrastructure and services and minimises flood risk

- Strategic Flood Risk Management Study completed 2007
APPENDIX 7

Background Studies and Documents (see also EIP Core Documents List)

1. London Plan February 2008
4. The Thames Landscape Strategy Hampton to Kew, Kim Wilkie for the Thames Landscape Steering Group 1994
5. South London Partnership Office Capacity Study August 2003

Royal Borough of Kingston upon Thames

6. Royal Borough of Kingston upon Thames Unitary Development Plan 2005 First Alteration 2005
8. Royal Borough of Kingston upon Thames Local Implementation Plan March 2006
10. Royal Borough of Kingston upon Thames Local Development Scheme Second Revision April 2007
11. Shopfronts and Shopsigns Supplementary Planning Document 2005
13. Supplementary Planning Advice on Design, Access and Sustainability Statements June 2004
15. Affordable Housing Supplementary Planning Document 2006
16. Royal Borough of Kingston upon Thames Retail Study January 2003 Roger Tym and Partners
17. Royal Borough of Kingston upon Thames Retail Capacity Study July 2003 Roger Tym and Partners
18. Royal Borough of Kingston upon Thames Retail Capacity Study – Update September 2006 Roger Tym and Partners
22. Reports to the Council’s Executive on a Permanent Park and Ride Scheme 23 July 2002 and 15 July 2003 and Minutes
24. Report to the Council’s Executive on Integrated Transport Policy 28 September 2004 and Minutes
28. Secure Cycle Parking Strategy Report to the Council’s Executive 1 September 2004 and Minutes
29. Cycling Strategy for the Borough, Report to the Council’s Executive 30 August 2005 and Minutes
30. Strategic Flood Risk Assessment and Management Study, Jacobs Babtie August 2006
31. Review and Consultation on Hogsmill Valley Walk Strategy December 2005
32. Thames Landscape Strategy Report to Environmental and Neighbourhood Overview Panel 7 February 2005
33. Moorings Business Plan 2006, Madge Bailey
34. Hotel Market Assessment for Kingston town centre April 2007, PKF
35. Retail Analysis of Proposed Eden Quarter Kingston CB Richard Ellis, October 2006
37. A Feasibility Study for Kingston Centre for Creative Industries for Kingston Innovation Centre by DTZ Pieda Consulting February 2005
38. Background Paper: Office Survey 2005, RBK and Donaldsons
40. Background Paper: Employment Analysis 2005
42. Transport Assessment 2007 Buro Happold
If you have difficulty understanding this document please contact the Kingston Council Information Helpline on 020 8547 5757

Arabic 
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يرجى مرسالنا على لغة في لذكورة في هذه الفترة.

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Chinese 
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Gujarati 
એ આપણે આપની પોતાની ભાષામાં વિશેષ બહુ ઉચ્ચ ઓફિસી વેબ শ્રેણી માટે આ હસ્તસંવર્ધન વિશેષ સરનામે અમારો સંપર્ક કરાશીએ.

Hindi 
यदि आप अपनी भाषाओं में अधिक जानकारी चाहते हैं
तो कृपया इस दस्तावेज में लिखे हुए पंजी को हम संपर्क करें।

Japanese 
日本語での詳しい情報は記載住所までご連絡下さい。

Korean 
한국어로 된 정보가 더 필요하신 경우
이 문서에 있는 주소로 연락해 주십시오.

Punjabi 
آپ نے فون ہموار ہیں۔
ہماری معلومہ جوہر ہیں کہ کہ کہ
آپ کو برائے تخمینہ متعدد تعلقات تھا۔

Punjabi (Gurmukhi) 
ਲਿਖ ਕਰ ਗੁਰਮੁਖੀ ਅਪਾਰਟ ਫਾਇਨ ਦੇ ਗੁਰ ਸੰਪਰਕ ਕਰੀਆ ਹੈ,
ਤੁਹਾਦੀ ਵਿਚਾਰਕੀ ਦਿਸਕਾਁਕਾ ਦੇ ਬਾਅਦ ਉਸ ਦੀ ਵਰਤਣ ਵਿੱਚ ਸਵਾਲ ਕਰੀਆ ਹਵੇ।

Tamil 
செய்தி உருவாக்கில் தற்போது இவ்விதமான கருத்துச்சாட்சியான அமைப்புகளை விளக்கும் தமிழ் தக குறிப்பிட்டு,
வல்லா கருத்துச்சாட்சியான கருத்துச்சாட்சியான கருத்துச்சாட்சியான கருத்துச்சாட்சியான கருத்துச்சாட்சியான கருத்துச்சாட்சியான.

Urdu 
آپ کو کپڑے کھینچنے پر میں میں معلومات حاصل کریں جب 
توہوں میں کہ یہ ہم سے بالا جس کا کم ہے

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