

North Kingston

Development Brief

October 2016



THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES

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INTRODUCTION

Purpose of the Document



The North Kingston Development Brief area

The Royal Borough of Kingston upon Thames (the Council) has produced this document to provide landowners, developers and the wider community, with clear guidance for all new developments in the North Kingston area, as part of the Council's 'Kingston Futures' programme.

The North Kingston Development Brief illustrates a comprehensive vision for transformational change for this inefficiently used and under performing part of Kingston Town Centre. It proposes the creation of a new residential and education led mixed use quarter that will bring about benefits to both Kingston Town Centre and the wider North Kingston area.

Parts of the development brief area have already commenced with the construction of the former gas holder site and completion of the Kingston College extension (Creative Industries Centre).

This Brief sets out the principles and framework to unlock the rest of the development area in a responsive, comprehensive and integrated way. The intensification of land use is also essential to ensure that sustainable development will occur on the identified sites, and in order support the positive growth of the Town Centre.

The Brief has been prepared to promote development. It has been prepared in accordance with the National Planning Policy Framework which sets out a presumption in favour of sustainable development. The Brief is also in line with the Council's existing Development Plan, which consists the Core Strategy (2012) and the Kingston Town Centre Area Action Plan (K+20) (2008).

The Core Strategy sets out strategic policies to manage future growth, change and development within the Borough. The K+20 provides the framework for future development and improvement in Kingston Town Centre by identifying key areas suitable to accommodate development; key areas for conservation and enhancement; and environment and transport improvements to protect the town centre from inappropriate development, whilst preserving its character, the historic environment and the riverside.

North Kingston falls within Character Area 10 of the K+20. This Brief will help fulfill the objectives for this character area through promoting a high quality mixed use development on proposal sites P17-20.

Once adopted, this Brief will hold material weight in the determination of planning applications. The Brief will provide an important framework to coordinate and guide development and infrastructure investment within North Kingston.

Drivers for Change

The need to improve the physical and social fabric of Kingston is the key driver behind the Council's objective to transform priority areas within the Borough. The Council has identified a number of major regeneration sites in the areas in the Borough.

The wider North Kingston area has been the subject of significant change in the recent past. This will continue through Borough wide and regional initiatives. The development of the brief area is being planned to respond to these opportunities, including:

- The changing development context - Kingston Station has been identified as a beneficiary of the Crossrail 2 programme. This will increase the connectivity of the area.
- The closure and remediation of the Gas Holders see the removal of a use which has blighted the area.
- The reorganisation of road network has identified the opportunity to close Kingsgate Road.
- Changing planning context - Kingston has been identified as an emerging Opportunity Area.
- Delivery of new homes - the Borough has an increasing demand for new homes. The Council is working to ensure the capacity of well located sites such as North Kingston are used most efficiently.



Figure Ground Plan 2015: shows level of undevelopment on this site

The Vision

The Council want to transform this previously largely derelict part of Kingston Town Centre into a new residential and learning mixed use quarter. We intend to initiate a development that achieves a combination of sustainable land use change, design excellence and commercial viability.

North Kingston will build on being a great place to live, benefiting from new open space for residents, with easy access to the station. New links and connections will be created, supporting easy, direct and more pleasant routes drawing the adjoining neighbourhoods together. Car dominance will be reduced. The area will be supported by a rejuvenated high street. North Kingston will also build on being a great place to learn, as new college buildings or associated education facilities help attract and retain students. A striking new park at the heart of the scheme means the new development will not only benefit the site but also existing neighbourhood. North Kingston will be a distinctive place. Create an inclusive place of exemplary architecture and design that responds to the area's opportunities.

Objectives

The redevelopment of North Kingston will achieve the following objectives:

- The delivery of new homes in a central location; support a balanced mix of market and affordable housing that utilises the close proximity to Kingston rail and bus station;
- Reinforce the identity of Richmond Road as a local high street, with public open space diverse community facilities and improvements to the retail;
- Provide modern and flexible employment space that benefits from the close proximity to public transport, and the highly accessible highway network;
- Deliver a new high quality public realm that promotes active movement through well used pedestrian and cycle routes and builds on linkages to the riverside and to Richmond Park, linking with the 'Cycling Borough' initiative and 'Go Cycle' programme to promote sustainable transport;
- Support the existing education uses within the Brief area;
- Delivers environmental improvements including addressing issues of noise and air quality.

Delivery Principles

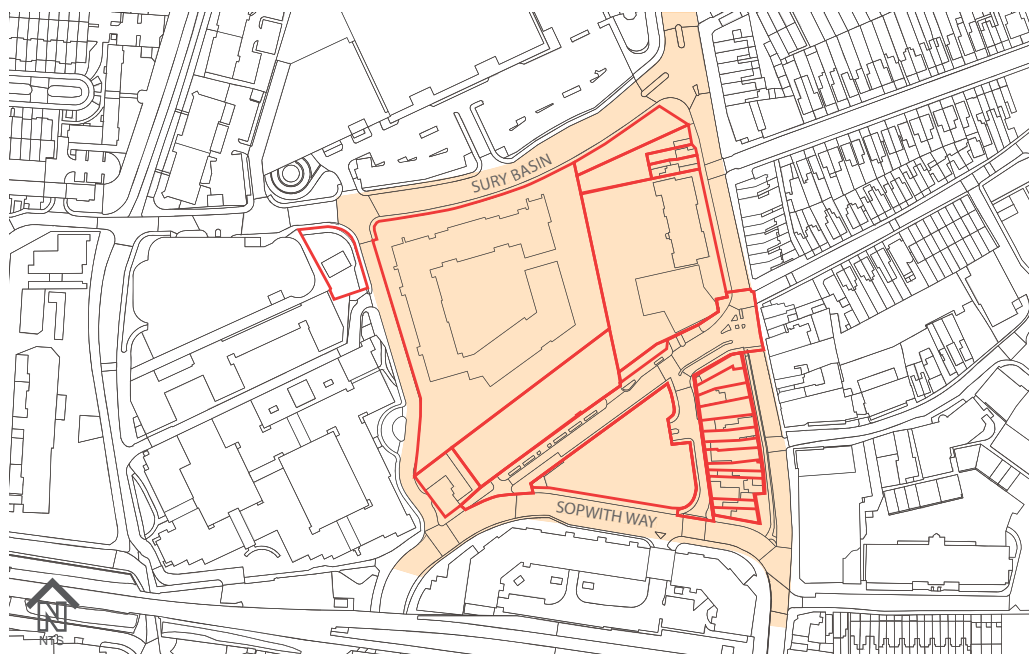
The following development principles will guide the delivery within the Development Brief area, coordinating its transformation and promoting a strategy that will unlock the site's potential. The aim of these principles is to bring together the fragmented land ownership pattern into one sustainable development plan.

The Development Principles clearly set out how the Council will assess a development proposal's ability to secure the objectives of the brief, and will prove the basis for guiding the Council's intervention.

All development proposals for the North Kingston development sites will be required to demonstrate how they meet the overarching Development Principles set out below.

Delivery Principles

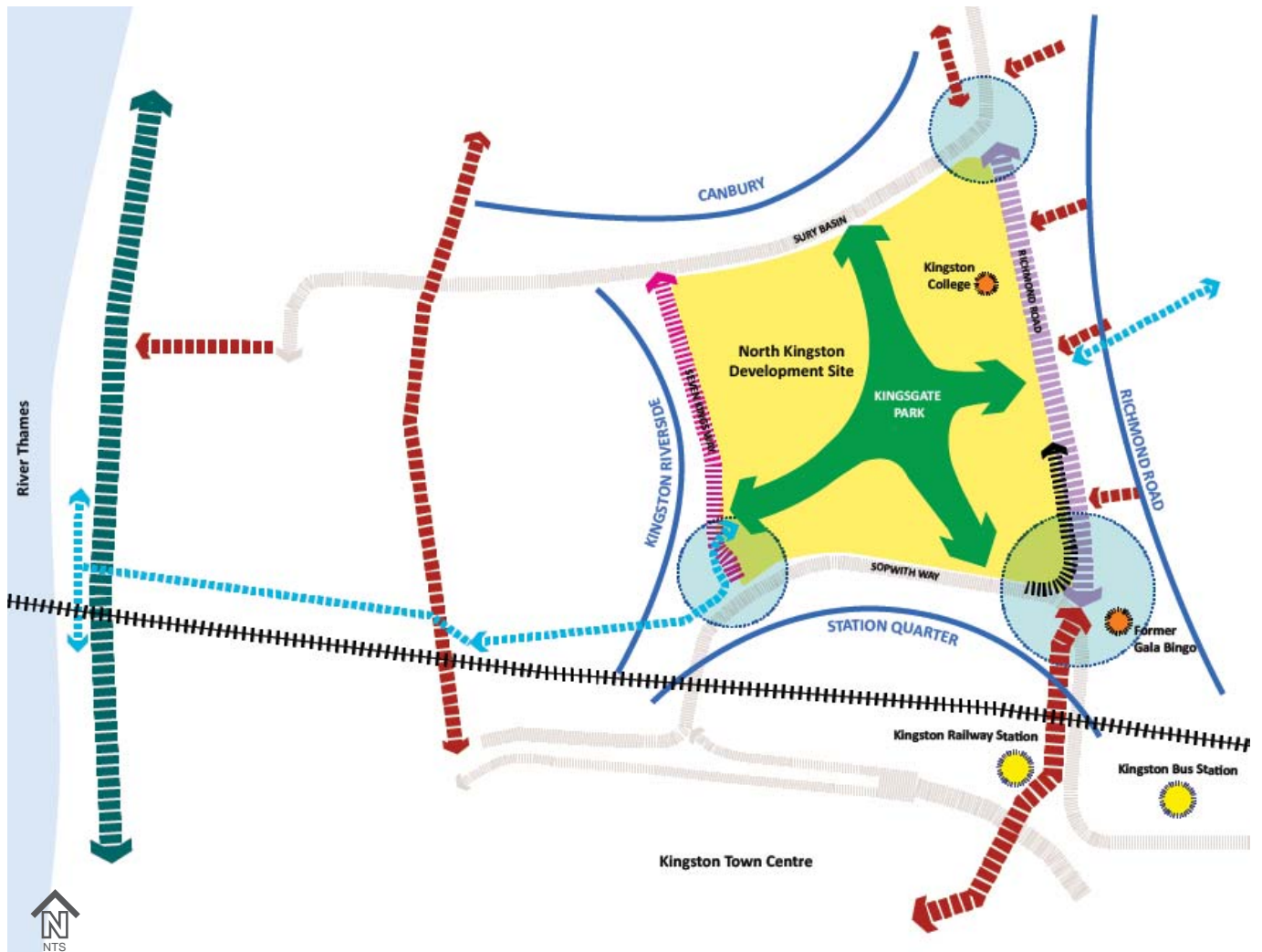
- **Comprehensive** - rationalisation of land ownership into appropriate sized development parcels to ensure the area can be subject to comprehensive development. This approach will prevent the negative effects of piecemeal development and enable the equalisation of infrastructure and enabling costs.
- **Integrated** - improving connectivity, permeability and synergy of uses between the development parcels and developing strong visual, physical and notional linkages to the wider area. Any development will need to help address the off-site issues which have contributed to the current lack of integration, and
- **Intensive** - the efficient use of land and sharing of uses and activities across the development parcels, in order to optimise the development opportunity for the North Kingston area. As a result of redevelopment the North Kingston area will be intensive by way of amount of development, the types of development and the character of the area.



Plan showing current land ownership boundaries














DEVELOPMENT STRATEGY

Introduction



Concept plan

Key

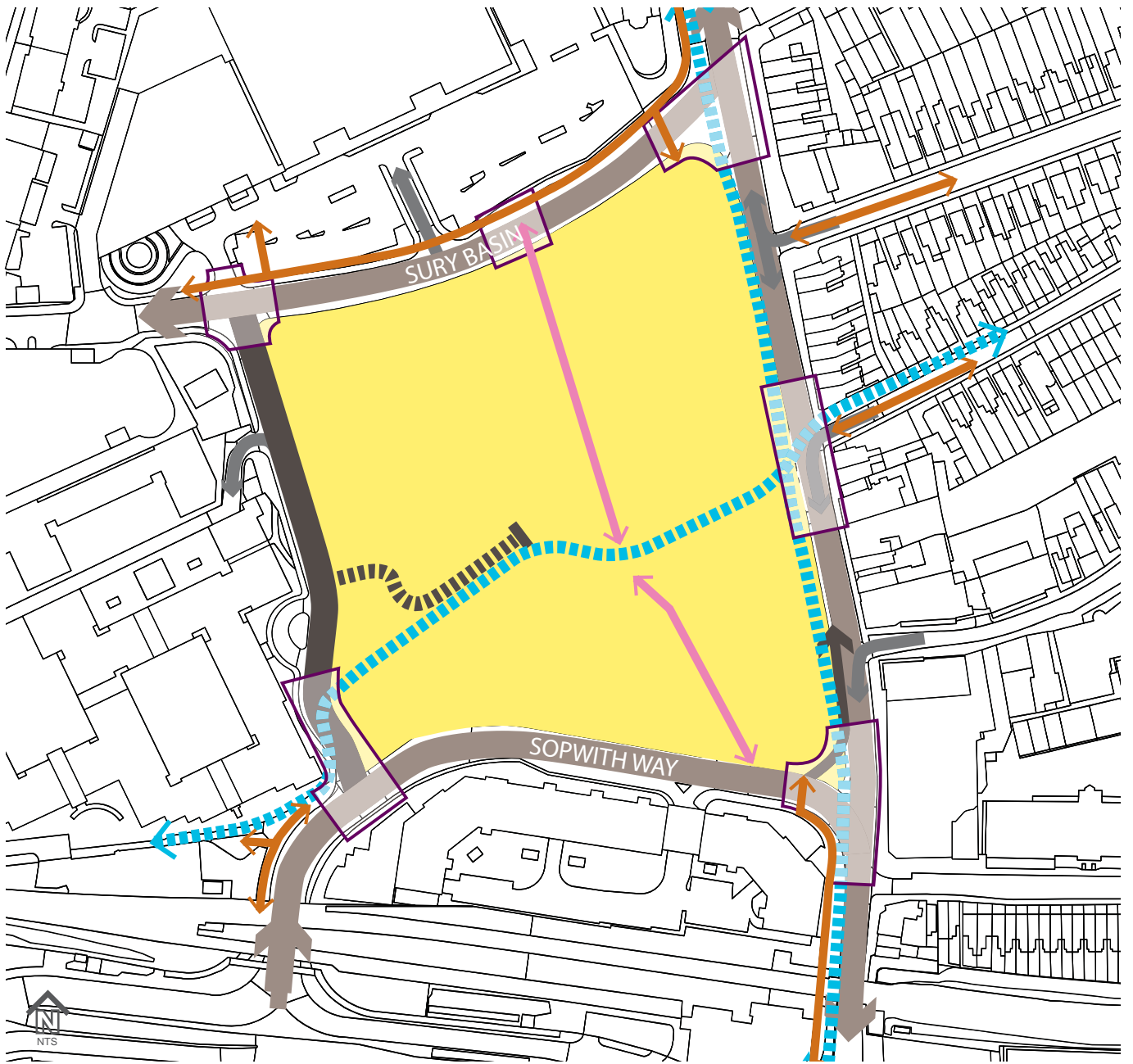
- | | | | |
|---|--|---|--|
|  | Open Space Connection |  | New Junction and Turning from Sopwith Way to Richmond Road |
|  | North Kingston Development Site |  | Realignment of Seven Kings Way |
|  | Railway Line |  | Existing Road Network |
|  | Improved Richmond Road Widening and Dedicated Cycle Lane |  | Proposed Cycle Route |
|  | Existing Pedestrian Desire Lines |  | Public Transport Node (Arrival/ Interchange) |
|  | Thames Path |  | Key Area of Interface |
| | |  | Local Landmark Building |

The Development Strategy establishes a set of urban design strategies for the site. Each strategy covers the whole site and indicates how the sites within the development area and the adjoining area will work together to complement the vision for North Kingston.

Development Strategy Principles

- The new development should knit into rather than compete with the surrounding environment;
- The development will establish a distinct character of particular relevance to Kingston based on an understanding of the history of the area; and
- If brought forward separately each new building and space must relate to the emerging character of the North Kingston area.

Movement and Access



Movement and Access Plan

Key

- New/ Improved Crossing
- New or Remodelled Vehicular Route
- Existing Vehicular Movement
- Vehicular Route
- Shared Space Carpark Access
- Indicative Cycle Route
- Indicative Pedestrian and Cycle Only Route
- Existing Pedestrian Movement

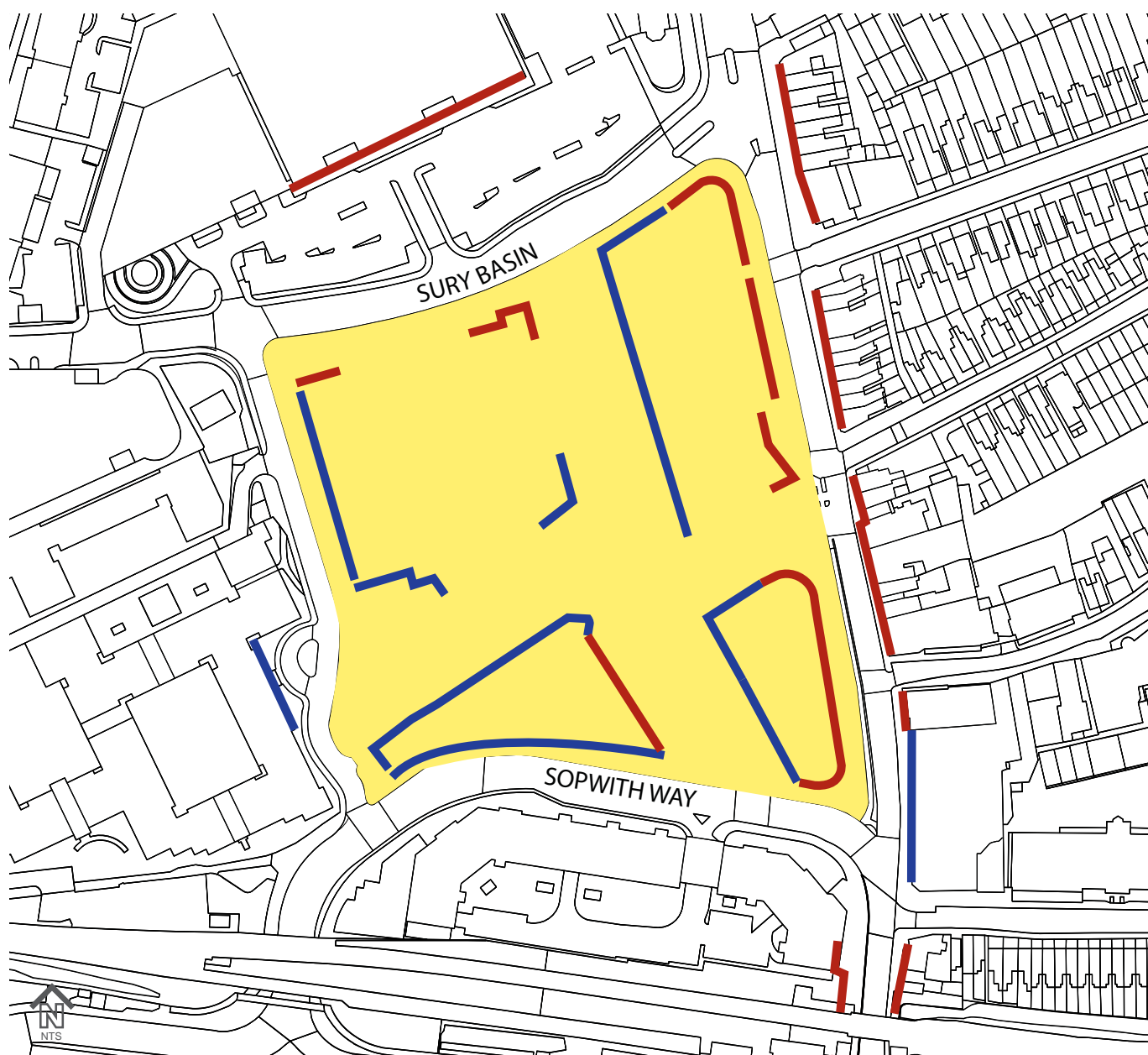
The North Kingston area plays an important role in the local and town wide movement network. The legacy of this means that the site is now cut off from the adjoining neighbourhoods as a result of busy and inhospitable roads. The Movement and Access Strategy is set out to rationalise movement around the site. The Kingston Town Centre Movement Study (2014) tested the closure of Kingsgate Road. The existing vehicular movement network that surrounds the site will be controlled and realigned at salient points to ensure that the balance is redressed between vehicles, pedestrians and cyclists. Redevelopment will ensure that pedestrians and cycles are the dominant form of movement within the Brief area.

Public transport nodes are located at Richmond Road and Sury Basin. Routes will be designed to link up to the surrounding movement network and public transport routes at convenient and appropriate locations. Safe and direct crossing points will be provided at each point where pedestrian and cycle desire lines cross principal roads.

Movement and Access Principles



- Pedestrian movement will be prioritised along all routes within the site. Cycles will be permitted in the linear parks.
- The north-south route through the site will connect as directly as possible with onward connections to the station.
- Onwards connections off-site will be facilitated and delivered. Their design will allow for easy and direct movement for all users.
- Streets at the edge of the site will be humanised with the introduction of generous footways and appropriate landscaping.
- Richmond Road will allow two way movements whilst ensuring conflict is minimised.
- Vehicles within the site will be kept to a minimum and will be subservient to other movements. Vehicular access to buildings within the Brief area will be designed to minimise impact on public space and will not be allowed to connect through the site.
- Seven Kings Way will be widened and realigned to take up its role in better dealing with traffic flows.
- Two vehicular routes to travel north joining Richmond Road to be retained at all times.

Activity and Edges



Activity and Edges Plan

Key

-  Primary Frontage
-  Secondary Frontage

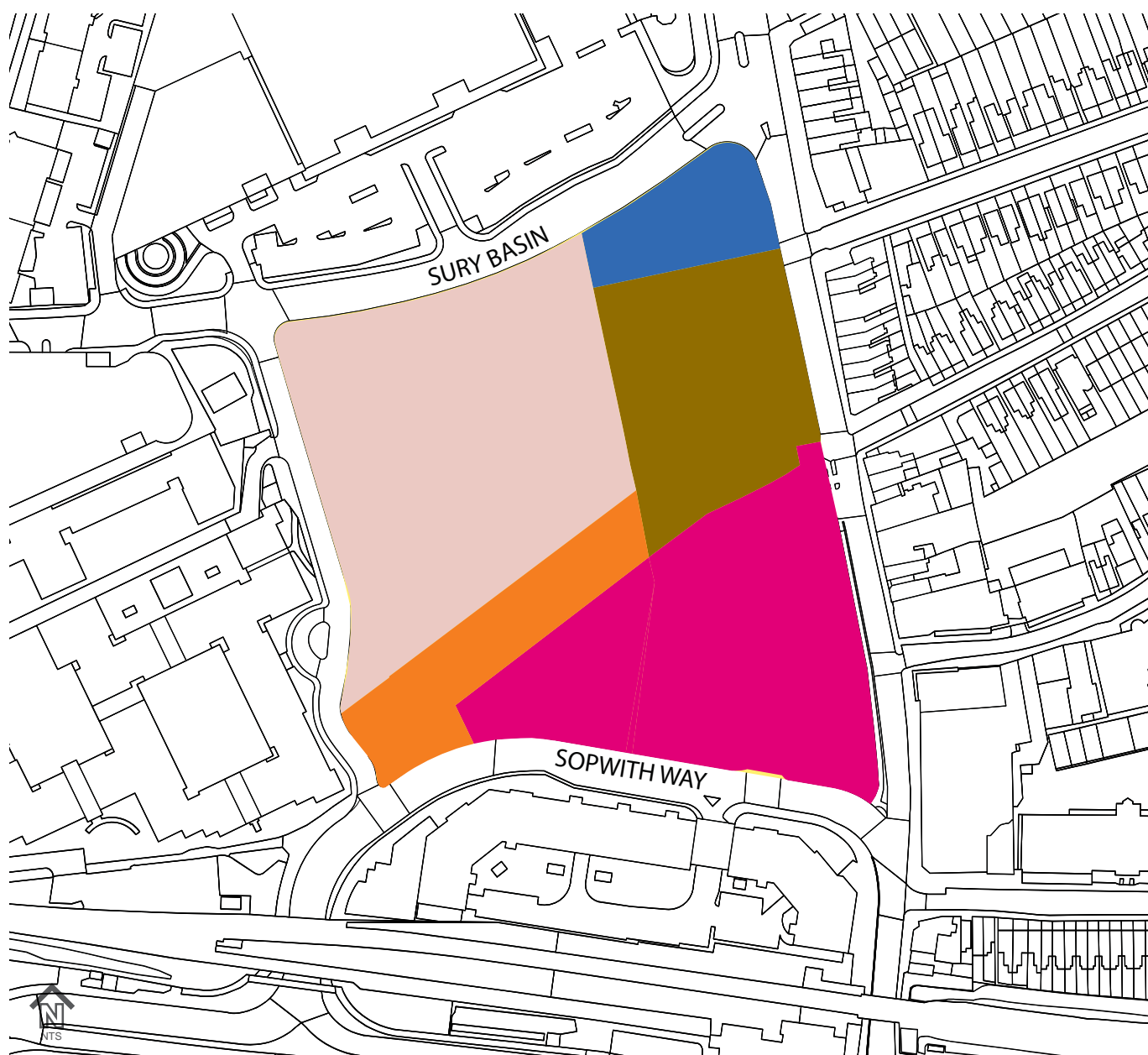
The Activity and Edges Strategy acknowledges that Richmond Road is of primary importance in the North Kingston area as an existing designated neighbourhood centre. Any proposal must respond to this corridor by creating new complementary uses that will enhance the offer of Richmond Road.

Residential access will be located in appropriate and attractive points within the site. New public space to be well-defined and addressed by uses, such as shops, cafes or residential front doors, which act to animate space.

Activity and Edges Principles






- The Richmond Road frontage will be fully active respecting its role as a high street.
- All public environments will be addressed and overlooked by active uses. Blank or car parking frontages on to streets and public spaces must be avoided.
- Service accesses, bin stores, car park entrances and other similar poor quality frontages must be minimised and located to reduce their impact on key primary or secondary frontages
- Ground floor units should be designed to ensure their future flexibility allowing them to adapt to new users to ensure they can continued to function as active uses.

Land Use



Land Use Plan

Key

-  Education Use
-  Retail (including A2/A3) and/ or Education and Residential Use
-  Education and/ or Community, Residential, Retail and Open Space
-  Office, Commercial and Student Accommodation
-  Retail (including A2/A3) and/ or Community, Commercial, Residential, Car Parking and Education Use

The Land Use Strategy in the North Kingston area aligns with the Kingston Town Centre Area Action Plan (K+20) and reflect site circumstances. The land uses proposed are shown across land ownership boundaries to enable the comprehensive redevelopment of the area, which could not happen on a site by site basis.

Uses such as cafes or community space which encourages interaction with public spaces will be placed at the ground and lower floors frontages in salient locations with retail uses located to front onto Richmond Road to reinforce the activity in this important corridor. Education uses will be located in close proximity to the already successfully established Kingston College.

The upper floor levels are identified for residential uses. This approach will create a mixed use environment that will be active at the appropriate time during the day and evening.

The combination of these uses will reinforce the character of the Brief area as an education led mixed use quarter on the northern edge of the Town Centre.

Land Use Principles




- Land uses to be fully compliant with K+20.
- Intensify mixed use throughout the site to ensure appropriate densities on in this location.
- The Richmond Road ground floor uses must be retail, college or similar.

Public Realm & Public Open Space



Public Realm & Public Open Space Plan

Key

-  Public Open Space
-  Private Open Space
-  Semi-Private Space

New public spaces will be created in key locations throughout the development area. It will be designed to transform the environments from car dominated thoroughfares, to spaces where people can spend time in a safe and attractive setting. The public realm will be attractive to use for people of all ages and ability. The public open space will provide a respite from the busier more active areas.

The design of public space will be responsive to its intended use and role in the site. New public space in proximity to Richmond Road and the station will be robust to cater for a range of activities. In contrast the public park will encourage biodiversity catering for more recreational and amenity activities. New public spaces will need to accommodate an appropriate means of dealing with water drainage to support biodiversity and address climatic issues.

All new spaces will have a clear purpose and design concept responsive to the emerging character of the area. The quality of the spaces will encourage people to use them and to overlook them, creating valuable amenity for the North Kingston area, addressing the deficit of quality, well used public space in the area. New spaces and streets should be located at the confluence of these networks, in order to capture footfall and provide space in areas where it will be most easy to access.

Public Realm & Public Open Space Principles

- New open space will address the deficit in the locality. New space must serve the needs of the community in and around the site.
- With the removal of Kingsgate Road, the new public spaces will be vehicle free, allowing safe and easy pedestrian and cycle movement.
- All new public space must be guided by a clear design concept related to its function(s) within the sites wider open space strategy.
- All new public space must be accessible and inclusive for all users.
- New public realm and open space must be designed with due regard to microclimate.
- New public realm must help deal with excess water and must incorporate on-site mitigation.
- New public spaces will be planned and maintained to encourage biodiversity

Development Form and Massing



Heights Plan

Key

- Up to maximum 12 Storeys
- Up to 9 Storeys
- 4-7 Storeys
- 1-3 Storeys

Please note: All 'storey' heights are inclusive of ground floor

The North Kingston area is located between areas of differing massing and urban form. Any development on this site must respond to its context, while acknowledging the scope for appropriate innovation. It is anticipated that the North Kingston area will establish its own character, drawing on the site's history and context. Given the relatively small scale of the site it is envisaged that development on any part of the site will respond to a singular emerging character of the whole.

Development form and building heights will need to take into account the impact on surrounding areas and existing townscape notably the scale difference between recent developments and Richmond Road.

Development form and massing of buildings will need to be considered closely alongside the spaces they frame. A key objective with regard to height and form is to ensure that the shading of central areas and the public park is minimised. Any development will need to justify the height from many perspectives, including but not limited to architectural merit and the overall visual impact from within and outside the development area, including protected key views.

The frontage along Richmond Road will be enhanced to create a high quality northern approach to the Town Centre successfully incorporating the existing buildings of townscape merit at Kingston College and the listed Former Gala Bingo building. Development should acknowledge the confluence of Richmond Road and Sopwith Way, demarcating this corner with the Former Gala Bingo listed building and the Station Gateway.

Development Form and Massing Principles

- The proposed development form must understand and respond to the prevailing development form in the area.
 - Proposed development form will derive from a comprehensive masterplan approach.
 - Building heights must respond to the surrounding area and must not negatively impact on neighbouring properties or spaces. This is especially the case with regard to locally and statutory listed buildings.
 - The location and design of any taller buildings, 'landmarks' or 'gateways' must be explained and fully justified by a thorough townscape appraisal.
 - Any tall buildings must respond to their role and must be of high architectural quality to justify their increased prominence. Any prominent building must be of exceptional design quality, in line with national best practice*. Outline applications for tall buildings will not be acceptable.
 - Development form must not negatively affect the microclimate of proposed or existing public realm (including impact on sunlight/daylight and wind).
 - Building heights must respect key views. Proposed buildings must positively contribute to the panorama and key views as noted in the K+20 and Core Strategy, and provide accurate visual representations alongside a robust assessment of the impact on these views.
 - Any new building must be fit for purpose in accordance with the Council's design guidance.
 - The design of buildings and public realm (including the alignment of streets) must help with wayfinding for those who are familiar with or new to the area.
 - All new development must celebrate existing local buildings of special quality, including Kingston College's main building and the listed Gala Bingo building, including in views along Richmond Road.
- * Including Historic England Advice Note 4 (2015)

DELIVERY

Introduction

The purpose of the Development Brief is to coordinate development proposals across the site area. Any development coming forward must adhere to the Development Parcels identified. The Council expects applicants to wholly control the sites – either through ownership, option agreement or joint venture partnerships. Development coming forward outside of these parcels will be deemed as piecemeal and/or premature.

If areas identified within the Development Brief prove difficult to unlock, the Council is prepared to utilise its available planning powers in order to effect change. The Council also proposes using its land ownership interests to contribute towards the comprehensive transformation of the area, either through land amalgamation, land exchange, joint venture or redevelopment of its own land individually or combined with neighbouring land parcels.

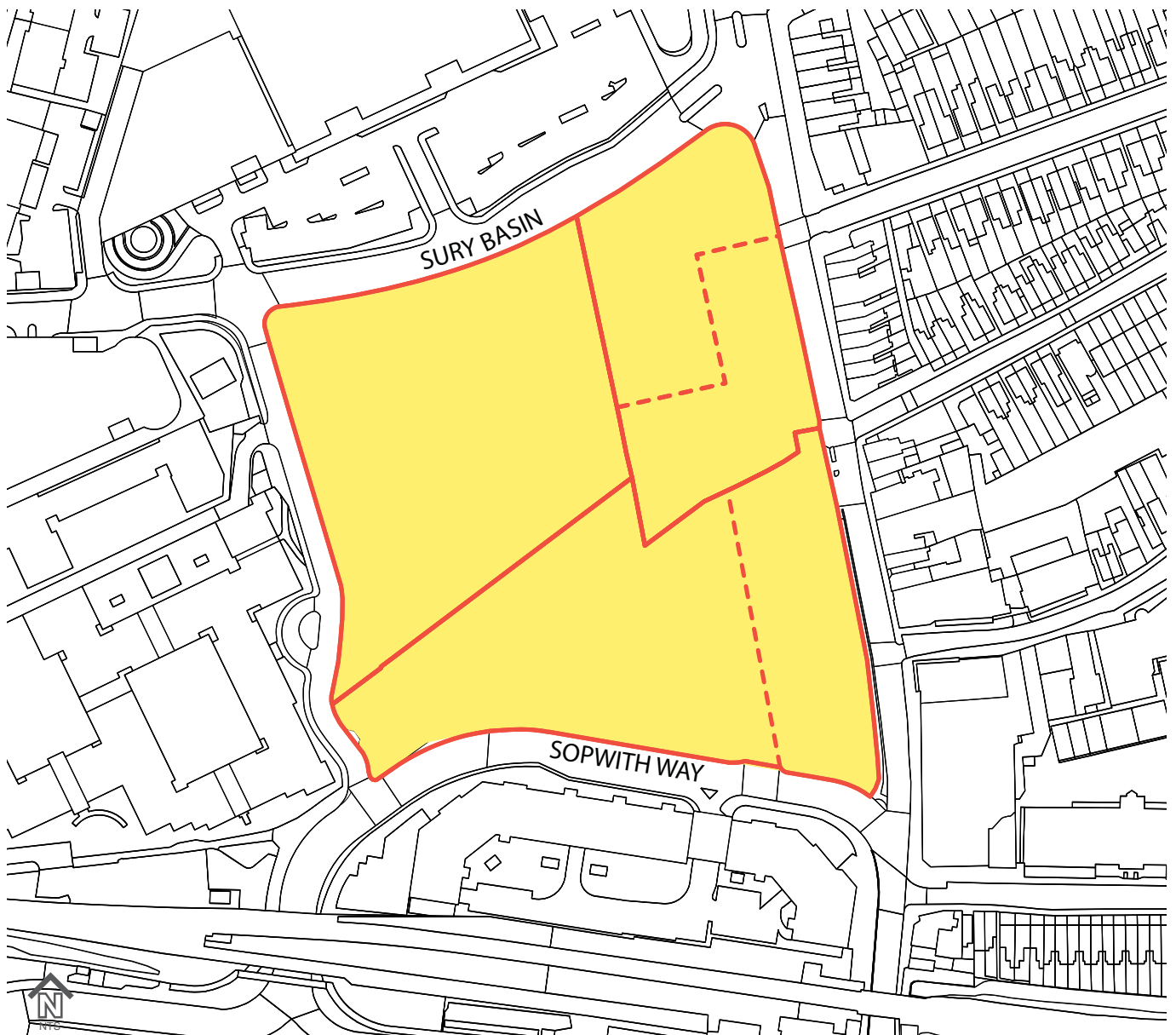
Phasing will be determined to ensure that development is coordinated and comprehensive and delivers key land uses. The Council welcomes discussions with landowners and investors based upon the principles set out in this Development Strategy.

Development Parcels Principles

- The proposed development should accord with the parcels identified
- Must identify how each phase of development will allow North Kingston to operate at a successful place
- Must not frustrate the long term delivery of wider development objectives

Development Parcels

The nature and scale of the Development Parcels created form a fundamental aspect of the Development Brief. They outline the rationalisation of land ownership boundaries into clearly defined areas that can be brought forward in different or complementary phases, contributing to the overall regeneration of the North Kingston area. Parcels can be combined in delivery terms and the Council will encourage this approach. However, development cannot be delivered in smaller or piecemeal sizes than the areas defined within this plan, as this will contravene the comprehensive approach to regeneration for the North Kingston area.



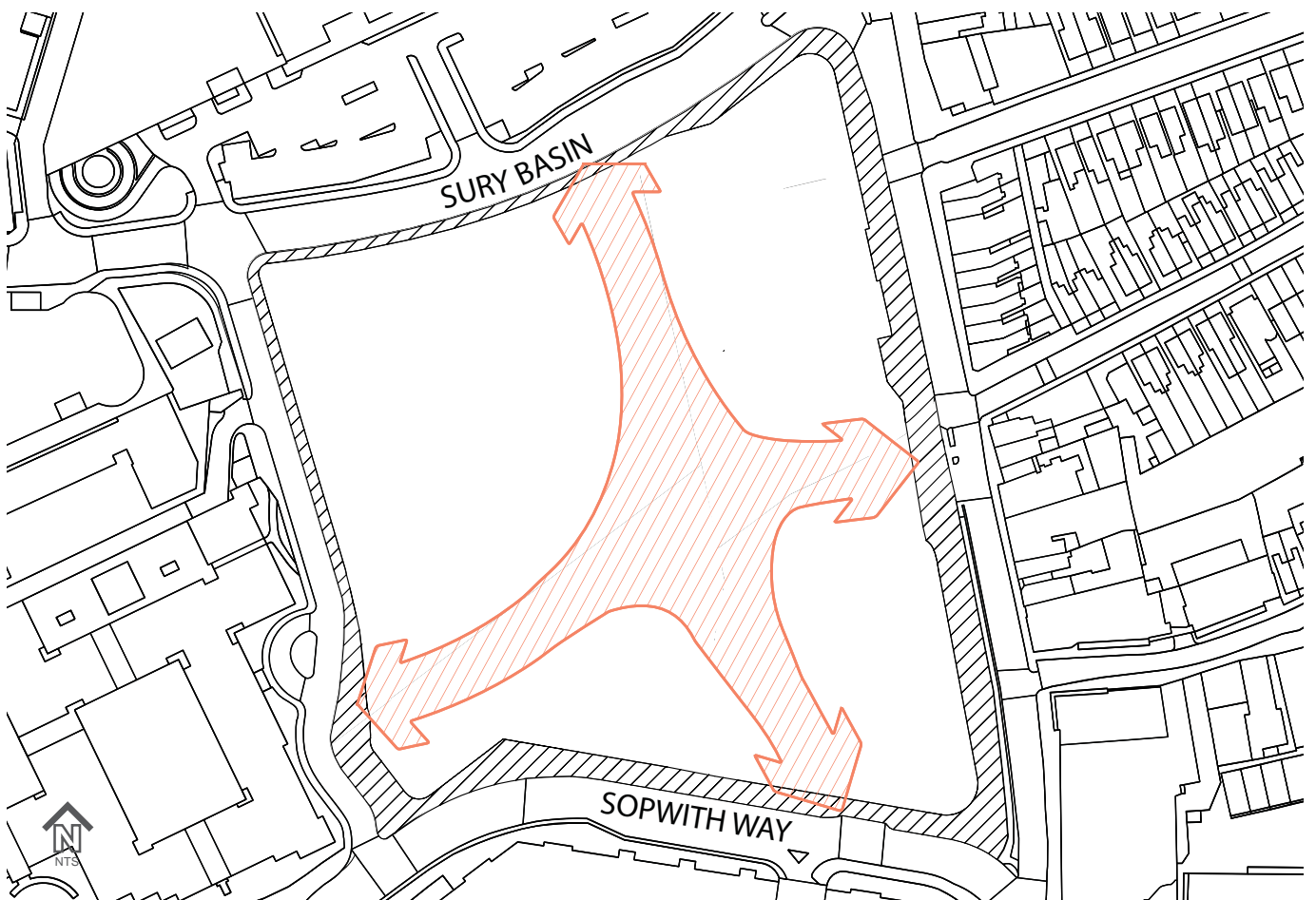
Development Parcels Plan

- Key
- Parcel Boundary
 - Potential Phasing



Safeguarding

Areas of the site will need to be safeguarded for public realm and movement and access that are required to support the redevelopment proposals for the Brief area. Most importantly this safeguarding is required for the realignment and widening of the surrounding movement network at salient points. Without this the ability to deliver long term change in the area will be frustrated. Key to unlocking this are the junctions at Sopwith Way with Seven Kings Way and Sopwith Way with Richmond Road. Seven Kings Way will be widened and realigned at northern and southern points to enable better flow through for traffic and safer environment for pedestrians and cyclists. Richmond Road will also see the introduction of an additional lane and dedicated cycle lane to improved access to/ from Sopwith Way. Space will be safeguarded along Sopwith Way to ensure future two-way working can be accommodated, ensuring the Council can deliver its preferred transport option as identified by the Town Centre Movement Study (2014).

North Kingston falls within an identified area of Archaeological Significance. Robust exploratory investigations to determine if significant remains are present on site must be undertaken and should define their character, extent, quality and preservation.



Safeguarding Plan
Key

-  Area safeguarded for highway
-  Area safeguarded for access, public open space or public realm

Developer Contributions

The Royal Borough of Kingston upon Thames Community Infrastructure Levy (CIL) was formally introduced on 1 November 2015. Accordingly from that date, the principal means by which developments contribute towards infrastructure provision in the Borough of Kingston is via CIL. The Kingston CIL will be charged on all applicable development.

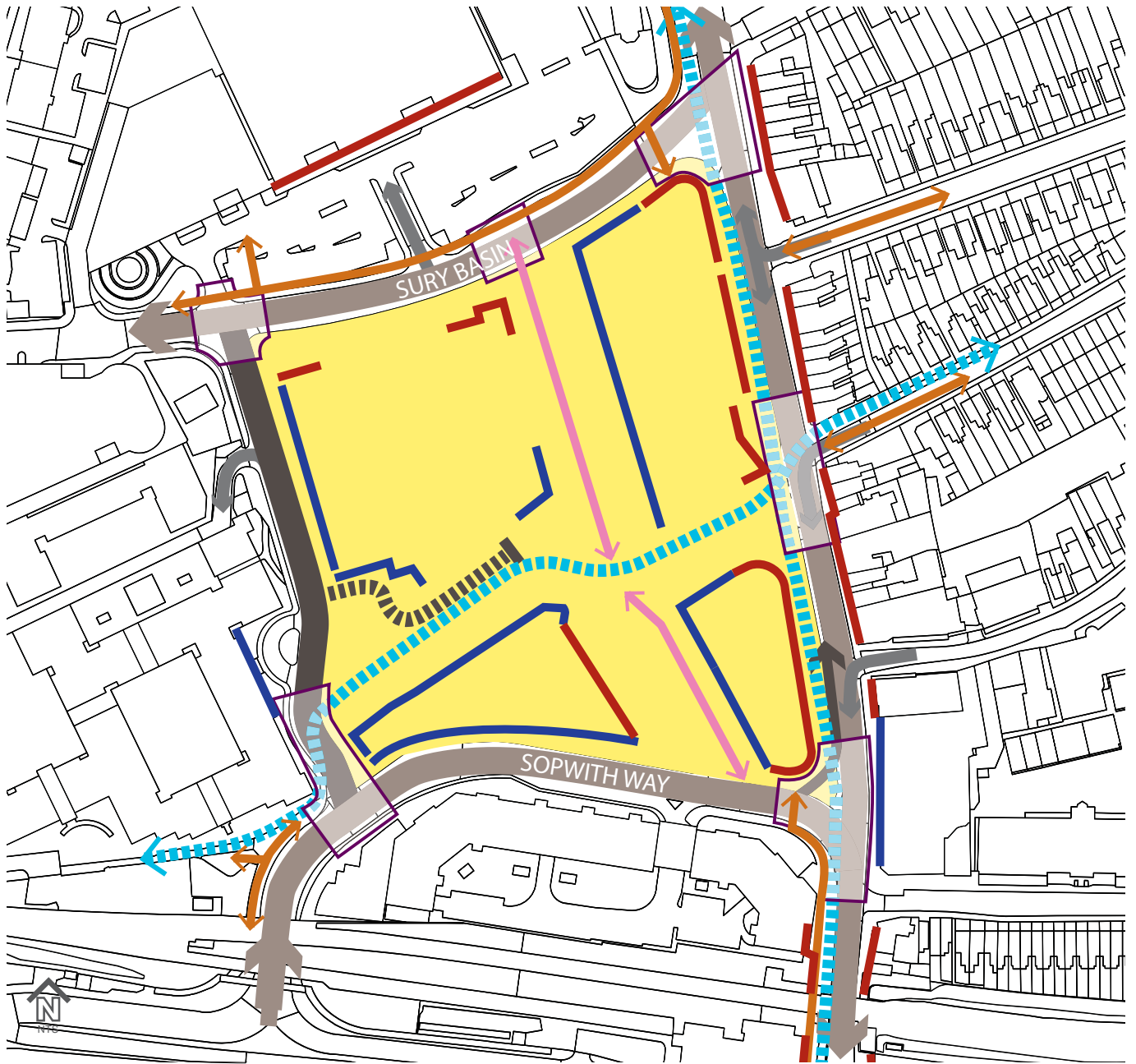
Under Regulation 123 of the CIL Regulations, the Council is required to publish a list of the projects that it intends to finance, in whole or in part, using CIL receipts. The purpose of the list is to ensure that developers do not end up paying twice for the same piece of infrastructure.

Planning Obligations under S106 of the Town and Country Planning Act 1990, and highways agreements under S278 of the Highways Act 1980 and in accordance with the Community Infrastructure Levy Regulations 2010 will continue to secure affordable housing, mitigate the local impact of development and address non-infrastructure requirements.

The Mayoral CIL will continue to be charged on all applicable developments.











DESIGN FRAMEWORK

Introduction



Design Framework Plan

KEY

- | | | | |
|---|--|---|------------------------------|
|  | New/ Improved Crossing |  | Existing Pedestrian Movement |
|  | New/ Remodelled Vehicular Route |  | Primary Activity |
|  | Existing Vehicular Movement |  | Secondary Activity |
|  | Vehicular Route | | |
|  | Shared Space Car Park Access | | |
|  | Indicative Cycle Route | | |
|  | Indicative Pedestrian and Cycle Route Only | | |

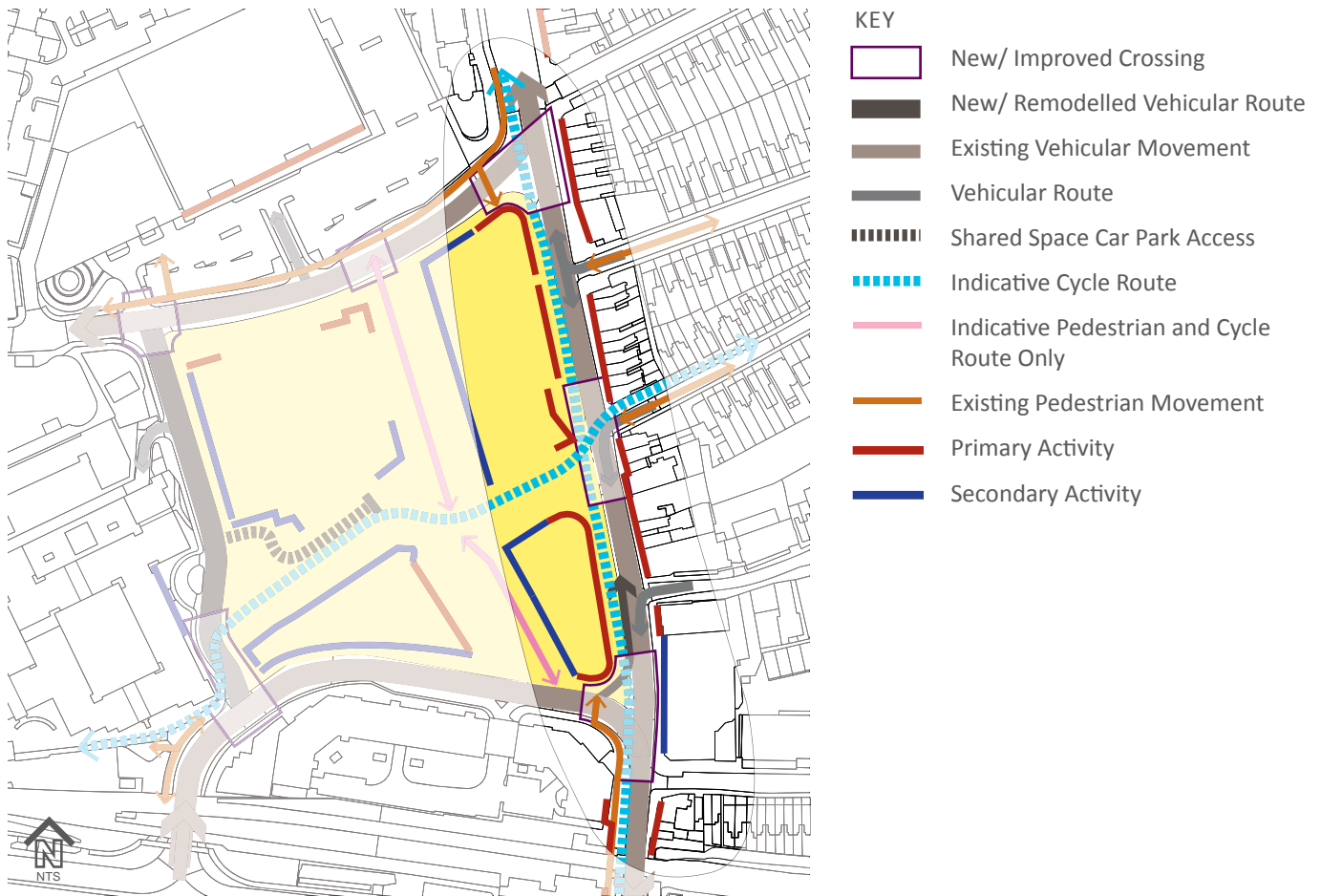
The Design Framework sets out how the future development of the site can help achieve the Council's vision and fulfil the objectives set out earlier in this document. This should be read in conjunction with Delivery Principles and Development Strategy section of this Brief.

Framework plan:

- Richmond Road
- North South linear park
- East West linear park
- High quality learning environment
- High quality living environment
- Surrounding infrastructure
- Humanise surrounding streets



Richmond Road



Design Framework Plan : Richmond Road

Existing

Richmond Road today functions as a High Street, with local and national retail outlets, restaurants cafes and bars at ground floor mixed with residential and office at first floor level. Behind the street on the east side are also commercial yards. It is a true mixed use area.

Richmond Road also functions as a busy movement route for cyclists and pedestrians due to its direct connection to the station and town centre. The current condition of pavements (width) and cycle lanes (quality and on-ward connection) is poor, and must be improved as part of the wider changes to the North Kingston area.

Richmond Road forms part of the Kingston inner ring road. This places challenges on the development in terms of gaining greater connectivity across the street, and allowing both sides of Richmond Road to function together as a (High) Street.

Richmond Road is the address for Kingston College. It attracts students by bus and on foot.

Richmond Road has its own character. The character of the area, despite diverse building forms and heights, is as a unified environment. It is currently blighted by the amount and nature of the traffic, the lower quality buildings along certain stretches as well as the poor quality public realm, especially the footpaths.

Future

The future for Richmond Road is to act as an 'improved' High Street, continuing to support the local area with its mix of retail, leisure and commercial uses. Any new development must support this. New development must understand and respond to the character of Richmond Road, particularly further north where the scale, rhythm, use and detail reflect the historic importance and character of this route.

The Council welcome the extension and consolidation of education uses. Active uses at ground floor, with primary frontage onto Richmond Road, is essential. A mixed use model with homes located above commercial, retail, cafe/restaurant or leisure use is the preferred option. The future of the North Kingston area should make space for students to congregate, relax and spend time (see 4. High quality learning environment).

With changes to the function of Richmond Road, and its place in the wider road network there will be opportunities to limit the negative impact of traffic. The future of Richmond Road is to act as a movement corridor for bikes and pedestrians. The width of public realm (both pavements and cycle ways) must be increased to improve flow and ease of movement. The width of the street (building line to building line) will be a minimum of 17m, allowing generous space for movement, shopping and ground floor uses to occupy elements of the street (without conflicting each other).

The determining factor of height in this environment will be its role in supporting the street.

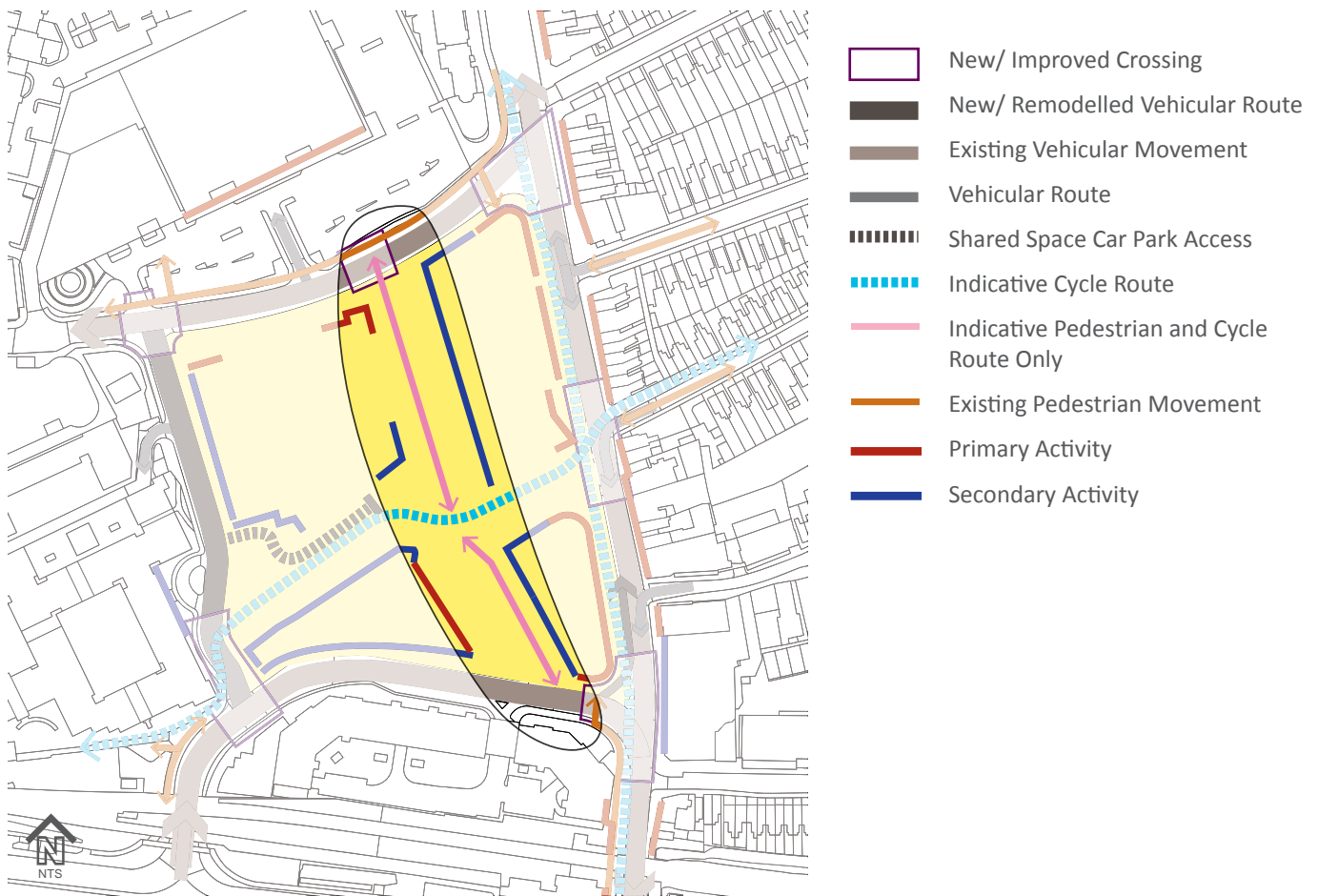
Delivery

With the closure of Kingsgate Road the operation of Richmond Road will change. Any planning of new development on the western edge of Richmond Road must allow for the widening and realignment of the highway to allow left turn access from Sopwith Way into Richmond Road, the widening of footpaths and cycleways and the inclusion of new vehicle lane to Richmond Road.

Any new development must:

- Provide active frontages onto Richmond Road at 100%;
- Must fall in line with land uses plan: Ground Floor (predominantly A1 retail uses) above First Floor (residential);
- Create attractive and safe walking and cycling routes, in addition to space for circulation, shopping and lingering;
- The scale of development should respond to the site's wider role in the transition from the character areas to the east and west; and
- The plot width of development (at ground floor) should support the rhythm of the High Street and historic character of this route.

North South Linear Park



Design Framework Plan : North South Linear Park

Existing

The North Kingston area is deficient in public open space.

North south movement through the area for pedestrians and cyclists is pushed to the edges of the site, limited to the busy and constricted Richmond Road, or the Seven Kings Way and connects with the equally busy and challenging Sopwith Way.

Walter Street is uninviting with back of house infrastructure and access to surface car park.

Future

The primary role of the linear park is to provide much needed high quality public open space thereby mitigating the impact of the development on existing deficit. This park will also act as a pleasant and attractive North-South connection for local residents and others moving through the area. The route should be efficient in delivering people where they want to go. At the southern end this must align (as best as practicable) with new and improved crossing points towards the station.

The park has an additional role as a setting for the residential buildings, and should provide space for future residents (old and young) to congregate and enjoy. This is especially the case at the northern end where the footfall through the area will likely be less.

The park will be a public space and should feel so, with clear and visible onward links. It should also be physically and theoretically accessible to all. The North South park should not be seen as the foreground for private buildings or private spaces.

The park will be addressed by residential frontages and accesses to provide a pleasant setting for homeowners and activity within the space. Ground floor units will be provided with private amenity space, and will have front-doors onto the park. Bin stores and other similar uses will not be considered as active frontage and should be located to minimise their negative impact on public space.

The whole park will operate as a pedestrian and cycle friendly area; the intrusion of vehicles into the linear park will be kept to an absolute minimum to support servicing. Care must be taken in locating car park and other accesses to limit vehicle movement through the space, and limit access ramps negatively impacting on the visual and functional aspects of the park. Access ramps will be located predominantly within the private realm.

The southern end of the park will be more heavily trafficked by pedestrians and cyclists. This increased activity will be borne out in its design.

Issues of scale a mass of adjoining properties will be considered with relation to their impact on the quality of the environment by means of appropriate enclosure (without feeling oppressive) and the effect on microclimate (including wind, sunlight and daylight).

Delivery

With the commencement of development on the Gas Holder site the developer will be designing and delivering the first phase of the linear park (north of Kingsgate Road). The linear park can only be completed with the closure of Kingsgate Road, and the subsequent delivery of sites to the south.

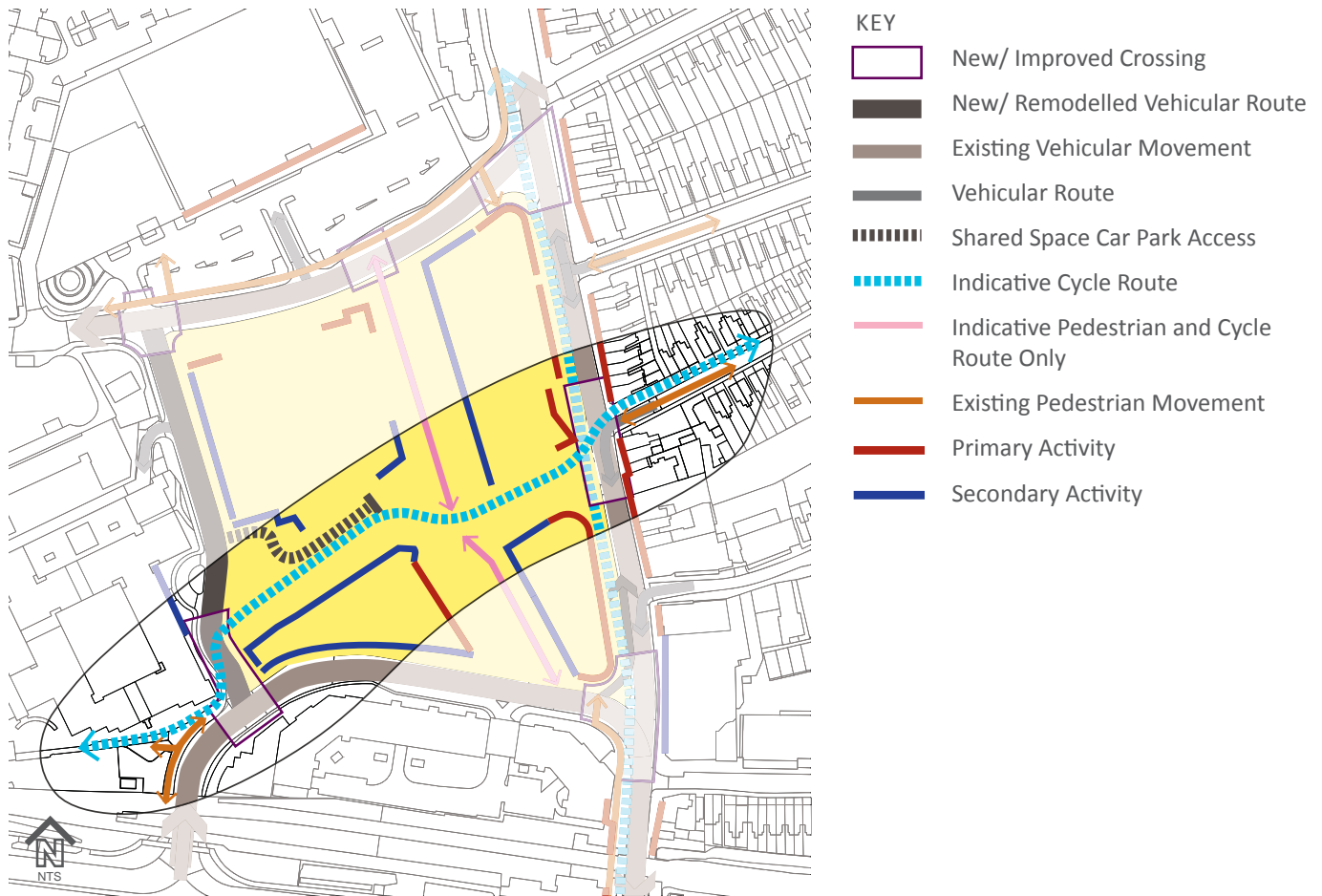
The north-south park should be planned and delivered as a holistic environment and should look and feel like a single consistent environment regardless of how it is delivered or by whom.

The success of the park will be intimately linked to the successful delivery of off-site infrastructure and improvement to crossing points and junctions.

Any new development must:

- Be available to all members of the public
- Provide safe access and movement for pedestrians and cyclist
- Provide connection to onward links
- Be predominantly green in character
- Address issues of microclimate to ensure all public realm is attractive and fit for purpose (including the impact of scale of buildings on wind movement and shadowing)
- Be predominantly addressed by active frontages including front doors to residential or other units at ground floor
- Take the opportunity to: deal positively with water; encourage biodiversity

East West Linear Park



Design Framework Plan : East West Linear Park

Existing

Partly as a result of the history of the area and the legacy of roads and infrastructure, the North Kingston area is particularly hard to traverse east-west (these routes are limited and of generally poor quality). This has not been improved by the recent developments to the west of Seven Kings Way. There are however clear desire lines, from existing residential areas to the east of Richmond Road, and Canbury Gardens and the River Thames to the west.

Future

The park has a role as a setting for the residential, commercial and educational buildings, and should provide space for future residents and users to congregate and enjoy.

The park will be a public space and should feel so, with clear and visible onward links. It should also be physically and theoretically accessible to everyone. Residential frontages must address the park with direct access to provide a pleasant setting for homeowners and enhance activity and natural surveillance within the space. Ground floor units will be provided with private amenity space, and will have front-doors onto the park. Bin stores and other similar uses will not be considered as active frontage and should be located to minimise their negative impact on public space.

The whole park will operate as a pedestrian and cycle friendly area; the intrusion of cars into the linear park will be kept to an absolute minimum.

The Eastern end of the park will be more heavily trafficked by pedestrians and cyclists. This increased activity will be borne out in its design. This space will also have a clear functional relationship with Kingston College and Richmond Road.

Issues of scale a mass of adjoining properties will be considered with relation to their impact on the quality of the environment by means of appropriate enclosure (without feeling oppressive) and the effect on microclimate (including wind, sunlight and daylight).

Delivery

With the commencement of development on the Gas Holder site the developer will be designing and delivering the first buildings which will address the park. The linear park can only be completed with the closure of Kingsgate Road, but can come forward prior to the commencement of sites to the South of Kingsgate Road. Following the consent of development on the Gas Holder site, and the location of the parking ramp to this development in the public realm, any new development to the south will have to work even harder to ensure the quality of the space at this point, not least the generosity afforded to pedestrian and cycle spaces.

The east-west park should be planned and delivered as a holistic environment and should look and feel like a single consistent environment regardless of how it is delivered or by whom.

This area will have to address questions of access to underground statutory services which may exist in the area of Kingsgate Road.

The success of the park will be intimately linked to the successful delivery of off-site infrastructure and improvement to crossing points and junctions. A critical element of this will be the expanded junction between Seven Kings Way and Sopwith Way. Here it will be essential to ensure that crossing points for cycles and pedestrians function as safe and fluidly as possible to provide good levels of accessibility and ensure the desirability of this route.

The closure of Kingsgate Road will be brought forward by the Council to ensure its deliverability.

Any new development must:

- Be available to all members of the public
- Provide safe access and movement for pedestrians and cyclist
- Provide connection to onward links
- Be predominantly addressed by active frontages including front doors to residential or other units at ground floor
- Respond to the uses which adjoin it including accommodating the college, its students and visitors.
- Address issues of microclimate to ensure all public realm is attractive and fit for purpose (including the impact of scale of buildings on wind movement and shadowing)

High Quality Learning Environment

Existing

North Kingston has for a long time been home to learning institutions. Today the Kingston College is jointly housed in its historic building as well as the recently completed Creative Industries Centre. This, coupled with the provision of a catering college restaurant on the Gasholder site, creates a growing learning hub. The redevelopment of adjoining sites provides the opportunity for growth of related uses, capitalising on the success of the college.

Future

There is scope for North Kingston to build on the success of its education institutions. Any new education buildings will need to be of the highest quality as learning environments for their students, as well as playing a successful role in the townscape of North Kingston, be it framing new public routes or ensuring it does not have a negative impact on its neighbours.

Colleges and other places of learning need to be complemented with appropriate public realm to support their operation. Given the intensive use of certain buildings at key points in the day the public realm will need to be appropriately robust. Consideration should be given to how education buildings can be of use to the wider community, through their design, management or operation. The compatibility of these users with the demands of other users, especially residents, should be explored and tested through the design of new public spaces.

Access and delivery requirements need to be balanced with the effect these uses can have on the public domain. Such spaces should be designed as public space first, with a secondary function to allow intermittent access for vehicles.

Delivery

The land uses identified in K+20 and reiterated in this brief support the delivery of education uses.

To ensure education uses on site are not compromised by negative environmental impacts, including noise and air quality, applicants will need to work with the Council to develop means to satisfactorily address these issues.



Kingston College, Richmond Road



Burntwood School, Wandsworth, AHMM Architects

High Quality Living Environment

Existing

North Kingston's history as an area of industrial uses (especially gas storage) and the domination of main road has meant that it has not been sympathetic to residential development. The site is however neighboured to the east and west residential neighbourhoods.

Future

Amongst the Objectives noted in this document is the delivery of new homes in a central location. Given the proximity of the North Kingston site to the town centre, Kingston Station and other sustainable methods of transport, and easy access to existing and proposed areas of recreation and leisure, it is well located to accommodate new homes. The future of North Kingston is already changing. With the commencement of development of the Gas Holder site the area is becoming a residential environment for the first time.

With the intensive redevelopment of the site there is a need to pay particular attention to the density on development and its impact on the livability and neighbourliness of homes which will be delivered in proximity to each other. Good levels of sunlight and daylight into homes and public spaces are crucial.

Design and layout of proposed development will emerge from a careful analysis of the existing character of the locality and minimised environmental impact. New residential buildings should be supported with appropriate open space and private amenity space. This is envisaged to be provided by the two linear parks. As such these spaces must be designed to support residential use, and their occupation by the future residents. Access to buildings should be appropriately located to ensure good levels of activity and overlooking. Any new homes must be of high quality for occupiers, reduce negative impacts on the surrounding environment while also supporting the development principles.

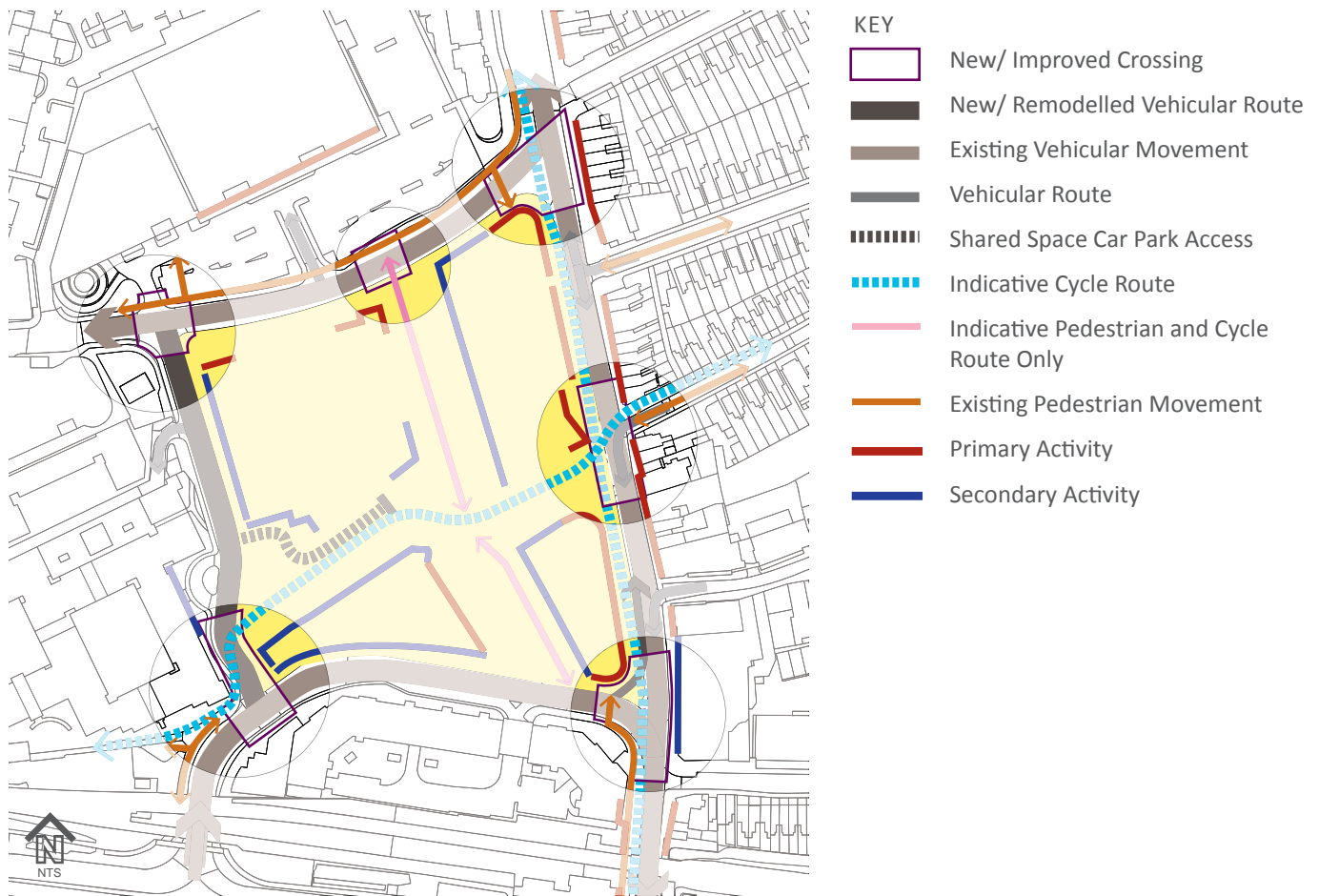
The site will provide new homes for families, and must comply with the requirement of larger units within new developments in line with the Core Strategy. This will add a further dimension to the design and use of spaces between buildings, ensuring that space is made available for younger as well as older residents. The provision of affordable homes on site must comply with policies set out in the London Plan and the Local Plan.

Delivery

The delivery of a high quality living environment is critical to ensuring attractive, functional and sustainable homes. Developers will need to fully demonstrate proposals are well designed and meet best practice guidelines.

To ensure new homes on site are not compromised by negative environmental impacts, including noise and air quality, applicants will need to work with the Council to develop means to satisfactorily address these issues.

Surrounding Infrastructure



Design Framework Plan : Surrounding Infrastructure

Existing

Due to poor connections alongside the dominance of roads and traffic as well as the historic use of the site, the North Kingston area has effectively operated as an island. This has required those pedestrians and cyclists who wish to visit the site or move through the area to tackle crossing roads and other barriers which are not designed for them.

Future

The desire to knit the North Kingston area into its surrounding neighbourhoods is critical to the success of the renewed area. One of the guiding development principles of the site is to ensure its integration including improving connectivity, permeability and synergy of uses between the development parcels, with strong links to the wider area.

While the internal site planning of the area can ensure movement routes for pedestrians through the site, the real success of this ambition will only be borne out if these new environments link seamlessly and efficiently with their surroundings to ensure ease of movement to key destinations. There are key places where these connections need to be made. These must be the focus of concerted effort to humanise them, ensuring priority is given to pedestrians and cyclists as opposed to making them attractive spaces in their own right.

Safety of all users will be a primary consideration, this principle must be practically and rationally applied to ensure that the design of spaces are not over engineered (with barriers or other additional infrastructure and clutter) at the expense of creating both safe and pleasant spaces.

These environments will still form a critical part of the movement of private and public vehicles around the town, and must carefully balance the competing demands of all users.

Critical points of conflict to be addressed include both ends of the east-west linear park (Richmond Road and Seven Kings Way), and the link between north-south across (Sopwith way and Sury Basin).

Delivery

The delivery of off-site infrastructure is critical to the success of the wider aspirations of the development brief. Developers and other partners will need work together to facilitate appropriate and deliverable solutions.

The Council will help bring about these changes.

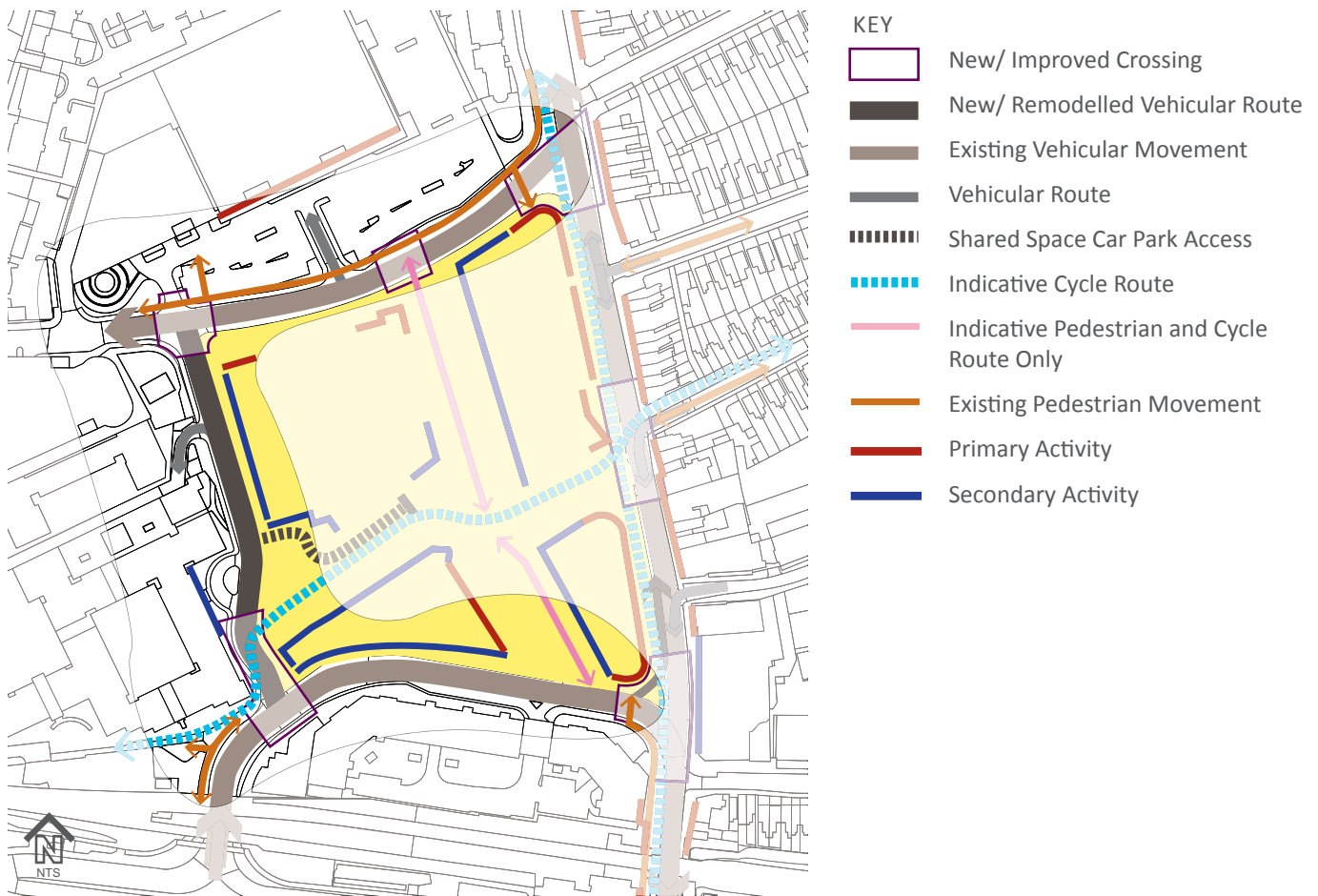
The redesign and realignment of Seven Kings Way/Sopwith Way and Sopwith Way/Richmond Road offers opportunity for necessary and meaning improvements to the pedestrian and cycle experience.

To ensure new homes on site are not compromised by negative environmental impacts, including noise and air quality, applicants will need to work with the Council to develop means to satisfactorily address these issues.

Any new development must:

- Respond to desire lines through providing direct links
- Be safe and attractive to use
- Respond to other infrastructure initiatives which seek to improve the area (including cycle and other improvements)
- Respond to the character of the area (or where justified develop their own particular character).

Humanise Surrounding Streets



Design Framework Plan : Humanise Surrounding Streets

Existing

North Kingston has long been blighted by the scale and nature of the roads that surround it. Sopwith Way is currently a car dominated environment. Development in the area has historically not engaged with Sopwith Way as a street. This is exacerbated by the current isolation that the sites on the north-side suffer from due to Kingsgate Road. The development brief seeks to address this by closing Kingsgate Road in order to create a safer and more desirable pedestrian environment.

The particular function of Richmond Road has been referred to earlier (pg. 38-39), this place focuses on the other surrounding streets including Sopwith Way, Seven Kings Way and Sury Basin.

Future

The future for this area needs to help change the surrounding environments from car dominated roads to streets which feel more comfortable and attractive to walk along.

Sopwith Way is a busy route which means it is also highly visible to the many motorists who use it. Development on the north side needs to play a role in enclosing and addressing this street to help humanise this environment. This can best be done by presenting an active frontage onto this route. The road will continue to be a main route. The future for Sopwith Way is as a High Road, in that it will need to carry a lot of traffic, but still has a high 'place function'.

It is equally vital that the surrounding streets do not become secondary or leftover environments, or viewed as being appropriate for 'back of house' facilities such as bin stores and service access. The role of front doors on the ground floor street edge, gardens, street trees and vegetation must all be considered and employed where necessary in helping humanise streets.

Delivery

The first stage in humanising the environment will be in the removal of Kingsgate Road which severs the site. In addition the realignment of Seven Kings Way must be done in such a way to ensure there is ample space for pedestrians and street trees, as demanded by the particular design approach.

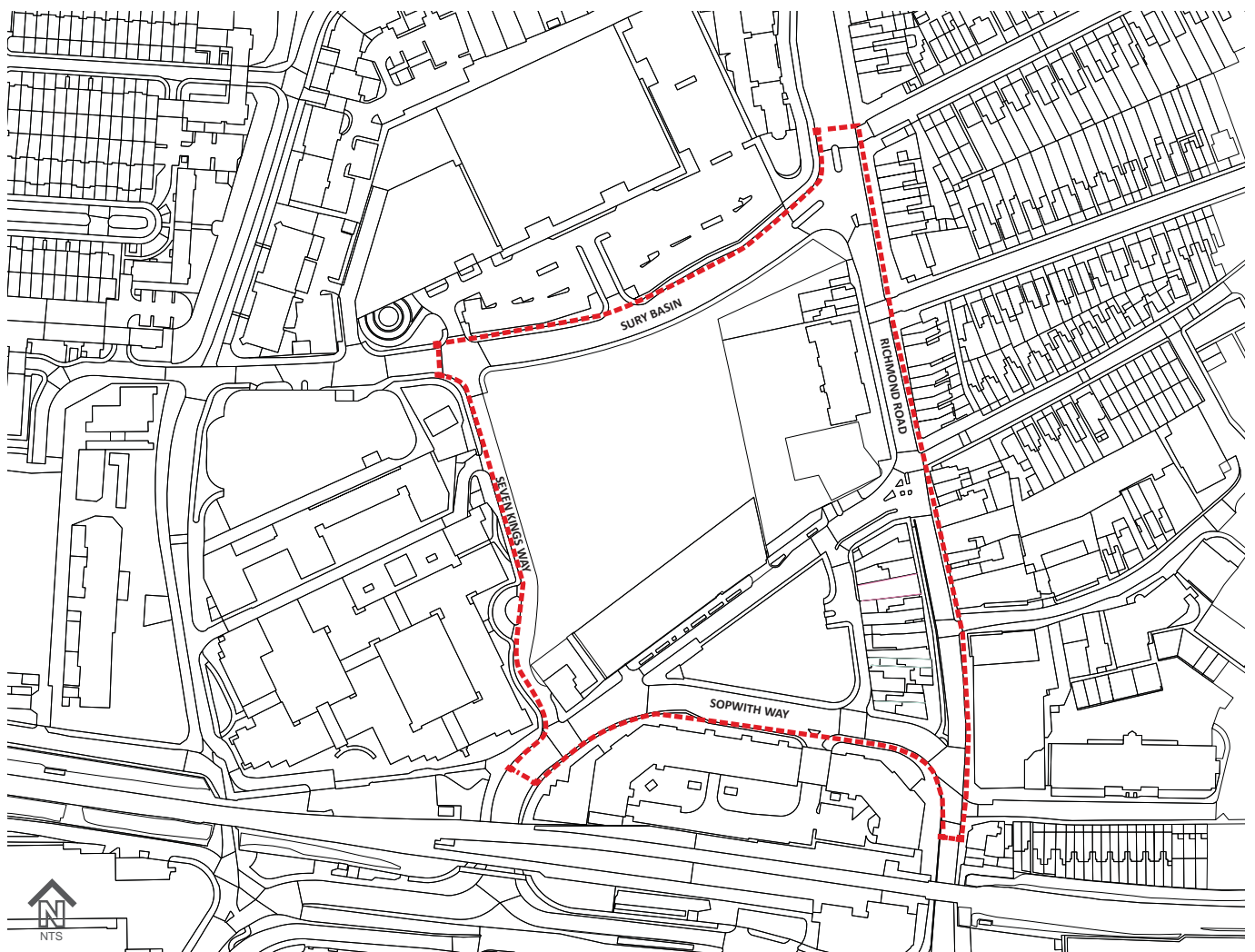
The development of sites which face onto Sopwith Way, Seven Kings Road and Sury Basin will be carried out in such a way as to ensure that it can provide an engaging frontages on to these key routes. A masterplan approach will allow issues of access, servicing, parking and bin storage to be dealt with in a holistic way. Land adjoining Sopwith Way must be safeguarded to facilitate the future operation of this street in line with the Town Centre Movement Study.

To ensure new or improved streets are not compromised by negative environmental impacts, including noise and air quality, applicants will need to work with council to develop means to satisfactorily address these issues.

Any new development must:

- Be addressed by active frontages (and not negatively effected by back of house functions)
- Maximise the opportunity to incorporate trees and other landscape
- Help improve environmental quality (addressing noise and air pollution)
- Provide appropriately scaled and direct footways
- Address issues of microclimate to ensure all public realm is attractive and fit for purpose (including the impact of scale of buildings on wind movement and shadowing)

APPENDIX 1: PLANNING CONTEXT : Physical - The Site



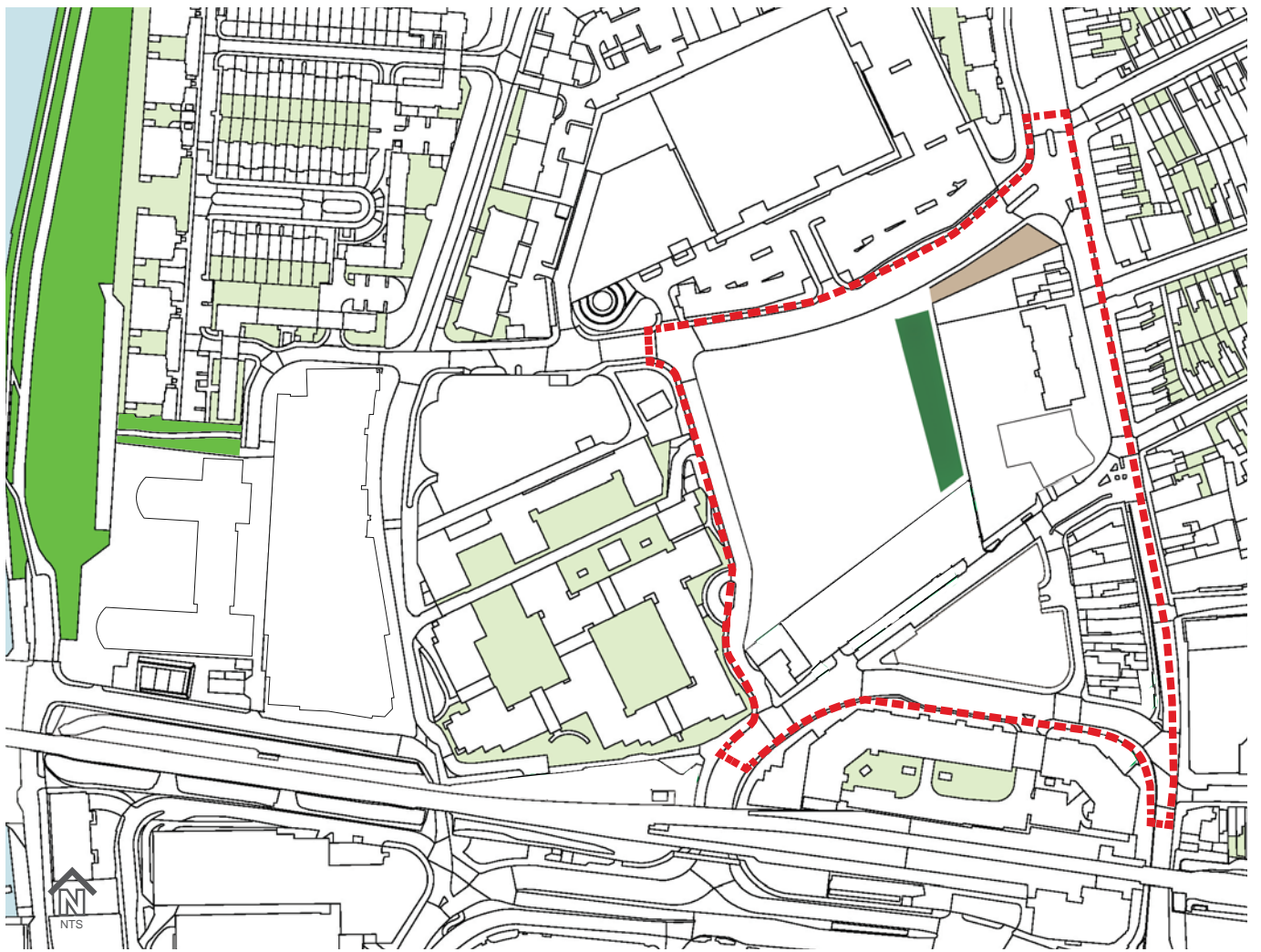
Plan showing the boundary for the North Kingston development area

This Development Brief covers an area of approximately 3ha. The site is located in a highly accessible area, 400m from the River Thames, 300m north of the main shopping core of Kingston Town Centre and just 60m from Kingston train station, which boasts a Public Transport Accessibility Level (PTAL) rating of 6a ('excellent').

It is bound by Richmond Road, Seven Kings Way, Sury Basin and Sopwith Way with the railway line further to the south. The surrounding road network alongside Kingsgate Road which bisects the site, has created an 'island' effect which this Development Brief seeks to resolve.






The site is part of a larger active development area north of the railway line, referred to as the North Kingston Character Area in the K+20, which has been the subject of major regeneration over the last 15 years, with the redevelopment of the former Power Station site, station yard and factory sites. This has resulted in the delivery of over 1,000 new residential units, a 700-space multi-storey car park, a 4,650m² supermarket, and a 3,100m² health and fitness centre, with a 142-bed hotel currently under construction on the former Power Station site.

PLANNING CONTEXT : Physical - Open Space



Open Space Plan

KEY

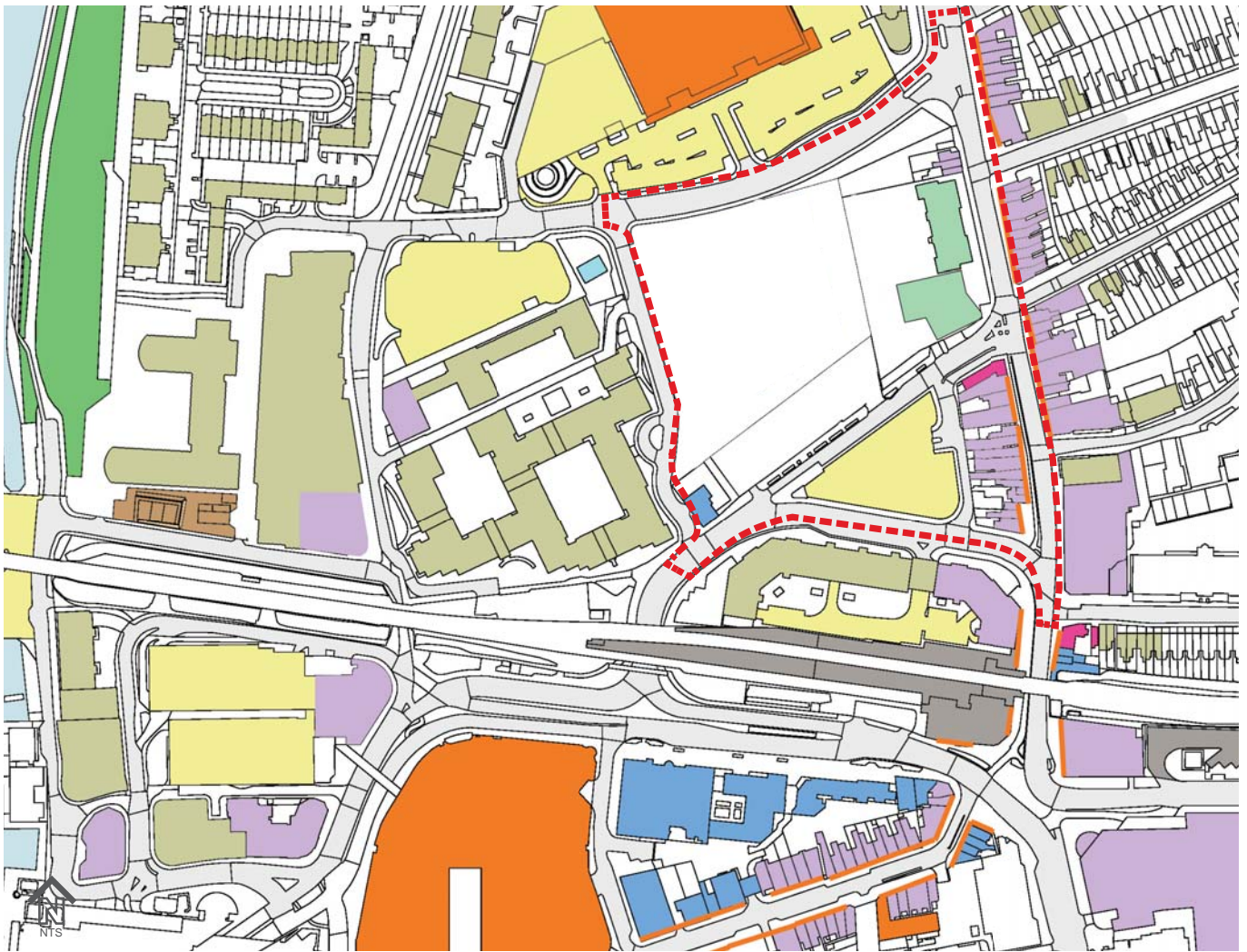
- | | | |
|---|---|--|
|  Public Open Space |  Poor Quality Open Space |  River Thames |
|  Private Amenity Space |  Approved Open Space | |

The immediate area has poor access to public open space. Connections to Canbury Gardens and the Riverside are of poor quality and are in need of improvements.

The Gas Holder site (parcel 3) is bringing about the northern section of the north-south linear park. The Council seeks to ensure that new development contributes to the continual of the linear parks provision and general improvement of the quality, quantity and accessibility to public open space.

Redevelopment of the site, as proposed, provides an opportunity to improve the connections to the existing public green open spaces at the Riverside and Canbury gardens, and to provide a new public park for the existing and proposed residents and visitors to the North Kingston Area.

PLANNING CONTEXT : Physical - Existing Land Use



Land Use Plan

KEY

- | | | |
|--------------------------|-------------------|-----------|
| Retail | Car Parking | Transport |
| Office/ Light Industrial | Public House/ Bar | Park |
| Education | Vacant Site | Utility |
| Residential | Mixed Use | |

PLANNING CONTEXT : Physical - Existing Land Use

Current on site Land Uses

The north western part of the site was previously occupied by three large decommissioned gas holders, associated buildings and infrastructure. These are now demolished to make way for the consented scheme, which gained planning permission in July 2014. To the south of the former Gas Holders site is the former Kingsgate Business Centre, now demolished and 52 Kingsgate Road, a two storey 1950s building with office and light industrial use facing onto Kingsgate Road.

The Kingston College site is located on the eastern side of the area. The main College building fronting Richmond Road is a Building of Townscape Merit. Immediately to the north of Kingston College are two small shops and a car hire company fronting Richmond Road. Immediately to the south, sits the recently completed Creative Industries Centre, with its own vehicular access. The Council's Canbury surface car park is located in the southern extent of the development site. The site's south-east edge is occupied by a mixed use block of retail and commercial units fronting Richmond Road, with some residential above and some activity to the rear.

Land Uses adjacent to the Development Brief Area

Beyond the site to the north of Sury Basin, is a large supermarket (Sainsbury's) with leisure use (Virgin Active) on the upper floors with surface car parking between the store and the development site. Continuing north beyond the supermarket are residential areas.

To the west of the development site, beyond Seven Kings Road, are residential apartments (Royal Quarter) and the Seven Kings Way public multi-storey car park. Continuing east, beyond the Royal Quarter is the former Kingston Power Station site where a large mixed-use residential and hotel complex is predominantly complete.

To the south of the site, beyond Sopwith Way, are residential apartments (Regents Court) and Kingston railway station. Beyond the railway station is the town centre main commercial shopping area.

PLANNING CONTEXT : Physical - Land Ownership Pattern



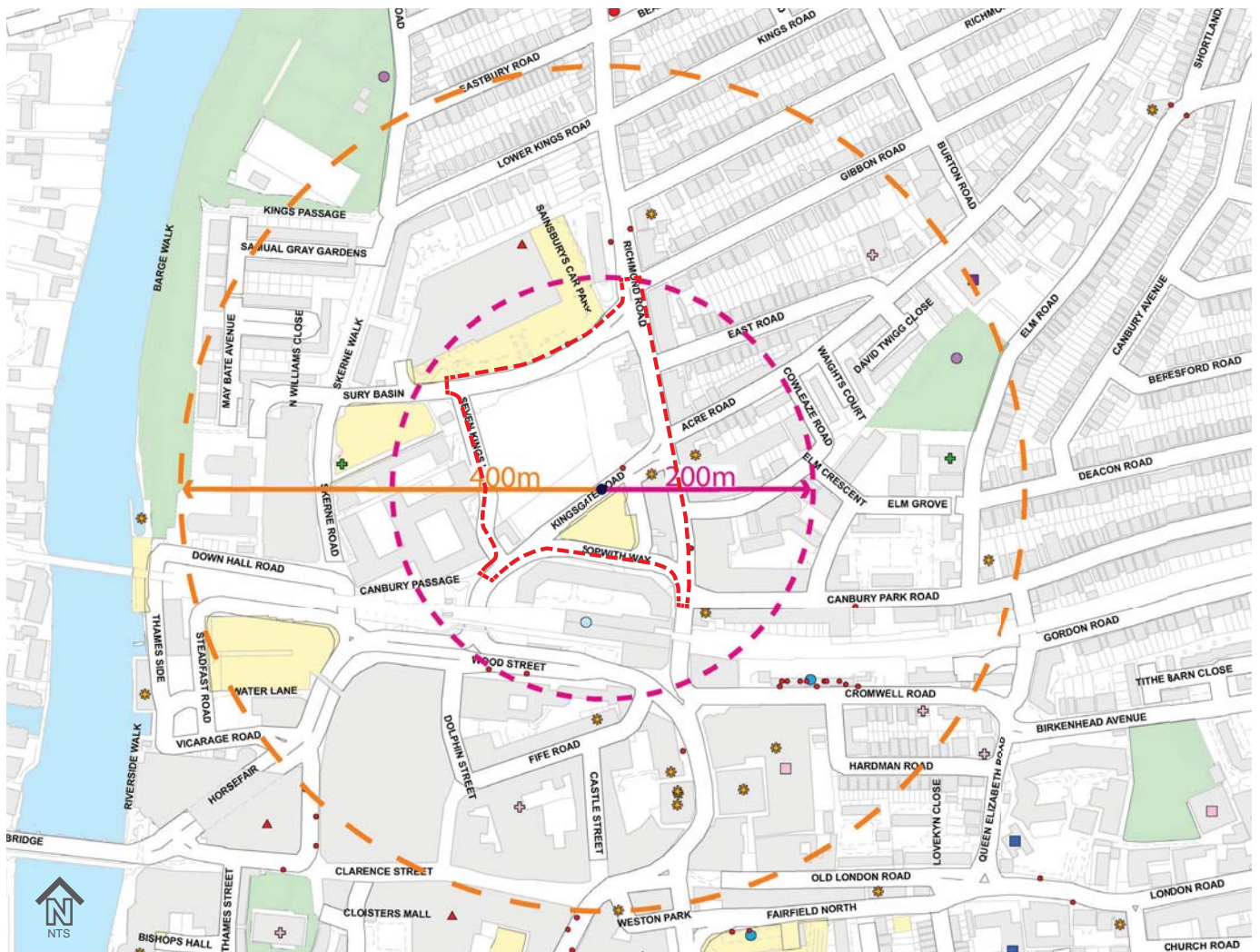
Land Ownership Plan

KEY

— Land Ownership Boundaries



















Kingsgate Road bisects the site on a south west/north east axis significantly polarising land parcels within the site. Integrating land ownership interests into comprehensive land parcels will ensure efficient use of land, and establish a deliverable and sustainable form of development. A piecemeal approach to redeveloping the site area, based on the current land ownership pattern, will not be supported by the Council, as it will frustrate the objectives and development principles identified in this Brief.

PLANNING CONTEXT : Physical - Community Infrastructure



Community Infrastructure Plan

KEY

- | | | |
|---|---|--|
|  Kingston Museum |  Bus Stations |  Pub; Bars & Nightclubs |
|  Libraries |  Bus stops |  Supermarket |
|  Leisure / Sport Centres |  Police stations |  Playgrounds |
|  Primary schools |  Medical Centres |  Parks and Recreation Grounds |
|  Secondary Schools |  Places of Worship |  Car Parks |
|  Railway Stations |  Post Offices |  Water |

The Brief area is in a town centre location where there is good access to key facilities all within 400 metres (approximately 5 minute walk) from the development site. These key facilities include employment centres, shopping centres, educational institutions, car parks, leisure centres, schools, supermarkets, medical centres, libraries, community facilities, Post Offices, parks and recreation grounds alongside transport hubs.

PLANNING CONTEXT : Physical - Flooding



Flooding Plan taken from K+20 : Plan based on Figure 1 of the Strategic Flood Risk Assessment for Kingston town centre

KEY

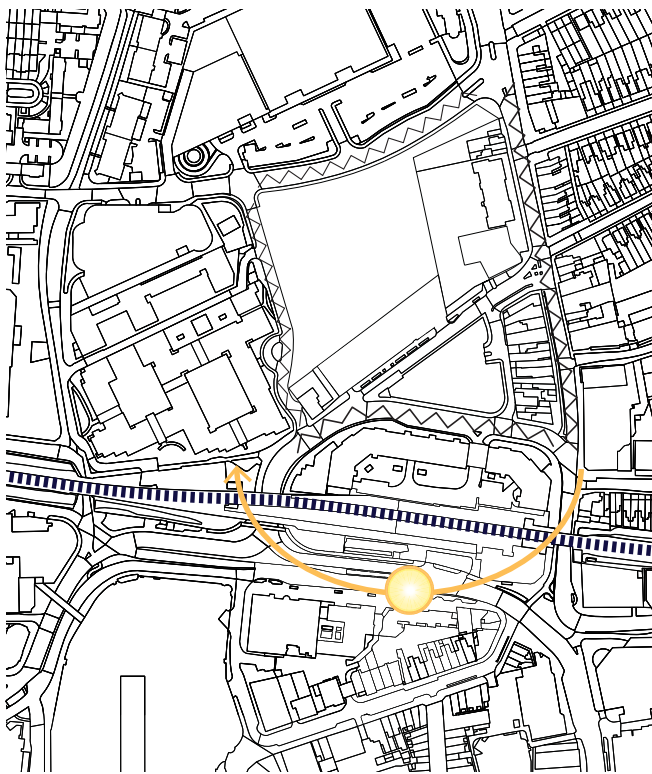
- Functional flood plain Zone 3b - 5% AEP (20 year) flood
- High probability Zone 3a - 1% AEP (100 year) flood
- ⋯ Medium probability Zone 2 - 0.1% AEP (1000 year) flood

The site lies mainly within Flood Zone 2. Any proposed development within this Zone 2 will require a site specific Flood Risk Assessment to be undertaken as part of any planning application.

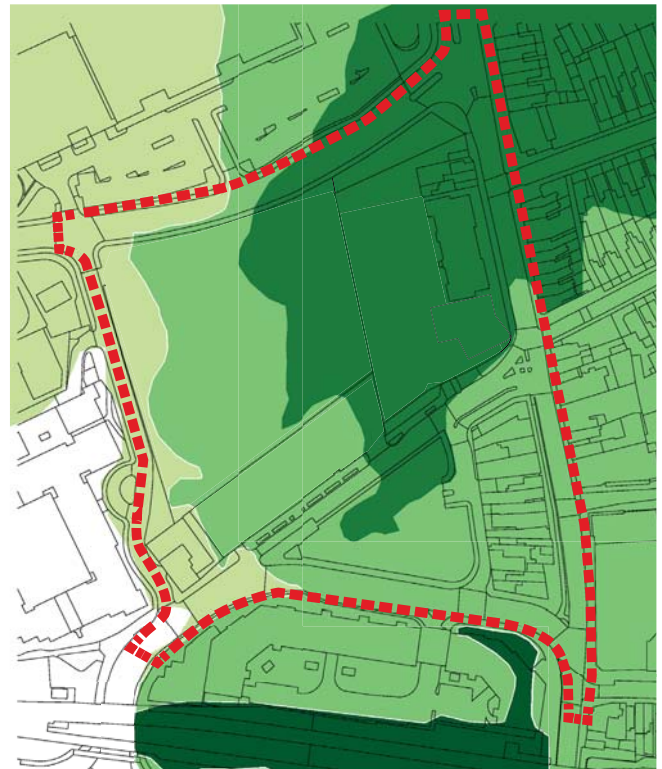
The Kingston Town Centre Strategic Flood Risk Assessment (SFRA) states that the future regeneration of this site must ensure that all floor levels are situated above maximum flood level plus freeboard (600mm) and 'Dry' access to/from the site must be ensured during times of flooding. The SFRA and London Plan policies also state that sustainable urban drainage systems (SuDS) must be implemented to reduce surface water run-off rates from the area.

Future redevelopment must not increase surface water flood risk to or from the site up to and including 1 in 100 year (plus climate change) return period rainfall events. With due consideration to the existing land use and general character of the area, appropriate SuDS may include permeable paving, landscaped areas encompassing planted infiltration zones, rainwater harvesting tanks and/or green roofs. This approach will reduce the reliance on the existing infrastructure, as the site could contain its own solutions with a landscape that is designed in a highly multifunctional way, also providing for amenity and biodiversity uses.

PLANNING CONTEXT : Physical - Orientation + Topography












Orientation Plan



Topography Plan showing areas above datum

KEY

	Noise and Air Quality		Railway Track		+8m above datum level
	Mid-day Sun		+6m above datum level		+9m above datum level
	Sun Path (East-West)		+7m above datum level		+10m above datum level

The location and layout of new development will be expected to maximise opportunities for passive solar gain to public realm, open spaces and private and semi-private amenity space. New housing development will be expected to avoid single aspect north facing units and maximise the potential of east and west facing aspects. This will also have to coincide with mitigating the noise and air quality issues. Proposals will have to adopt design solutions that manage the noise impact on internal and external spaces while maximising the benefits of a south facing aspect. New housing will be expected to achieve best practice design standards that conform to the British Standards.

The absence of any distinct topographical features will place a greater emphasis on creating character and distinctiveness through the use of sound townscape and landscape principles. The drainage of site surface water will need to be addressed through the creation of landforms and drainage channels.

PLANNING CONTEXT : Policy

The relevant planning policy documents and policies, against which any future planning applications will be assessed, are listed below.

The National Planning Policy Framework (adopted March 2012)

At the heart of the NPPF is a presumption in favour of sustainable development. It also attaches great importance to the design of the built environment, where good, high quality, inclusive design is seen as a key aspect of sustainable development, indivisible from good planning, and should contribute positively to making places better for people. The policies in the Council's adopted Core Strategy and Kingston Town Centre Area Action Plan (K+20), set out below, align with the core land-use planning principles of the NPPF.

The London Plan (Further Alterations adopted 2015)

The London Plan provides the Spatial Development Strategy for London and has similar ambitions to create good quality, safe and inclusive environments for local communities which reinforces local character in terms of design, scale, height etc and protects and enhances neighbouring amenities, with the best possible access to local services, infrastructure and public transport in London.

The London Plan is clear that if Outer London is to achieve its full potential, the issues of economic development, transport and other infrastructure and quality of life must be looked at together. Mixed use development, enhancement of the quality of the area, provision of social infrastructure and sustainability will have to be considered together in order to achieve successful place making and address pockets of deprivation. In order to support and enhance competitiveness, the design of town centre schemes must also achieve a number of objectives, including: sustaining and enhancing the vitality and viability of the town centre; promoting access by public transport, walking and cycling; promoting lifetime neighbourhoods; urban greening and an enhanced public realm; and reducing delivery, servicing and road user conflict. Retail and other town centre development must be in scale with the centre (Policy 2.15). Air quality (Policy 7.14) is also of optimum importance and should be considered through all developments on site. Proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality.

The Greater London Authority (GLA) adopted Further Alterations to the London Plan in March 2015. The Further Alterations were prepared primarily to address key housing and employment issues emerging from an analysis of census data released since the publication of the London Plan in July 2011, and which indicate a substantial increase in the capital's population. Therefore, a key issue for the Borough is the increased annual housing target. The North Kingston Development Area will be a significant location for housing to meet the needs of the London Plan, and the objectives of this Brief.

Local Policies

The Borough-wide and Town Centre policy context for Kingston is clearly established by the Kingston Core Strategy, adopted in April 2012, and Kingston Town Centre Area Action Plan (K+20), adopted in July 2008.

The Royal Borough of Kingston upon Thames Core Strategy (adopted April 2012) sets out the vision, objectives and strategic policies for managing future growth, change and

PLANNING CONTEXT : Policy

development within the Borough. The document does not only consider land use, but also a comprehensive range of environmental, economic and social issues.

Relevant Core Strategy Policies

Policy DM1 : Sustainable Design and Construction Standards - requires all new residential development to achieve Code Level 5 from 2013 up to 2016 and all other development over 500m² to meet BREEAM Outstanding. However, in March 2015, a Ministerial Statement from the Department for Communities and Local Government announced a number of changes to technical housing standards, which involved the discontinuation of the Code for Sustainable Homes. This affects planning requirements for new build homes under Policy DM1, meaning a full Code assessment cannot be required by the Local Planning Authority; only energy and water efficiency standards in line with existing policy can be a requirement of planning permission. New technical standards are expected to be announced during 2015 and 2016 which will replace previous requirements under Policy DM1 for new build homes. Non-residential new development requiring BREEAM assessment under DM1 is currently expected to remain unaffected.

Policy CS3 : The Natural and Green Environment - incorporating appropriate elements of public open space into new developments and/or making a financial contribution to improving existing open spaces.

Policy CS6 : Sustainable Travel - To support and encourage the use of public transport, cycling and walking the Council will:

- Promote and enhance the strategic cycling and walking networks enhance and promote the Borough's network of quiet residential roads, traffic free routes and open spaces as attractive, safe and convenient walking and cycle routes.

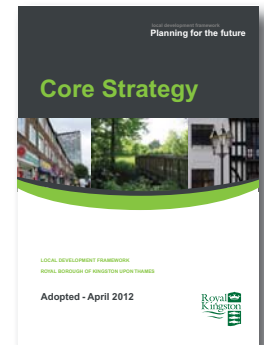
Policy CS8 : Character Design and Heritage - The Council will use the Borough Character Study and Residential Design SPD to require good design and guide the assessment of development proposals and will seek to ensure that new development:

- Recognises distinct local feature and character;
- Has regards to the historic and natural environment;
- Helps enhance locally distinctive places of high architectural and urban design quality; and
- Relates well and connects to its surroundings.

Policy DM10 : Design Requirements for New Development (including House Extensions) - Development proposals will be required to incorporate principles of good design. The most essential elements of character and local distinctiveness need to be identified and development should respect, maintain and enhance these elements. Additional key design requirement criteria includes:

- Providing adequate amenity space; safeguard strategic/ local view
- Ensuring public access through development areas
- Enhancing public realm

Policy DM11 : Design approach - The Council may adopt a more flexible approach to new



PLANNING CONTEXT : Policy

development where the existing development lacks any identifiable or cohesive character and/or is located in a lower quality environment; in these circumstances it will seek a high quality development that creates its own distinctive character.

Policy DM15 : Affordable Housing - identifies the delivery of affordable housing as a key priority of the Council and the need to explore all opportunities to deliver new affordable housing units as part of new residential developments and encourage applications for 100% affordable schemes. Developments capable of delivering five or more units are expected to provide the maximum reasonable amount of affordable housing, subject to viability considerations. There should be 70:30 tenure split between Social/Affordable Rent and Intermediate provision and the affordable housing should be provided on-site, unless exceptional circumstances can be justified.

Policy CS15 : Future Needs of Kingston University, Kingston College and Schools -The Council will continue to work in partnership with Kingston University and Kingston College, recognising their importance in the local economy to identify appropriate opportunities, including on their existing sites, to meet their needs for new and upgraded facilities.

Other Relevant Policies include:

- KT1 Kingston Town Neighbourhood
- CS10 Housing Delivery
- CS 11 Economy and Employment
- CS 12 Retail and Town Centres
- CS 16 Community Facilities
- DM8 Sustainable Transport for new Development
- DM9 Managing Vehicle Use for new Development
- DM13 Housing Quality and Mix
- DM 17 Protecting Existing Employment Land and Premises
- DM 18 New Employment Uses
- DM 20 New Retail Development
- DM 21 Health Impacts
- DM 22 Design for Safety
- DM 23 Schools
- IMP3 Securing Infrastructure

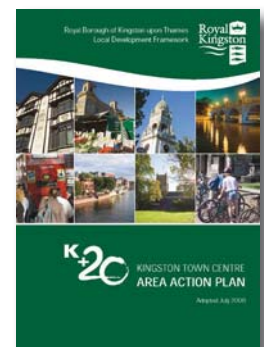
Local relevant evidence base documents include:

- Affordable Housing SPD (2013)
- Royal Borough of Kingston Community Infrastructure Levy (2015)
- Residential Design Guide (2013)
- Kingston Town Centre Car Parking Study (2004)
- Secure Cycle Parking Strategy Study (2004)
- Sustainable Transport SPD (2013)
- Town Centre Retail Study (2013)

Kingston Town Centre Area Action Plan 'K+20' (Adopted July 2008)

The K+20 provides the framework for future development and improvement in Kingston Town Centre. It states that "over the period to 2020 there will be planned change and development to provide: new and enhanced shopping, leisure, cultural, education and community facilities, new housing and jobs, new and enhanced public spaces, transport and environmental improvements"

The K+20 identifies key areas suitable for change to accommodate new development and facilities and key areas for conservation and enhancement, plus a range of environment and transport improvements, to protect the town centre from inappropriate development and to preserve its attractive character, distinctive historic environment and the riverside.



PLANNING CONTEXT : Policy

The proposed development site falls within Character Area 10: North Kingston, which extends from the riverside and Canbury Gardens across to Richmond Road and from the railway northwards to Lower Kings Road. In order to meet its vision the K+20 proposes the following objectives for Character Area 10:

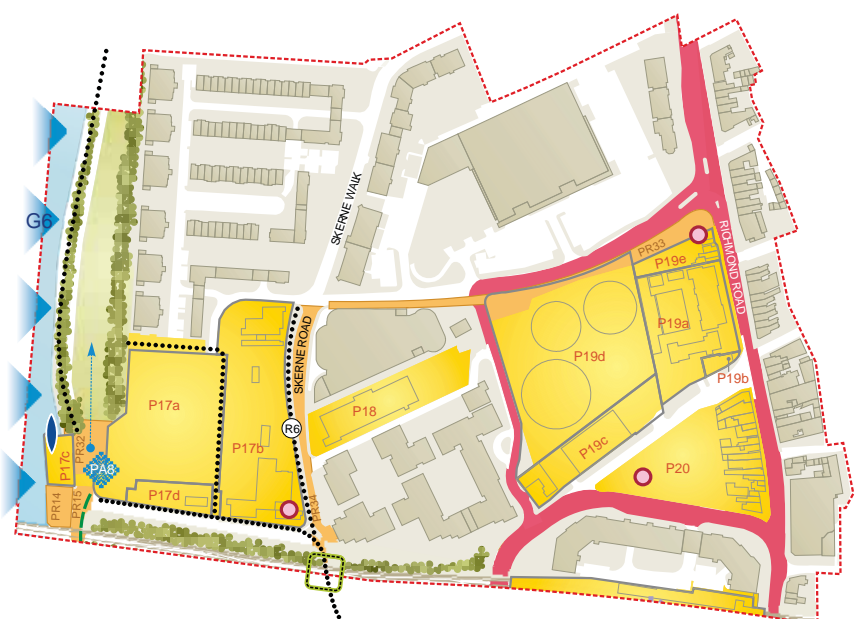
- Complete the regeneration of the area with high quality mixed use development, including residential, education, GP healthcare facility, offices, a hotel and community uses on Proposal Sites P17 – 20;
- Linked public realm, riverside, gateway, pedestrian and cycle route improvements, including Skerne 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 Horse PH;
- Public Art (K10); and
- Review of traffic movements to see if circulation should be modified.

Relevant K+20 Policies

- K1 New and Enhanced Shopping Facilities
- K4 Employment Development within the Town Centre
- K6 Provision of Facilities for Arts, Culture, Tourism, Entertainment, Leisure, Recreation, the Community, Faith and Voluntary Sectors and Hotel accommodation
- K7 Housing
- K8 Higher and Further Education
- K9 Design Quality in the Town Centre
- K10 Town Centre Public Realm
- K15 Town Centre Road Network
- K17 Pedestrian Environment
- K18 Cycling
- K20 Town Centre Parking
- K22 Town Centre Infrastructure
- K23 S106 Planning Obligations and Developer Contributions
- K24 Flood Risk Management

KEY

- Proposal sites/potential redevelopment sites
- Site 17: Former Power Station and Electricity Sub Station, Skerne Road, Thames Water Pumping Station & the Barge Dock, Down Hall Road. Site 18: Redeveloped. Site 19: Kingston College & adjoining sites, Richmond Road, the Gas Holder Site & Kingsgate Business Centre & Printing Works, Kingsgate Road. Site P20: Canbury carpark & Richmond Road.
- Environmental improvements
- Relief road/crossing improvements
- Significant view to protect
- Improved pedestrian route
- Improved pedestrian access/crossing
- Improved or proposed river activity
- Enhanced river gateway
- Public art



Extract from K+20

Kingston Town Centre Area Action Plan Policies P19 and P20 set out the strategic vision for the site brief which identify a range of acceptable uses.

Housing

The recently adopted Further Alterations to the London Plan has significantly increased the Council's target for housing delivery – a minimum of 6,434 net additional homes between 2015-2025. Housing delivery has been well below target in recent years, partly as a result of the relatively small number of large development sites available across the Borough. The Council wishes to maximise the opportunity presented by large brownfield sites for housing to meet its pressing need for housing, and affordable housing in particular.

Given the site's edge-of-town centre location and neighbouring uses, the Council seeks a mixed use residential-led development, including both conventional and nonconventional (i.e. student accommodation) housing. New development will be expected to provide an appropriate quantum of market and affordable housing. A mix of housing types and tenures will be expected, that will create a balanced community, including where possible, provision for family housing.

The site has been identified as 'Central' in character as described in the Sustainable Residential Quality matrix in the London Plan. New development will need to respond to the height, scale and massing principles set out in the Design Framework, with appropriate densities that correlate the site's location and PTAL rating set out in the London Plan.

Retail

Whilst the economic climate has been challenging for retailers and town centres, Kingston Town Centre remains competitive and retailers' demand for representation remains relatively high. An up-to-date Town Centre Retail Study for the Borough was published in November 2013 which identifies a significant need for new comparison and convenience floor space and leisure uses in Kingston Town Centre.

The site provides some opportunity for new or enhanced retail and leisure uses on the Richmond Road frontage and potential a portion of the Kingsgate car park, which are the land parcels that offer the prospect of the best connections with the rest of the town centre, and where the highest footfall is likely to be generated. We anticipate retail and leisure will come forward as a range of small retail units, to provide opportunities for convenience retail, specialist retail activity and eating and drinking establishments.

Whilst not designated as an employment area, employment uses are currently located within the site. The Borough has a relatively limited supply of industrial/business land and studies have demonstrated the need to retain such land in business and industrial use. The Council therefore seeks to ensure the employment uses are re-provided as part of a mixed-use proposal.

Employment

Employment uses are currently located within the site. The Kingston Economic Analysis Study (published in May 2014) found that the Borough has recorded reasonable job growth over the last 16 years (14%), with declining industrial employment over this period has been offset by office job growth. The Borough has seen minimal amounts of new development over the last 11 years, with notable losses of office space and the recent introduction of Permitted Development (PD) rights accelerating this trend over recent months. The Council has since introduced an 'Article 4 Direction' that removes these PD rights in key office locations of the Borough - including in Kingston town centre.

The Borough has insufficient employment floor space in quantitative terms to meet future needs for office and industrial uses up to 2031 under the majority of future growth scenarios considered. The requirement for office space in future will also be for better quality, modern space and to cater for small and start-up businesses. The key challenge the Council must therefore seek to manage is the shift from older, outdated space to providing new space which meets modern business needs, and supports other Core Strategy objectives such as the role of Kingston town centre as a Metropolitan Centre.

The Kingston Economic Analysis Study concluded that the Council should consider being more selective about which office sites and broad locations to safeguard against future losses, prioritising those with the greatest appeal to businesses and potential to accommodate redevelopment in future.

The Council therefore seeks to ensure the employment uses are re-provided as part of a mixed-use proposal for the site.

Community Facilities

There are currently no community facilities on the site. Community facilities are essential for local residents and contribute towards health and well-being. The provision of community facilities in local areas will ensure accessibility, reducing the need for residents to travel, while the co-location of some facilities and services will help ensure the effective use of resources, encourage joined-up service delivery and shared maintenance and management costs.

Community facilities will be expected to be mainly located in areas of maximum accessibility which includes the town, district and local centres. Where possible, the Council will seek to promote the co-location of community facilities, including new schools and healthcare facilities, be it on new or existing sites and/or buildings in these uses, in the interests of efficiency and effectiveness.

The inclusion of community facilities on the site is therefore considered an appropriate use.

Education

Kingston University and Kingston College play an important sub regional role in the local economy providing education and training, employment, social and cultural activities and significant spend. Both have expanded to meet educational needs and targets (set by central Government) and require additional space, new and upgraded facilities, including on their existing sites so that they can continue to offer high quality education and skills training. In addition there is a recognised need for managed student accommodation for the University.

Until 2008, there was sufficient capacity in Borough primary schools and there is still capacity in secondary schools. The significant increase in demand for school places is not a temporary increase but part of a long term upward trend due to a rising birth rate; new housing provision resulting in population growth and additional children and more people moving into the Borough. A similar trend has been reported across more than two-thirds of London boroughs. The consequence is that the number of primary and secondary school places needs to be increased on a permanent basis through the expansion of existing schools and the development of several new schools. Planned housing growth over the next 15 years as part of this Core Strategy may have further implications for longer term school provision. The aim is to identify the best pattern of additional school places for the future.

The Council's School Place Planning Strategy 2013-2020 sets out the strategy for the refurbishment, re-organisation and expansion of the school estate. This aims to transform primary, special and secondary education and respond to the Every Child Matters agenda and the need to:

- re-model and improve the school estate, including rebuilding, amalgamating and co-locating some schools
- expand school provision to meet increased demand for school places
- develop the diversity of Kingston schools and their organisation
- improve outcomes for all and narrow differences in attainment
- create flexible, accessible accommodation for use throughout the year, in the evenings and at weekends by schools, young people and the wider community
- enhance the range of services and activities on offer at school sites
- integrate some provision for those with learning difficulties and disabilities into mainstream provision (specialist facilities will continue to be provided at the community hub for disabled children in Moor Lane and at Warren Park)

In terms of Further Education, there is potential to expand or consolidate Kingston College's teaching space on an expanded Richmond Road campus. The College gained planning approval for a new Arts and Media building in July 2013, and construction is now well underway.

The provision of further teaching facilities within the Development Brief area would be an acceptable use of the site.

PLANNING CONTEXT : Energy and Sustainability

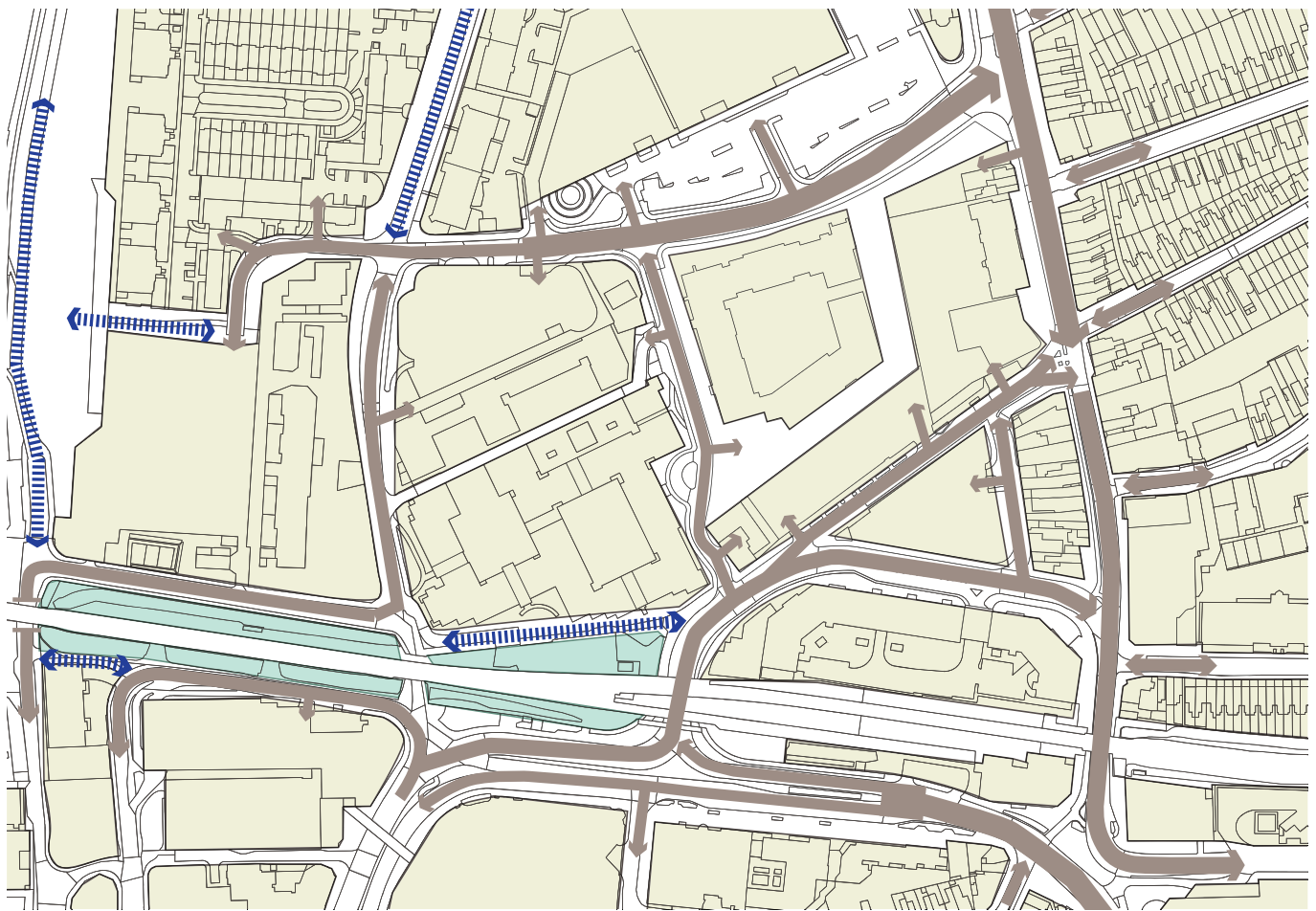
Development will be required to comply with sustainability policies set out in both the London Plan and the Council's Core Strategy. Such policies that should be considered are those in chapter five of the London Plan, with notable importance being on:

- Policies 5.1 Climate Change Mitigation
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.3 Sustainable Design and Construction.

Core Strategy policies of relevance include:

- CS 1 Climate Change Mitigation
- CS 2 Climate Change Adaptation
- DM 1 Sustainable Design and Construction Standards
- DM 2 Low Carbon Development
- DM 3 Designing for Changing Climate

The North Kingston Development Brief area has been identified as one of the Town Centre's Decentralised Energy Network zones. All new development should conform to the principles set out in the Energy Masterplan for this area, which includes the use of an approved energy source, and the sites being made available and ready to plug into and contribute towards the Decentralised Energy Masterplan.



Accessibility Plan

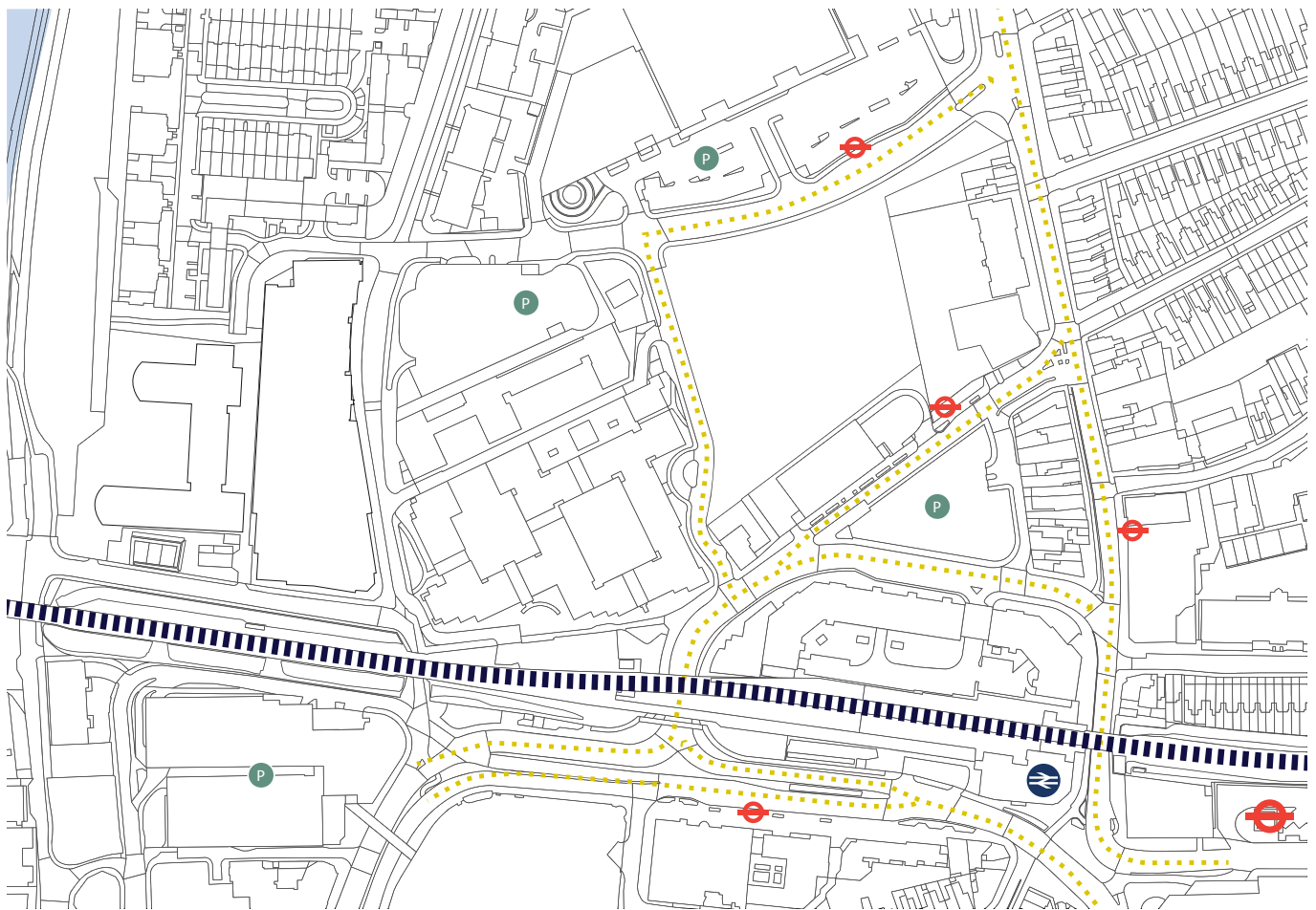
KEY

- Impermeable Blocks
- Railway Grass Verge
- Road Access
- Vehicular Access Point
- Non vehicle Route

One of the most challenging issues for any development in this area is the major one-way road system which severs Kingston Station and the North Kingston area from the retail and commercial uses within the Town Centre. Locally this gyratory network severs land parcels from each other and creates a noisy, unattractive, unresolved public realm dominated by motor-traffic which is intimidating for both cyclists and pedestrians alike. Development should take the opportunity to provide ease of movement and ensure that traffic speeds can be managed by the arrangement of buildings and spaces.


Physically the land parcels are largely impermeable either through built form or edge treatments. This adds to the negative image of the place, as the land parcels need to be broken down into navigable sized plots that are integrated and connected, creating a positive urban realm that invites pedestrian and cyclist movements, with breakout spaces for activities and events that animate the public realm.

PLANNING CONTEXT : Movement & Access - Transport Infrastructure



Transport Infrastructure Plan

KEY

-  Railway Track
-  Bus Route
-  Public Parking
-  Bus Stop
-  Bus Station
-  Train Station

The site is in an area of high transport accessibility i.e. with a PTAL rating of 6a which is the highest categorisation - 'excellent'. Kingston railway station is approximately 200 metres to the south of the site. The North Kingston site is well served by bus services and stops as highlighted on the analysis map. The site has access to ten bus services with a total of 65 buses in both the morning and evening peak hour weekday periods.

The site's proximity to surrounding transport infrastructure (bus and rail) provides significant development opportunities for an inclusive, pedestrian and cyclist friendly environment, and reduced car parking development. However, impacts such as severance, poor visual links, poor noise and air quality caused by the existing transport infrastructure will require a careful response to the siting, layout and design of new development and its successful integration with its surroundings.

High public transport accessibility, which will be further improved by Crossrail 2, reduces the need for development to provide car parking, which will support more intensive development at higher density. Access for servicing, disabled access and emergency vehicles will be required across the site.

Steer Davies Gleave were commissioned to undertake a movement study of Kingston Town Centre on behalf of the Council. The strategy provides an overarching vision for movement in Kingston Town Centre with improvements to accommodate future transport demand. In this respect the Council is taking a proactive approach to growth and development in the town centre since it is envisaged a number of significant development sites will be realised by the year 2031 (North Kingston being a primary area). The study seeks to understand the demand generated by this development and propose transport measures to respond to this.

The study considers all modes of transport and explores strategic options for change, providing an evidence base to support decision-making and investment. The study will directly inform updates to borough planning documents and involved close liaison with key partners such as TfL and London Buses to agree an approach to work areas such as traffic modelling and bus operations within the centre. Although the study is complete, further option development work is ongoing through the Kingston Opportunity Area Transport Study which has been commissioned by Transport for London.

Vision and Objectives

The strategy is based around a high level vision for movement setting overarching design principles. The vision is:

A balanced transport network that supports the Kingston experience by maintaining the town centre as a high-quality and attractive place, facilitating town centre development opportunities, and supporting a local economy that is diverse, vital and competitive. It delivers improved opportunities for walking, cycling and public transport to encourage movement by these modes whilst also facilitating access by private vehicles.

Summary of Baseline Analysis

The following summarises the key issues and opportunities identified in the Baseline Analysis for North Kingston and the remainder of the Kingston Town Centre.

Highways

The gyratory operates effectively in distributing traffic around Kingston, however the one-way system (including Sopwith Way in North Kingston) exacerbates traffic dominance and speed, and is not resilient to disturbances. Traffic levels have declined over the last 10 years by around 9% while Kingston Bridge is the busiest approach road with remaining traffic spread relatively evenly across the other approaches.

Cycling and Walking

Some pedestrian links, most notably around the relief road, offer a poor quality environment and need upgrading. This will include measures to reduce the barrier effect of this road, encouraging people to walk from surrounding areas into Kingston Town Centre. Legibility is hindered at key gateway locations (such as the Station) due to limited views of landmarks and lack of wayfinding information.

Cycling has increased substantially in the last ten years, however, the relief road presents a barrier to cycle access, and some cycle routes are not as direct as is desirable; these issues are addressed in RBK's 'Mini-Holland' bid. There is also a general shortage of cycle parking in Kingston's Town Centre.

Public Transport

There was a 65% increase in bus passenger demand across the Borough between 1999/00 and 2012/13, and a 44% increase in bus mileage. Bus capacity is an issue with many at or near full loading on arrival in KTC in the AM peak period. The option for Crossrail 2 stopping in Kingston is currently being investigated by TfL as part of the 'regional option'. This would enhance the frequency and capacity of the train line to Waterloo, free up capacity on existing rail lines to enhance service frequency from Kingston and connect Kingston directly to the West End.

Parking

Most of the parking spaces available in KTC are in off-street car parks while parking charges vary a little between car parks. Car parks are predominantly used for shorter stays of up to two or three hours, particularly at weekends. The existing level of parking is sufficient to cater for demand in an average week while demand is at its highest on Saturdays. Spare capacity is noted in some of the North Kingston car parks (i.e. Seven Kings and Canbury Place) while the John Lewis and Bentall Centre car parks are often at capacity.

Highway Improvements and Future Transport Studies

A number of highway improvement options have been investigated for the town centre, including the North Kingston area, in support of the overall vision. These are being further investigated as part of the Kingston Opportunity Area Transport Study which is looking at the transport requirements of the town centre in relation to predicted future growth in the area. Additional transport studies are also being undertaken to provide strategies for bus and parking improvements in the centre.

Proposals include changes to the highway alignment in North Kingston and modifications to the existing gyratory system. Some options will be more challenging to implement than others suggesting that a phased approach may be adopted. In summary, for each option, the revised North Kingston highway layout generally operates satisfactorily. However, all options have an impact on the capacity of the wider road system within the town centre in order to achieve the overall vision for Kingston.

For the North Kingston area, the primary change incorporated into all highway options includes the closure of Kingsgate Road in order to prevent vehicular access into Richmond Road and also create a new public space and park. To deal with this change, Seven Kings Way will be upgraded to accommodate displaced and new traffic. A new left turn from Sopwith Way into Richmond Road will provide an alternative route for traffic heading north out of Kingston, with Richmond Road being widened at its southern end to facilitate this new left turn and enable improvements to facilities for pedestrians and cyclists in this area.

The upgrade of Seven Kings Way includes an enhanced alignment and improvement to its junction with Sopwith Way to accommodate the increased northbound traffic. A strip of land along the eastern side of Seven Kings Way has been safeguarded while land at the western end of Kingsgate (former Parcel D) will be reconfigured to facilitate the required highway improvements. If necessary, modifications to Sopwith Way to create a new two way urban boulevard would be achieved at a later date by reconfiguring land along the southern fringe of Brief area onto Sopwith Way (former Parcels A, B, C and D).

While highway improvements have been identified to accommodate the inevitable traffic increases in North Kingston resulting from new development, it is also important to ensure that an attractive environment is created where traffic does not dominate, residential amenity is safeguarded and people can move about safely using sustainable modes of travel. This is particularly important in an area where surrounding roads have an important traffic carrying function within. In this respect the following approach is being applied:

1. Vehicular access to the Brief area will be provided from entrance points on the north, south and possibly the western sides. There will be no vehicular access from the east side (Richmond Road) except for emergency access, and no through routes are provided for vehicles. Development proposals should facilitate ease of movement while ensuring that traffic speeds can be managed through appropriate site planning.
2. Pedestrian and cycle movement is the dominant form of transport within the site with the main movements being in an east/west direction through the new public park. They will link up to the surrounding transport network and public transport systems at appropriate locations in a north/south direction. Sustainable access will be facilitated in a number of locations supported by new pedestrian and cycle crossing facilities provided in Richmond Road and at the southern end of Seven Kings Way. Full advantage will be taken of the current 'Go Cycle' initiative to provide comprehensive facilities across the area for pedestrians and cyclists.
3. The site benefits from a high level of public transport accessibility including close proximity to the railway station, two bus stations and around ten bus services. Plans for the introduction of a Crossrail 2 stop in Kingston will further enhance this situation. Discussions will take place with TfL and London Buses regarding matters such as the location of new bus stops and bus priority measures in the area.
4. The site's excellent accessibility will encourage sustainable travel and reduce the need for on-site parking, which will help facilitate higher density development. However, comprehensive facilities for servicing, emergency vehicles and disabled access will be required across the site.
5. The proposed improvements to Seven Kings Way will be achieved by realignment of the road at salient points and ensuring that the road widening is kept to a minimum requirement. The modelling has demonstrated that two lane northbound operation in this road should be adequate to accommodate potential new development in the area and the closure of Kingsgate Road. The remaining safeguarded land can be used for screening purposes to protect residential amenity, while the potential for any further improvements would be safeguarded for future development planning.

All of the above elements have been considered and where appropriate, incorporated into the proposals detailed in the Development Strategy section of the Development Brief.

ENGLISH

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KOREAN

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FARSI

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TAMIL

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THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES

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