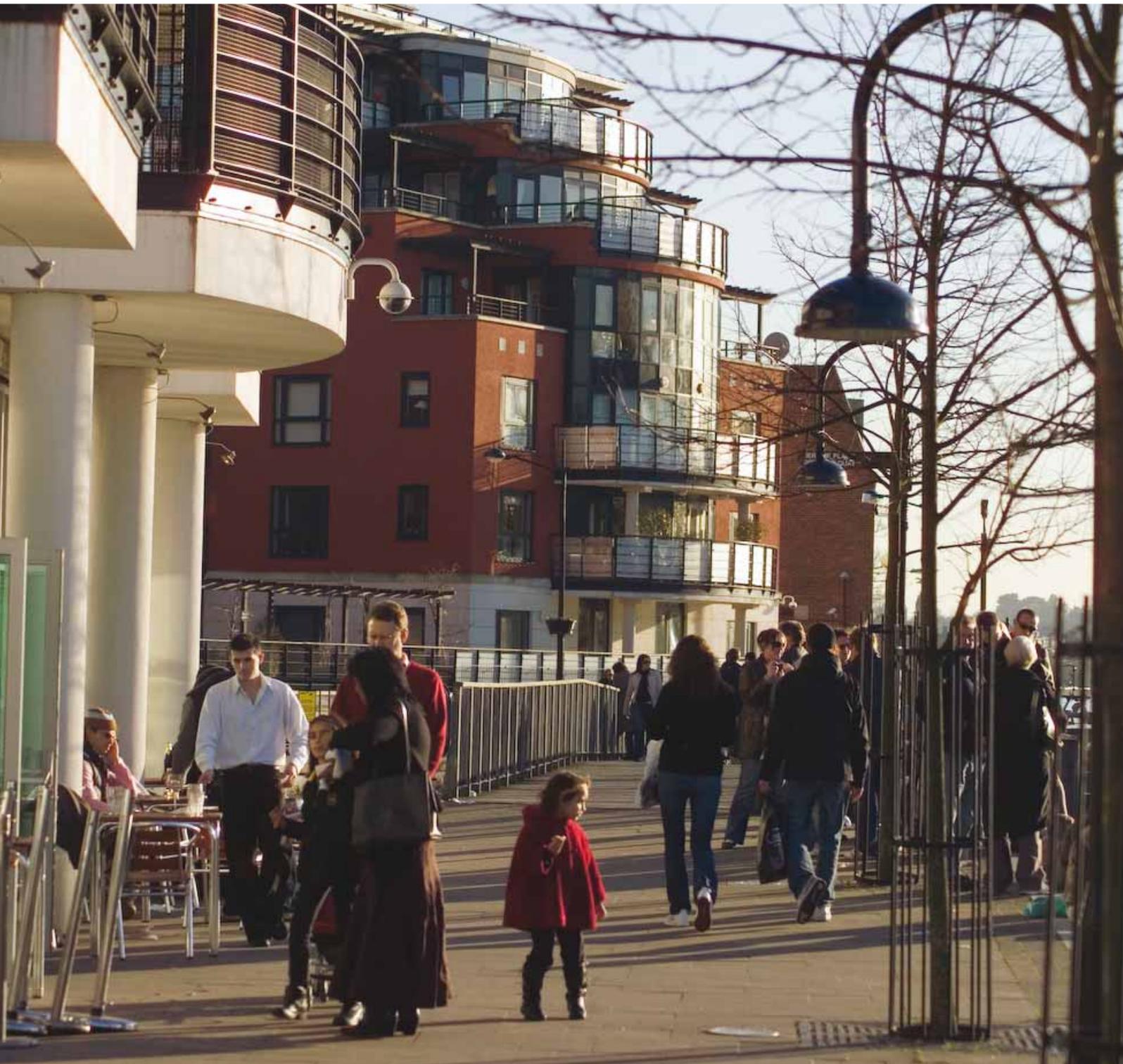


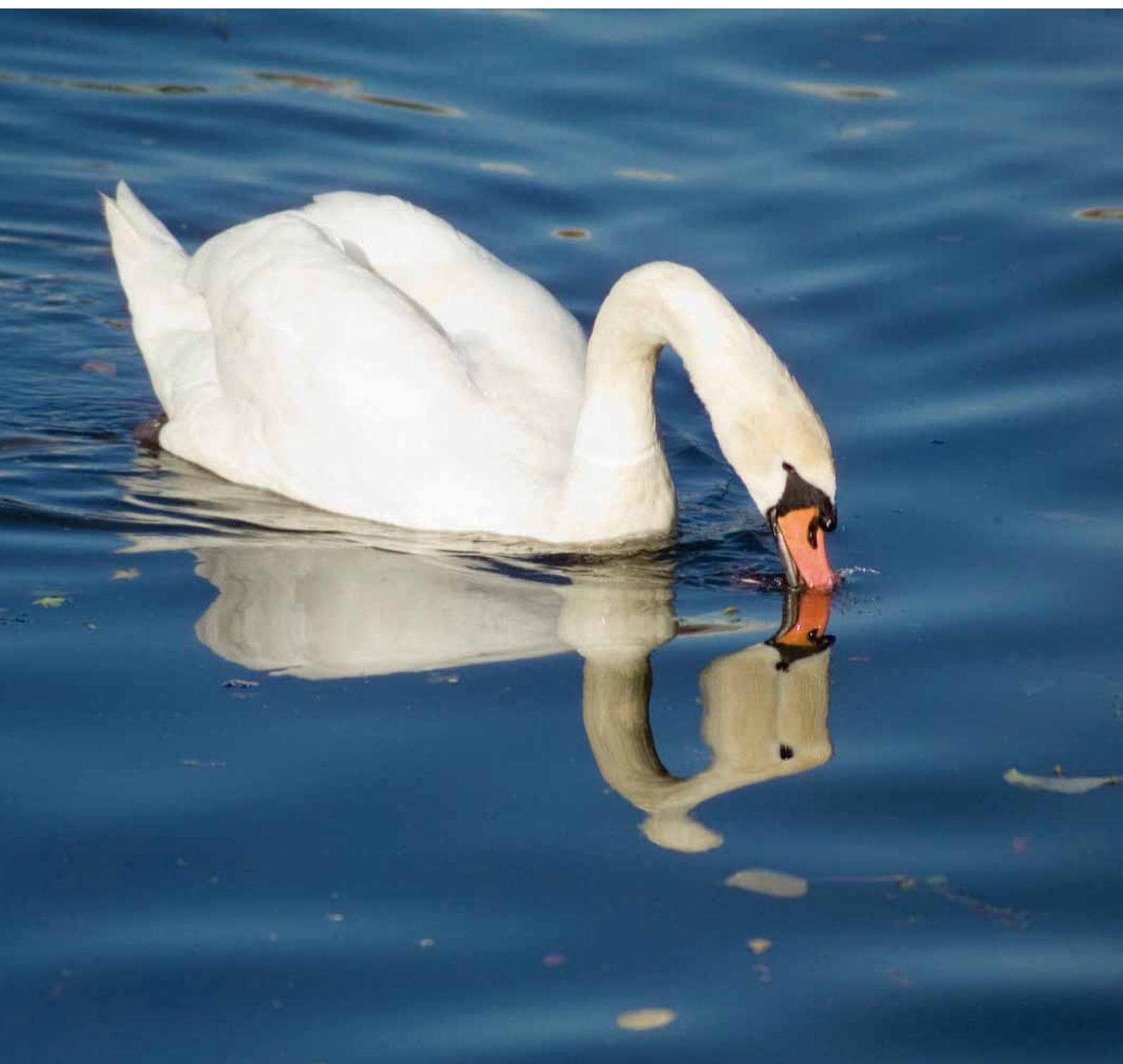
PART



CHARACTER
AREAS AND
PROPOSAL SITE
POLICIES



chapter **12** character areas
and proposal sites





Character Areas, Proposal Sites and Key Areas of Conservation

Character Area 1: Prime Shopping

- Proposal Site 1: Clarence Street North
- Proposal Site 2: Eden Quarter - South of Clarence Street

Character Area 2: South East

- Proposal Site 3: Eden Quarter - East of Eden Street & Ashdown Road
- Proposal Site 4: St James Area

Character Area 3: Eastern Approach

- Proposal Site 5: Cattle Market Car Park and Fairfield Bus Station
- Proposal Site 6: Kingfisher Leisure Centre, Kingston Library and Museum and open space
- Proposal Site 7: Former Fairfield Nursery Site

Character Area 4: Kingston Station and its approaches

- Proposal Site 8: 107-163 Clarence Street, Rear Yard, Former Empire Building and Station Buildings, Fife Road
- Proposal Site 9: North West Corner of Fife Road and Wood Street
- Proposal Site 10: Kingston Station
- Proposal Site 11: Quebec House

Character Area 5: Riverside North

- Proposal Site 12: Northern Riverfront – Bentalls Car Parks, Vicarage Road and Turks Sites

Character Area 6: Historic Core - Old Town Conservation Area

- OTCA 1: Historic Core

Character Area 7: Riverside South - Old Town Conservation Area

- OTCA 2: Riverside South
- Proposal Site 13: Bishops Palace House and 11-31 Thames Street

Character Area 8: High Street - Old Town Conservation Area

- OTCA 3: High Street

Character Area 9: Civic and Education

- Proposal Site 14: Guildhall 1, County Court and Bath Passage/ St James's Road Corner
- Proposal Site 15: Surrey County Hall
- Proposal Site 16: Kingston University

Character Area 10: North Kingston

- Proposal Site 17: Former Power Station and Electricity Sub Station, Skerne Road; Thames Water Pumping Station and the Barge Dock, Down Hall Road
- Proposal Site 18: Lok 'n Store Site, 12 Skerne Road
- Proposal Site 19: Kingston College and adjoining sites, Richmond Road, the Gas Holder Site and Kingsgate Business Centre and Printing Works, Kingsgate Road
- Proposal Site 20: Kingsgate Car Park and Richmond Road Frontage

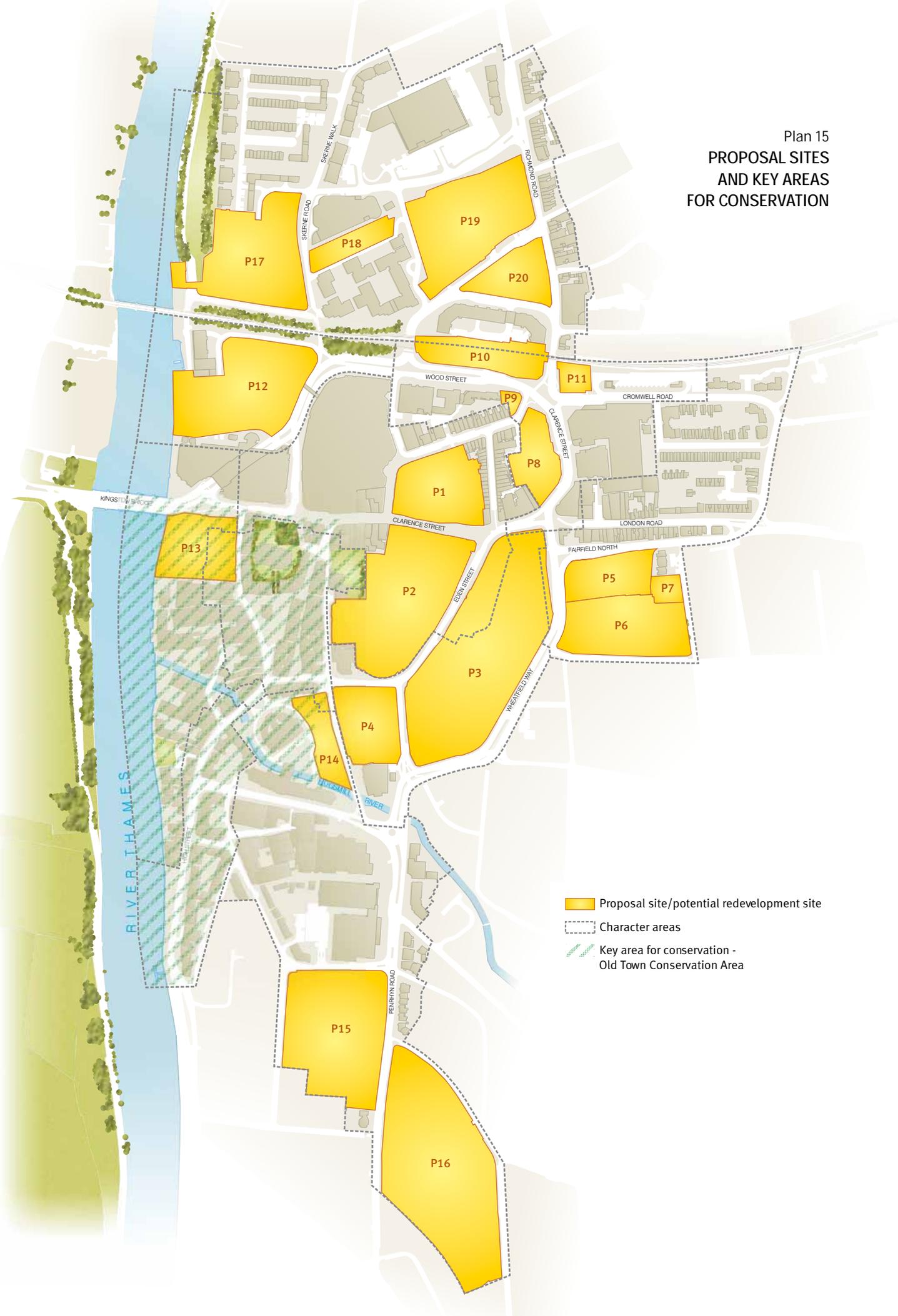
- 12.1 Townscape assessment has found that the grouping of land uses and built fabric forms a series of 10 sub-areas or character areas (Plan 14), each with its own identity:
1. Prime Shopping centred on Clarence Street
 2. South-east between Eden Street and the relief road, extending from Clarence Street southwards around to St James's Road
 3. Eastern Approach, including the Cattle Market car park, Fairfield bus station and the Old London Road area
 4. Kingston Station and its approaches
 5. Riverside North, including Bentalls car parks, the Vicarage Road and Turk's sites and the Turk's landing stage
 6. The Historic Core of the Old Town Conservation Area
 7. Riverside South within the Old Town Conservation Area
 8. The High Street area of the Old Town Conservation Area
 9. The Civic and Education Quarter, including the Guildhall complex, the Courts, Kingston College, Kingston University and Surrey County Hall
 10. North Kingston - north of the railway, between the river and Richmond Road
- 12.2 The attributes of each of these character areas have been analysed in terms of built fabric, experience, frontage quality and public realm (Plans 16 – 19). Significant new development is proposed in this AAP up to 2020 and it is important that proposals are considered within an overall townscape framework so that appropriate linkages, access, environmental and infrastructure improvements are provided. Development, design, movement and environmental objectives are set out for each character area to help ensure that new development reinforces or improves the quality and identity of each area. The objectives aim to build upon the positive qualities of each area and to improve any negative aspects.
- 12.3 Within the areas which have potential for significant change and improvement, this AAP identifies 20 Proposal Sites P1-P20 (Plan 15 and the Proposals Map). They are suitable for development to provide new or intensified town centre uses, to achieve the objectives set out for each character area and the vision and objectives for the town centre overall. Some are vacant and underused sites, with a poor quality environment, others have poor quality buildings, which would benefit from redevelopment and renewal. A few are within or close to the Old Town Conservation Area, where the emphasis is on respecting and enhancing the historic environment and environmental quality. Within the Old Town Conservation Area, which is a key area for conservation, there are three policies, one for each Character Area (Historic Core, Riverside South and High Street), which supplement Policy K11 which relates to the whole of the Old Town Conservation Area.



character areas and proposal sites

Plan 15
**PROPOSAL SITES
 AND KEY AREAS
 FOR CONSERVATION**

character areas and proposal sites



12.4 Out of the 20 Proposal Sites:

- P7, P9, P10, P15, P18 and P20 are carried forward from the UDP unchanged in area – they were all subject to a review of their continued appropriateness and thus represent appropriate development sites within the strategy proposed in this AAP.
- P1, P3, P8, P11, P12, P14 and P17 are carried forward from the UDP but with an expanded or reduced area following a review of their continued appropriateness
- P2, P4, P5, P6, P13, P16 and P19 are new sites.

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

12.6 For all Proposal Sites, planning applications for development will be determined in accordance with the provisions of the individual Proposal Site policy and all other relevant policies. Most development proposals, excepting some minor proposals, will require:

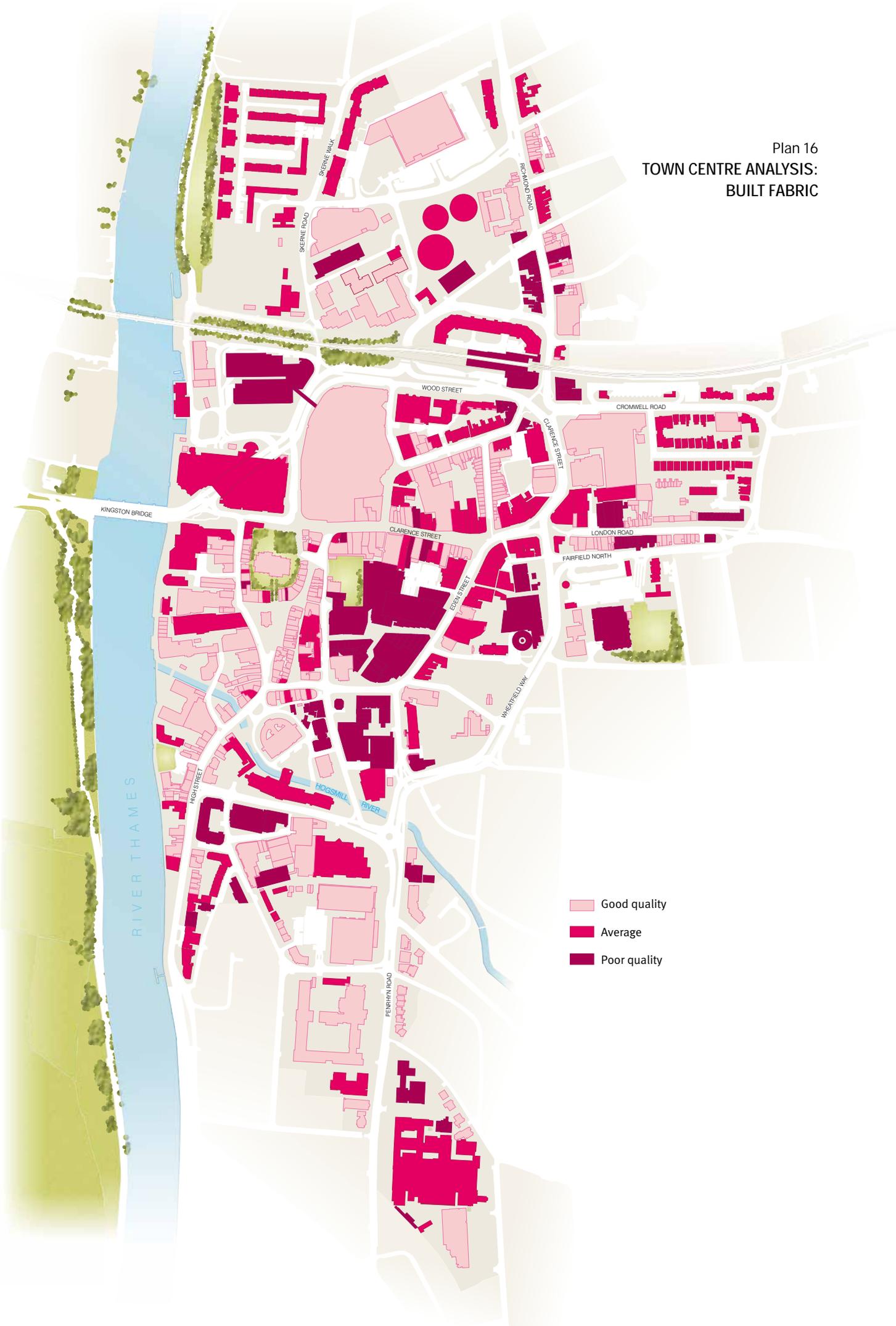
- Design and Access Statements (Policy K9)
- Flood Risk Assessment (FRA), taking account of the Strategic Flood Risk Assessment (SFRA) for Kingston town centre (Policy K24)
- Provision for SuDS (Sustainable Urban Drainage System), if appropriate, to ensure that runoff from sites is minimised (Policy K24)
- Archaeological investigation in the case of redevelopment

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

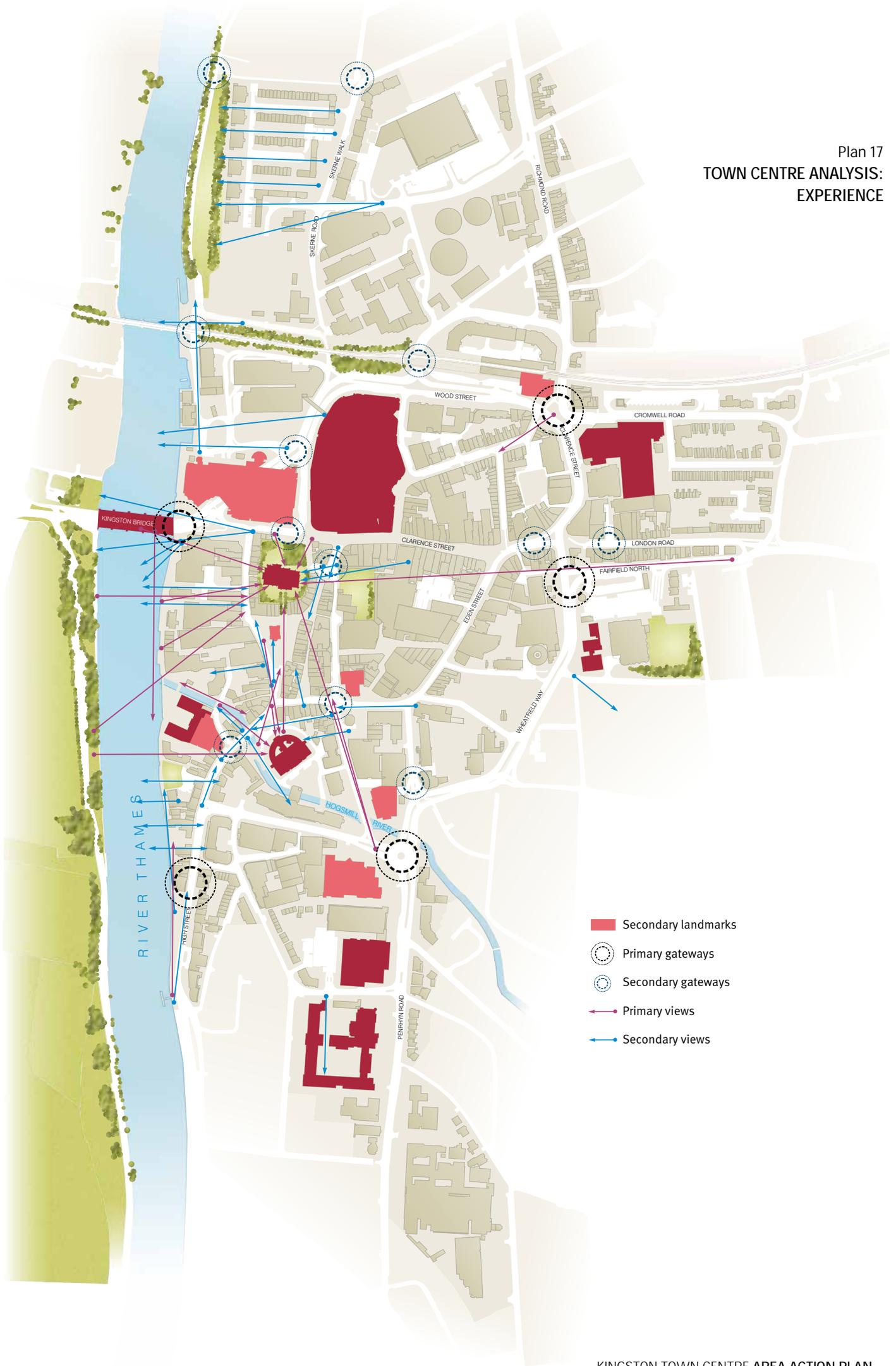
12.7 To avoid duplication, character area objectives relating to a specific Proposal Site are included in the Proposal Site policy. Public realm and open space improvements; locations for public art; gateway improvements; landmark sites and cycle route improvements referred to in this chapter are shown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

Plan 16
TOWN CENTRE ANALYSIS:
BUILT FABRIC

character areas and proposal sites



- Good quality
- Average
- Poor quality



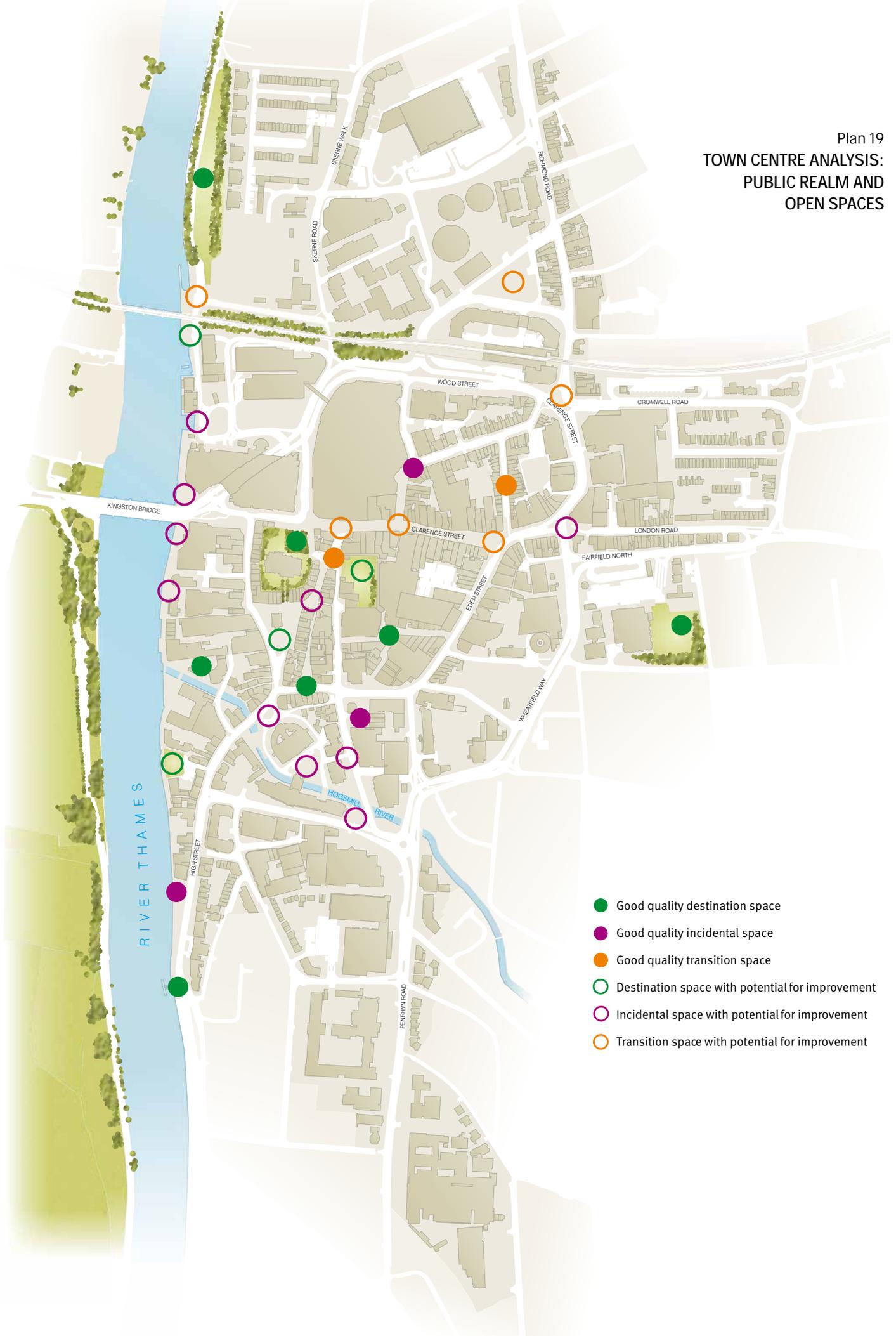
- Secondary landmarks
- Primary gateways
- Secondary gateways
- Primary views
- Secondary views

Plan 18
TOWN CENTRE ANALYSIS:
FRONTAGE QUALITY

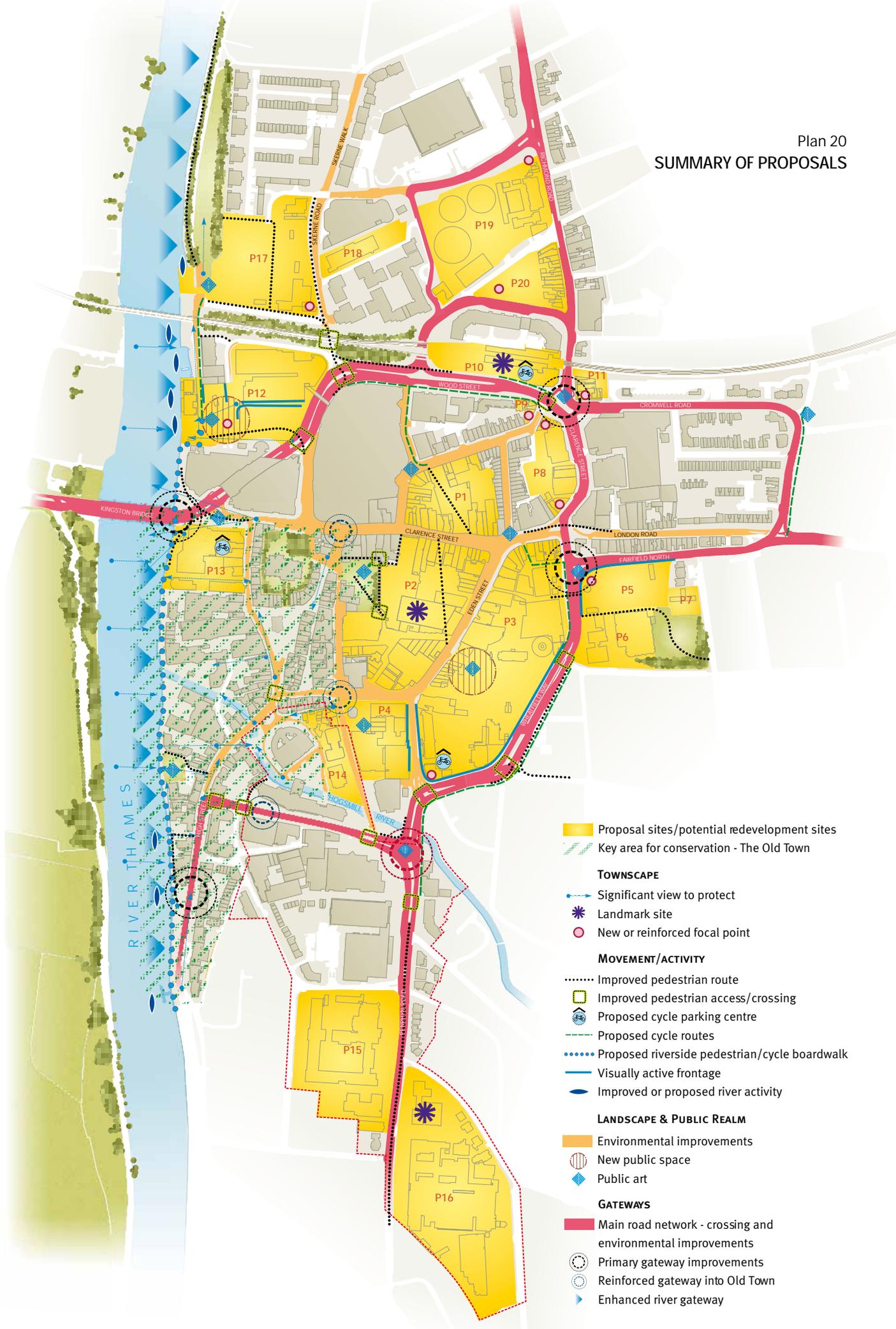


- **Pleasant:**
Relatively small units (10-14/100m)
Some diversity of function.
Some relief in the facades.
Relatively good detail
- **In between:**
Mix of small and large units(6-10/100m).
Some diversity of functions.
Only a few closed or passive functions.
Uninteresting facade design.
Somewhat poor detailing.
- **Dull:**
Large units with few doors (2-5/100m)
Little diversity of function.
Many closed units
Predominantly unattractive facades.
Few or no details.
- **Unattractive:**
Large units few or no doors
No visible variation of function.
Closed passive facades.
Monotonous facades.
No details, nothing to look at.

Plan 19
**TOWN CENTRE ANALYSIS:
 PUBLIC REALM AND
 OPEN SPACES**



- Good quality destination space
- Good quality incidental space
- Good quality transition space
- Destination space with potential for improvement
- Incidental space with potential for improvement
- Transition space with potential for improvement



- Proposal sites/potential redevelopment sites
- Key area for conservation - The Old Town
- TOWNSCAPE**
- Significant view to protect
- Landmark site
- New or reinforced focal point
- MOVEMENT/ACTIVITY**
- Improved pedestrian route
- Improved pedestrian access/crossing
- Proposed cycle parking centre
- Proposed cycle routes
- Proposed riverside pedestrian/cycle boardwalk
- Visually active frontage
- Improved or proposed river activity
- LANDSCAPE & PUBLIC REALM**
- Environmental improvements
- New public space
- Public art
- GATEWAYS**
- Main road network - crossing and environmental improvements
- Primary gateway improvements
- Reinforced gateway into Old Town
- Enhanced river gateway

CHARACTER AREAS 1 – 3: EDEN QUARTER

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



Character Area 1: Prime Shopping

- 12.9 The primary shopping area is focussed on Clarence Street and includes the Bentall Centre, John Lewis department store, Marks and Spencer stores and the Eden Walk shopping centre. It extends into the Market Place and along secondary frontages in Fife Road, Castle Street and Eden Street.
- 12.10 The area includes two Proposal Sites: P1 Clarence Street North and P2 South of Clarence Street, focussed on the Eden Walk shopping centre. Both have potential for retail led mixed use development and their capacity for additional development was assessed as part of the 2003 Retail Studies. Both sites are within the Eden Quarter Study Area (see para.12.8).
- 12.11 **Objectives**
- High quality mixed-use development including landmark shopping facilities to enhance the primary retail area (K1)
 - Public realm improvements to create a contemporary high quality pedestrian environment with improved permeability and links (K10 and K17) and active frontages (K9)
 - Improved servicing, with a preference for basement servicing in line with Policy K15
 - Removal of buses from Eden Street to a new bus station
 - Provision of Public Art (K10)
 - Enhanced cycle routes – a new cycle route along Fife Road and Dolphin Street and secure cycle parking (K18)
 - Reduction of service access from Clarence Street (K15)
 - Enhancement of the Castle Street Area of Special Character (K12)
 - Improve provision for community transport and shopmobility (K19)



Character Area 1:
Location Plan



POLICY P1: CLARENCE STREET NORTH

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

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

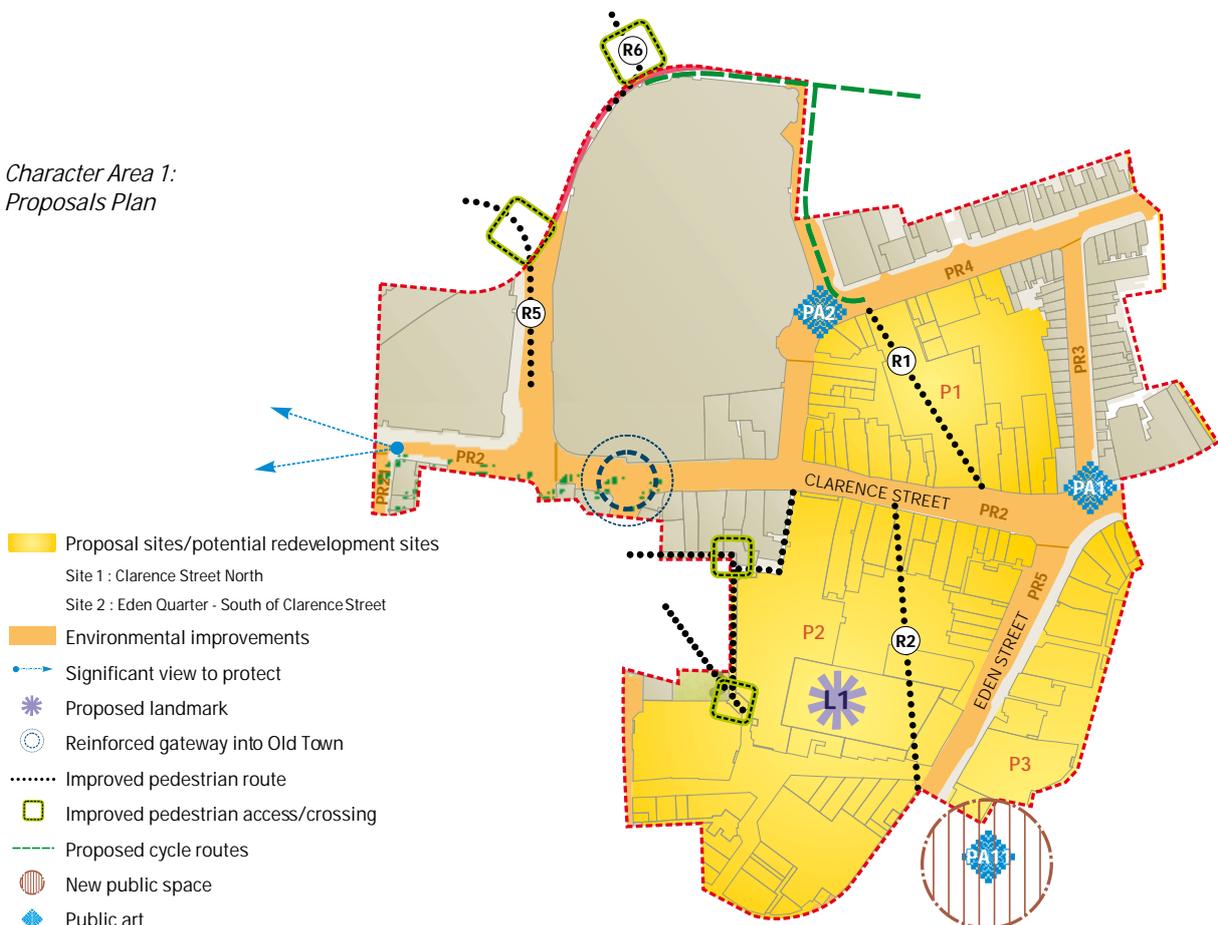
The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24.

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

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

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

Character Area 1:
Proposals Plan



POLICY P2: SOUTH OF CLARENCE STREET, EDEN QUARTER

(Refer also to Site P3 as these sites are linked)

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

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

The site is within Flood Risk Zones 2 (medium risk) and 3a (high risk) and development proposals should accord with Policy K24.



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

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

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

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

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



Character Area 2: South East

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

12.21 Objectives:

- High quality mixed use development, including landmark shopping facilities, new pedestrian streets and spaces (K1, K9 and K10)
- New bus station (K16)
- New car parking (K20)
- Secure cycle parking centre (K18)
- New cycle route along Wheatfield Way between Eden Street and Penrhyn Road (K18)
- Provision of public art (K10)
- Improvements to the environment of the relief road and crossings (K10)
- Active frontages (K9)
- Maintaining bus accessibility to the Guildhall area



Character Area 2:
Location Plan



POLICY P3: EAST OF EDEN STREET AND THE ASHDOWN ROAD SITES: EDEN QUARTER

(Refer also to Site P2 as these sites are linked)

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

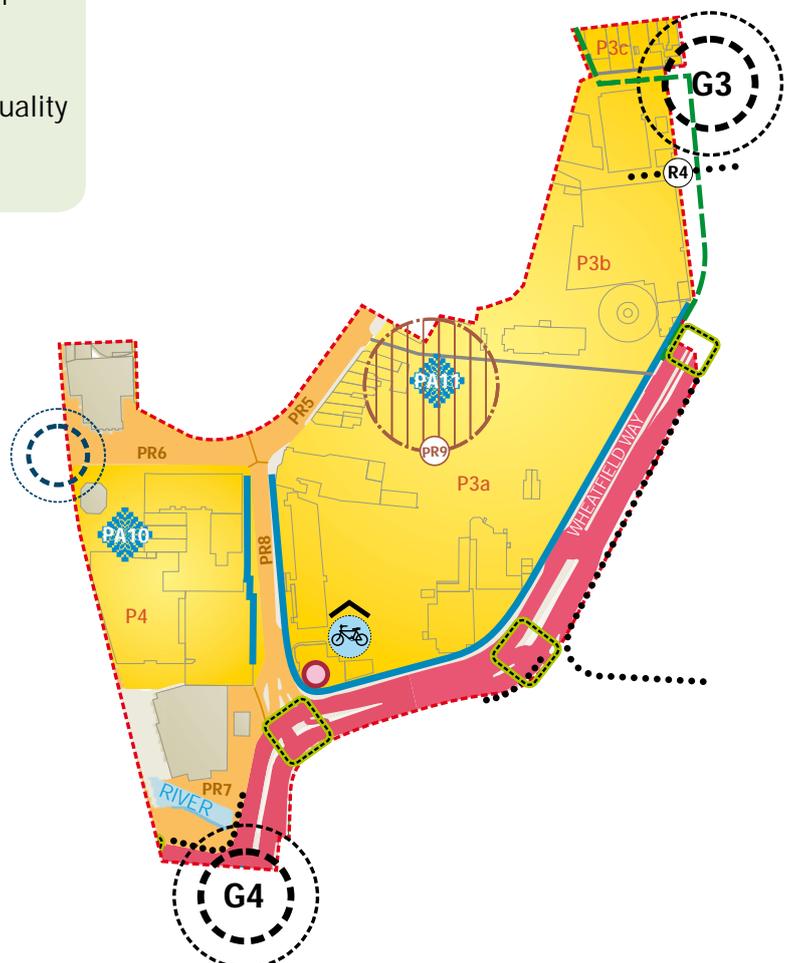
- The extension of the Primary Shopping Area onto the Ashdown Road sites P3a by the provision of high quality new comparison shopping facilities in an open street format, with a mix of shop sizes (Policy K1)
- Retail related A2 and A3 uses in line with the frontage Policy K2
- Residential including affordable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

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

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

Character Area 2: Proposals Plan

- Proposal sites/potential redevelopment sites
Site P3: Eden Quarter - East of Eden Street and Ashdown Road
Site P4: St James Area
- Environmental improvements
- Relief road/crossing improvements
- Visually active frontage
- Primary gateway improvements
- Reinforced gateway into Old Town
- ⋯ Improved pedestrian route
- Improved pedestrian access/crossing
- 🚲 Proposed off-street cycle parking
- Proposed cycle routes
- ⊞ New public space
- ◆ Public art



- 12.22 This is a large mixed-use site within the Eden Quarter Area (see para.12.8) comprising shops, offices, car parking, limited residential and the listed former post office and sorting office buildings. The quality of the environment and connections are poor.
- 12.23 Area 3a includes surface car parking areas, it has significant development potential and is in need of radical comprehensive improvement. It has the capacity to accommodate new shopping facilities through the provision of a new pedestrian shopping street extending the primary shopping area from Site P2 (Policy K1) to provide a major attraction and help to rebalance the town centre. The successful integration of new development with existing shopping facilities is crucial to avoid creating separate competing foci. Development proposals must take account of existing residential, including the Caversham House flats in Lady Booth Road and the need to safeguard amenity.
- 12.24 A new bus station will enable buses to be removed from Eden Street, where there is an unattractive environment for pedestrians and bus passengers and a high accident rate. It will provide better facilities for passengers, improve safety, cater for further growth in bus use and allow pedestrian improvements.
- 12.25 Site 3a offers the potential to relocate the existing service access to the Eden Walk Shopping Centre from Eden Street to Wheatfield Way to reduce heavy service traffic from the core and allow pedestrian and environmental improvements in Eden Street.
- 12.26 The listed former Post Office building occupies a prominent site at the corner of Eden Street and Ashdown Road. It is vacant but has recently undergone partial refurbishment. It is well suited to accommodate community uses, including arts/exhibition space. The vacant listed former sorting office/ telephone exchange building on the corner of Wheatfield Way and Ashdown Road may be affected by development proposals, given the need for a new bus station in association with new retail, which cannot be accommodated elsewhere in the town centre. Any such proposal would need to comply with the guidance and requirements set out on PPG15 Planning and the Historic Environment.
- 12.27 Area 3b has a poor quality environment, some poor quality buildings and poor pedestrian connections, particularly via Weston Park and Adams Walk. There is significant potential to upgrade the environment and accommodate a wider mix of uses through refurbishment or redevelopment.
- 12.28 Area 3c is a small prominent gateway site which has potential for redevelopment and enhancement. Redevelopment proposals (maximum five storeys for this small site) should include the whole block. In the short term, the Council will seek improvements to the rear of the block in Weston Park, a well used route into the centre (K10).



POLICY P4: ST JAMES AREA

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

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

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

Policy K24.

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



Character Area 3: Eastern Approach

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

12.31 Objectives

- Gateway, public realm and relief road improvements (K10)
- Improvements to parking and bus facilities (K16 and K20)
- Environmental improvements to the Old London Road Area of Special Character (K12) to attract more visitors, improve the vitality of the street and enhance the setting of the Listed buildings
- Enhanced arts and cultural facilities (K6)
- Provision of public art (K10)



Character Area 3:
Location Plan



POLICY P5: CATTLE MARKET CAR PARK AND FAIRFIELD BUS STATION

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

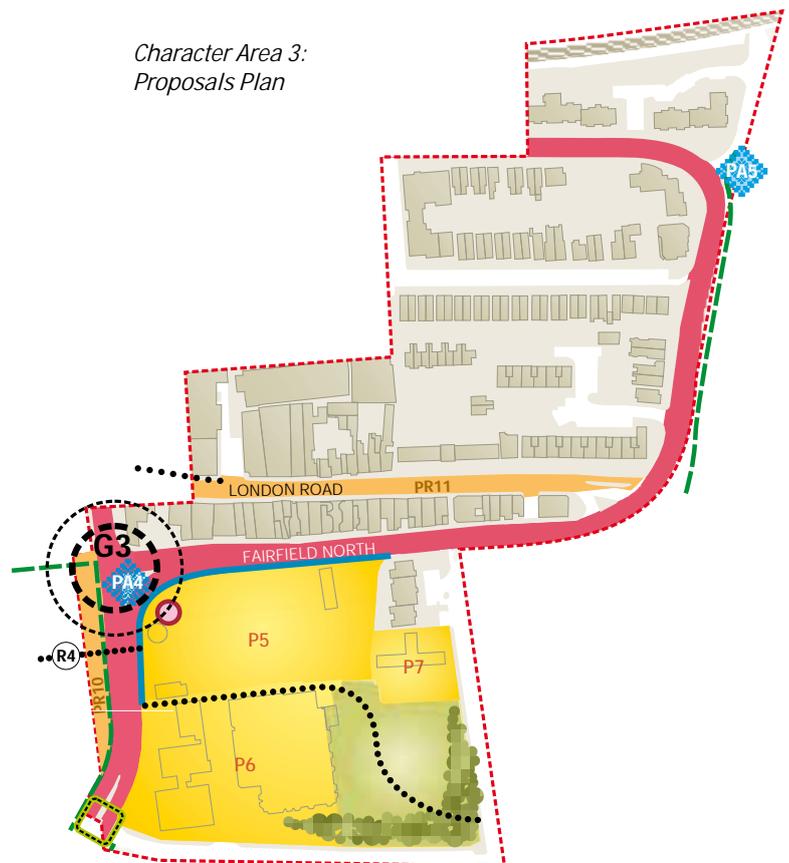
- Improvements to the Fairfield bus station (Policy K16)
- Improved car parking (Policy K20)
- Improved pedestrian links across Wheatfield Way to Adams Walk (Policies K10 and K17)
- Improved facilities for the Monday Market (Policy K3)
- Affordable housing (Policy K7)

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



Character Area 3:
Proposals Plan

- Proposal sites/potential redevelopment sites
Site P5: Cattle Market Car Park and Fairfield Bus Station
Site P6: Kingfisher Leisure Centre, Kingston Library and Museum and Open Space
Site P7: Former Fairfield Nursery Site
- Environmental improvements
- Relief road/crossing improvements
- Visually active frontage
- Primary gateway improvements
- New or reinforced focal point
- ⋯ Improved pedestrian route
- Improved pedestrian access/crossing
- Proposed cycle routes
- ◆ Public art



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

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

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

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

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

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



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



**POLICY P7:
FORMER FAIRFIELD NURSERY SITE**

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

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



Character Area 4: Kingston Station and its Approaches

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

12.37 Objectives

- Improvements to Kingston Station (K16)
- Mixed-use redevelopment to improve environmental quality
- Gateway, public realm and relief road improvements (K10, K15, K17, K19)
- Provision of secure cycle parking facility at Kingston Station and new cycle route along Wood Street (south side) between Clarence Street and Skerne Road (K18)
- Provision of public art (K10)



Character Area 4:
Location Plan



**POLICY P8:
107–163 CLARENCE STREET
INCLUDING THE REAR YARD
AND FORMER EMPIRE THEATRE
BUILDING AND STATION
BUILDINGS, FIFE ROAD**

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

- Retention and enhancement of the former Empire Theatre building (8b) for retail, retail related or A3/A4 uses on the ground floor with A3/A4 and D2 leisure uses above, residential is not an appropriate use of this building or site (Policies K1, K2, K6)
- Retail and retail related uses, either side of the former Empire Theatre building, in accordance with Policy K2, with B1 offices above (Policy K4)
- Redevelopment of the Station Buildings for retail and related uses with B1 offices or residential above (Policies K1, K2, K4 and K7)
- Redevelopment of the rear service yard and parking area (8a) to include servicing, parking and managed student housing with pedestrian access from Clarence Street and Fife Road and vehicle access from Fife Road (Policy K7)

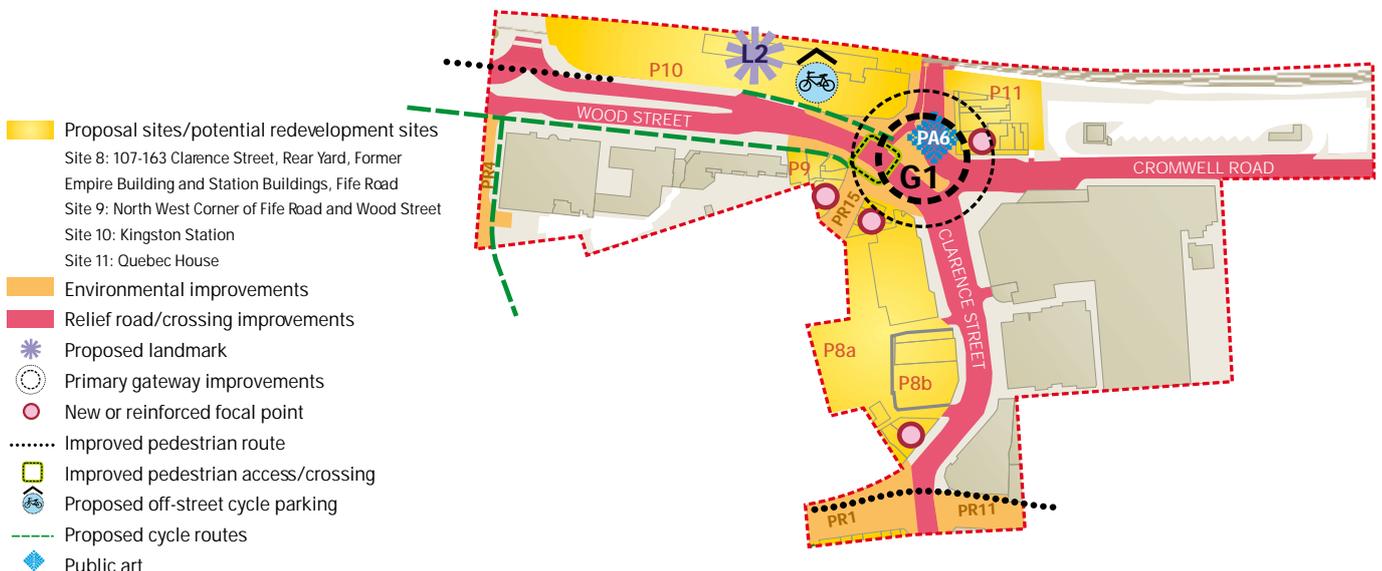
The site is within Flood Risk Zone 2 (medium risk) and development proposals should accord with Policy K24.

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

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



Character Area 4:
Proposals Plan



**POLICY P9:
CORNER OF FIFE ROAD AND
WOOD STREET**

The Council will pursue, with private sector land and property owners and developers, the comprehensive redevelopment for retail and retail related uses with residential or B1 offices/studio workspace above.

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

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



**POLICY P10:
KINGSTON STATION**

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

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

**POLICY P11:
QUEBEC HOUSE (2–10 RICHMOND
ROAD / 1–5 CROMWELL ROAD)**

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

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

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

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

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



Character Area 5: Riverside North

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

12.45 Objectives

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



Character Area 5:
Location Plan



POLICY P12: NORTHERN RIVERFRONT – BENTALLS CAR PARKS, VICARAGE ROAD AND TURKS SITES

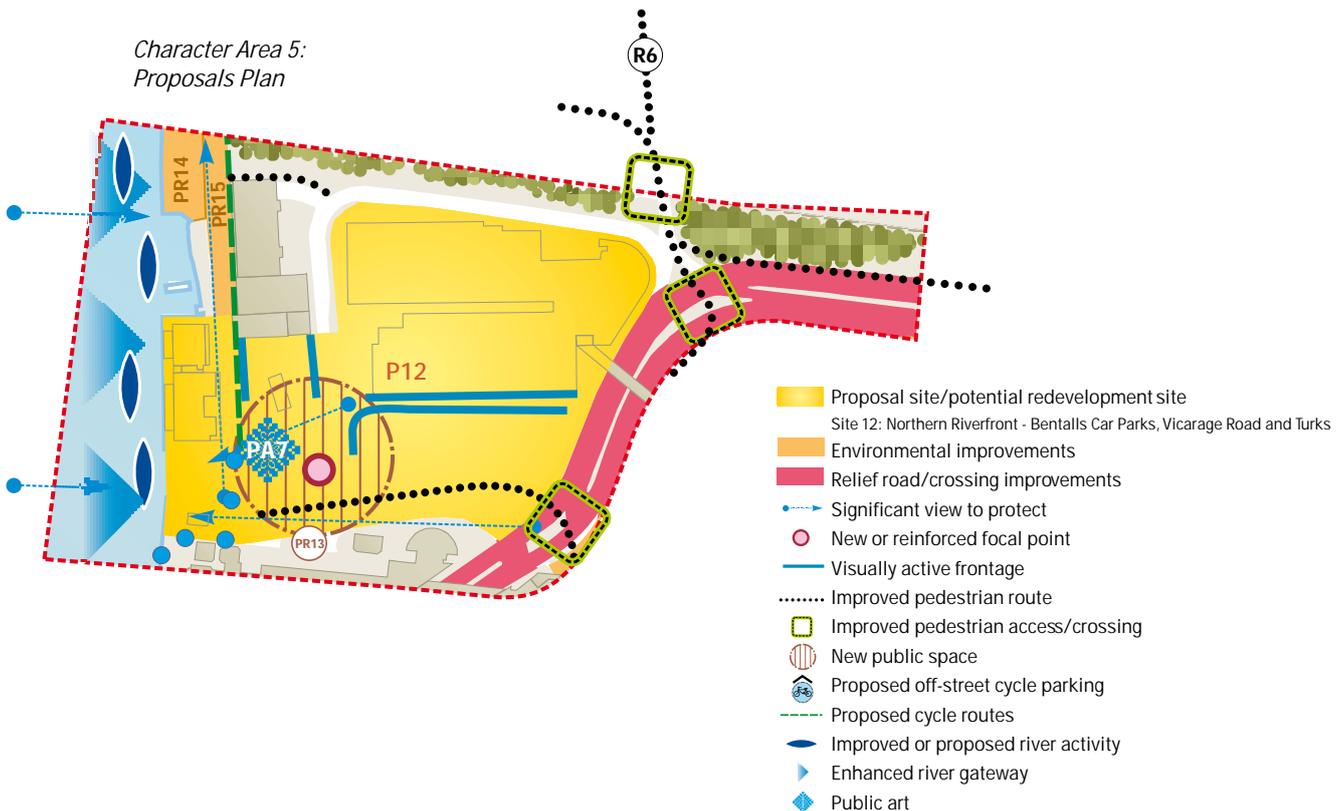
The Council will pursue comprehensive mixed-use redevelopment with private sector land and property owners and developers, excluding Bentalls A car park to provide:

- A quality, full service hotel with conference and banqueting facilities; residential including affordable housing; ground floor A1, A3 and A4 uses with active frontages; a new public space on the riverside, a high quality pedestrian route from Wood Street to the riverside; and public car parking (Policies K6, K7, K9, K10, K17, K20)
- High quality design
- A high quality public realm and frontage to the riverside, which is part of the Thames Path National Trail (Policies K9 and K13)
- Environmental enhancements to the relief road (Policy K10)
- Mooring facilities, including retention of the Turks landing stage for river boat passenger services and enhancements to those services (Policy K13)
- Ecological enhancements along the riverside, especially at Horsefair Quay (Policy K13)

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

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

12.47 Riverboat services add to Kingston's attraction and encourage visitors and tourism. There are some limited opportunities for ecological enhancement on the riverside quay to improve biodiversity.



THE OLD TOWN CONSERVATION AREA – CHARACTER AREAS 6, 7 AND 8

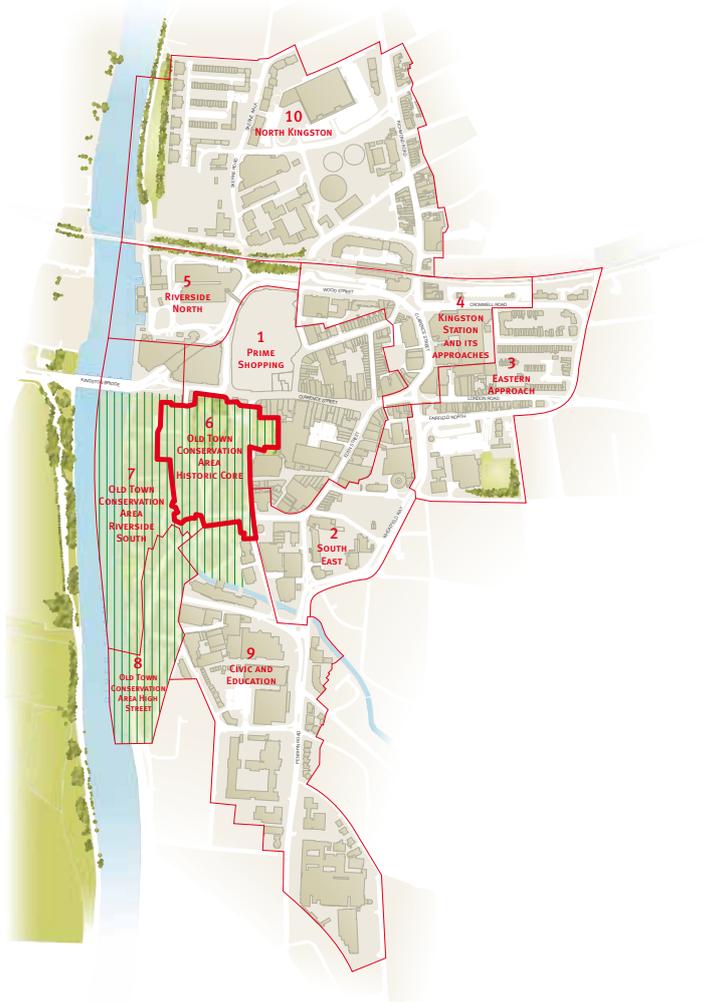
12.48 There is a policy for each of the three character areas that make up the Old Town Conservation Area to supplement Policy K11. The Council will prepare a Supplementary Planning Document to support this AAP and provide more detailed policies and proposals, based on the Old Town Conservation Area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

Character Area 6: Historic Core – Old Town Conservation Area

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



Character Area 6:
Location Plan



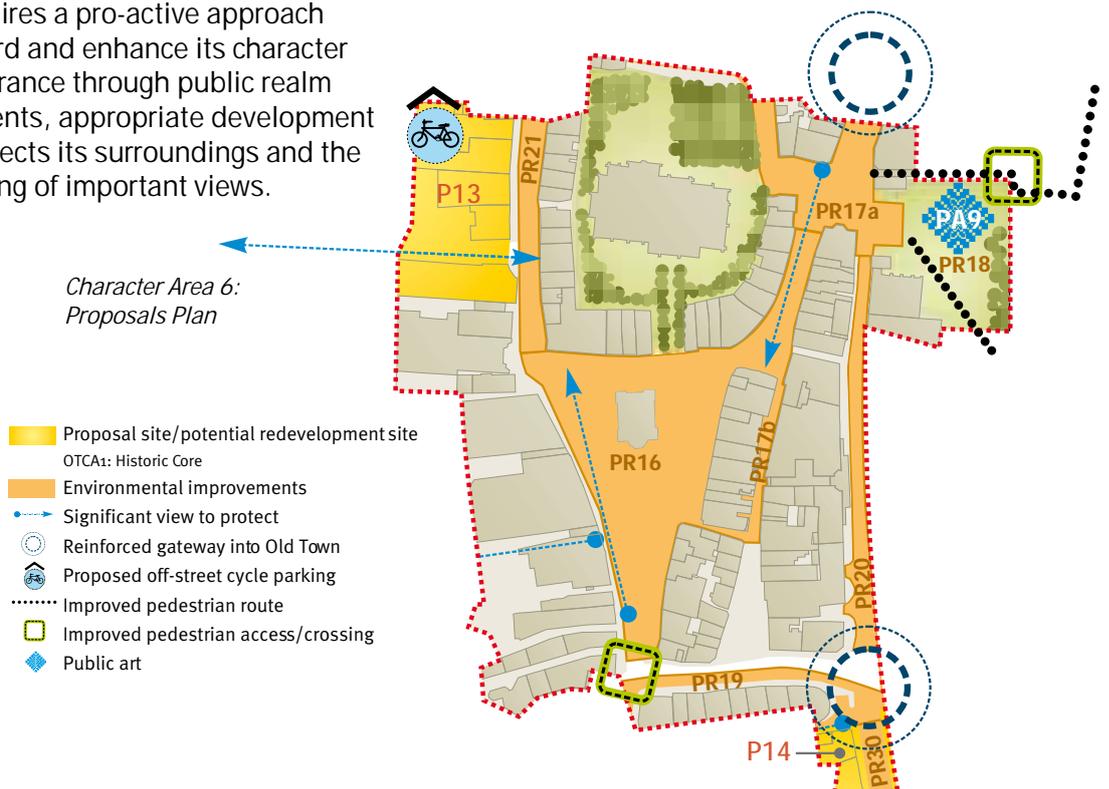
POLICY OTCA 1: HISTORIC CORE

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

- Enhance the role of the Market Place as Kingston's premier public space by implementing public realm improvements including repaving in high quality natural materials and alterations to its southern apex to improve traffic management and the environment and its trading role with a review of the layout and design of market stalls to increase trade and improve the setting of the Market House
- Implement a rolling programme of other public realm improvements in Bath Passage, Memorial Gardens, Union Street and Thames Street
- Improve the pedestrian links between the historic core and the riverside
- prepare a lighting strategy to enhance the settings of listed buildings, particularly key landmarks, trees and other elements
- Seek the provision of public art in Memorial Gardens (Policy K10)
- Safeguard important views within, from and to the Old Town including: views to the wider setting and the backdrop of views of All Saints' Church; within and from the Market Place, Memorial Square and the Apple Market, the series of views looking south along Church Street and the setting and backdrop of the Market House
- Encourage the use of upper floors above shops
- Resist the removal or alteration of shopfronts of merit and signage at the following properties:

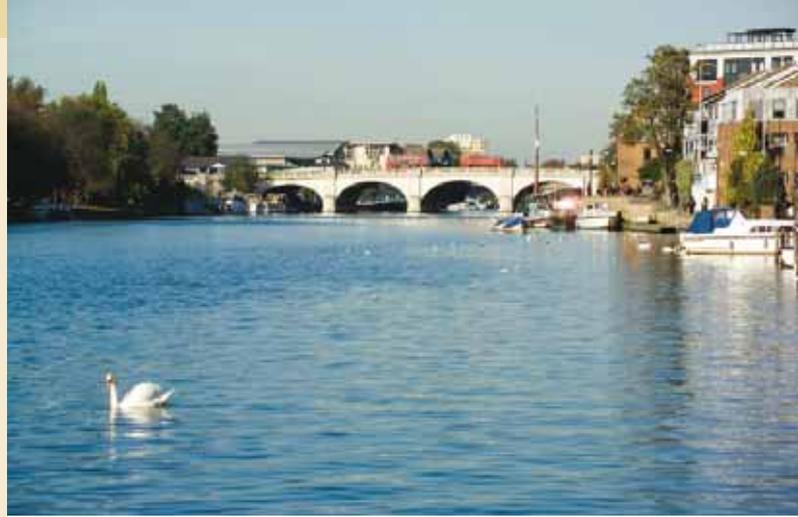
Market Place 1; 2; 3; 14; 15 – 16; 21; 22 – 23; 32 – 33; 36; 41
 Thames Street 15 – 17; 30 & 32
 Church Street 11; 21; 27 – 29; 6; 8; 14 – 16; 18 – 20
 Apple Market 3 – 5
 Eden Street 3, 18

12.50 The Historic Core is a very special asset which requires a pro-active approach to safeguard and enhance its character and appearance through public realm improvements, appropriate development which respects its surroundings and the safeguarding of important views.



Character Area 7: Riverside South – Old Town Conservation Area

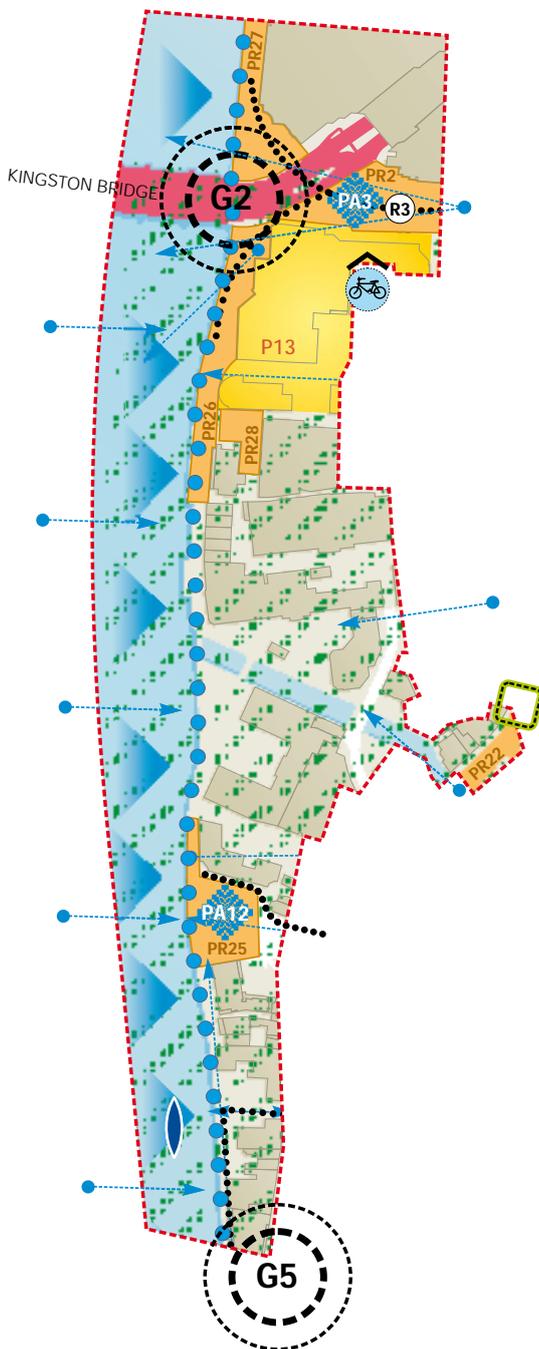
- 12.51 This part of the OTCA fronts onto the Thames and stretches from Kingston Bridge south to Town End Gardens and High Street. It has experienced the greatest degree of change over the past century, as trade and industry declined, and was replaced with redevelopment for residential and recreational use, including Bishops Palace House in the 1970s and Charter Quay in 2001. The area has a mix of uses with offices, residential, restaurants and bars, and the Minima Yacht Club and a mix of architectural styles.
- 12.52 The high density, mixed use Charter Quay development has been particularly successful in establishing itself as a riverside attraction and destination, adding to the centre's vitality by providing cafes, restaurants and bars, the theatre building, residential (200+ flats), a wetland area, a high quality public realm with a public piazza and the completion of the riverside walk from Kingston Bridge to Town End Pier.
- 12.53 The very attractive Kingston Bridge dates from 1828 and is Grade II* listed. It was widened in 1914 and 2001 and is a primary landmark from which there are extensive and panoramic views of Kingston's riverside. Next to Kingston Bridge is Proposal Site P13 Bishops Palace House which occupies a large footprint with a 50m river frontage.



Character Area 7:
Location Plan



Character Area 7:
Proposals Plan



- Proposal sites/potential redevelopment sites
- OTCA 2: Riverside South
- Site 13: Bishops Palace House and 11-31 Thames Street
- Key area for conservation - The Old Town
- Environmental improvements
- Relief road/crossing improvements
- Primary gateway improvements
- Significant view to protect
- Improved pedestrian route
- Proposed riverside pedestrian/cycle boardwalk
- Improved pedestrian access/crossing
- Enhanced river gateway
- Improved or proposed river activity
- Public art

POLICY OTCA 2: RIVERSIDE SOUTH

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

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

12.54 There is significant potential to enhance the riverside for recreation and leisure and to capitalise on Kingston's riverside setting.

POLICY P13: BISHOPS PALACE HOUSE AND 11-31 THAMES STREET

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

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

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

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



- 12.55 Bishop's Palace House, a large 4 storey, dark brick, 'castle like' monolithic building, occupies a key riverside site next to Kingston Bridge. It is an unattractive building built in the 1970s and typical of its period. It has poor quality visual and functional links between the riverside and the rest of the centre, via the narrow ramped passage from Clarence Street and via Bishop's Hall. The building has a mix of uses including retail, offices, a riverside restaurant and public house, nightclub and public car park.
- 12.56 There is potential for sensitive redevelopment and high quality contemporary architecture to provide mixed use development to enhance the attraction of the riverside as a destination; the approach to the town centre; the quality of riverside development; the riverside walk and public realm; as well as reinforcing local distinctiveness and enhancing the character and appearance of the OTCA and Thames Policy Area.
- 12.57 The site has potential for housing, to help meet housing needs. Retail uses will help maintain active frontages, whilst A3 and A4 uses, add to the attraction of the riverside. A replacement nightclub is not sought on this riverside site. Replacement public car parking is not sought as parking capacity is being consolidated in high quality public car parks outside the Motor Vehicle Restricted Area (K20). Replacement offices will help to maintain a balanced economy with a range of employment opportunities (K4).

Character Area 8: High Street – Old Town Conservation Area

12.58 This area includes the full extent of the High Street and the Guildhall area. The High Street is a secondary frontage with shops, restaurants and pubs, plus offices, flats and the theatre building. It has a range of building styles from 16th century vernacular through to the recent theatre. There are five listed buildings, plus the 12th century Clattern Bridge, a Scheduled Ancient Monument. The High Street acts as the southern gateway to the OTCA and the town centre from the Portsmouth Road.

12.59 The main change within the area has been the completion and opening of the Rose Theatre which will be a significant attraction.



Character Area 8:
Location Plan





POLICY OTCA 3: HIGH STREET

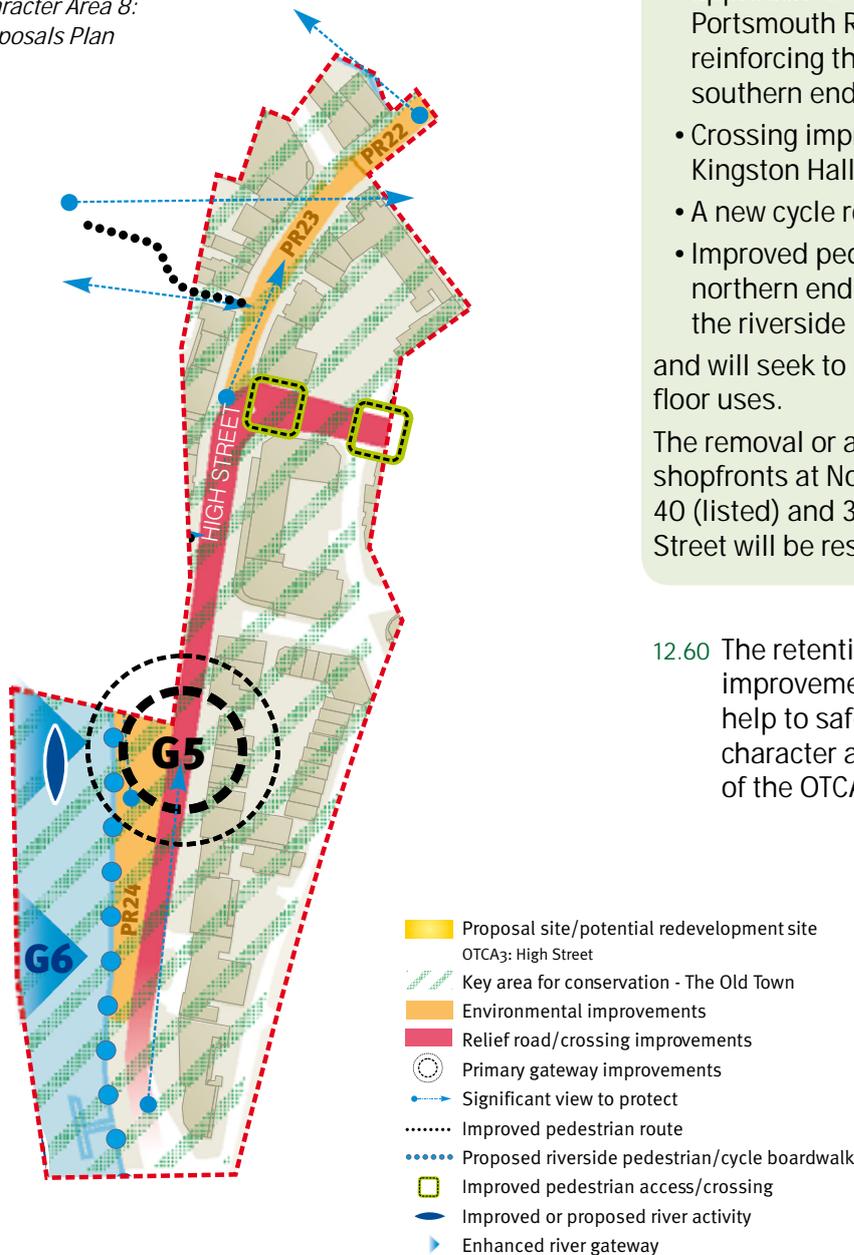
The Council, through its role in determining planning applications and through other initiatives will pursue:

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

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

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

Character Area 8:
Proposals Plan



12.60 The retention of a mix of uses and improvements to the public realm will help to safeguard and enhance the character and appearance of this part of the OTCA.

Character Area 9: Civic and Education

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

12.62 Objectives

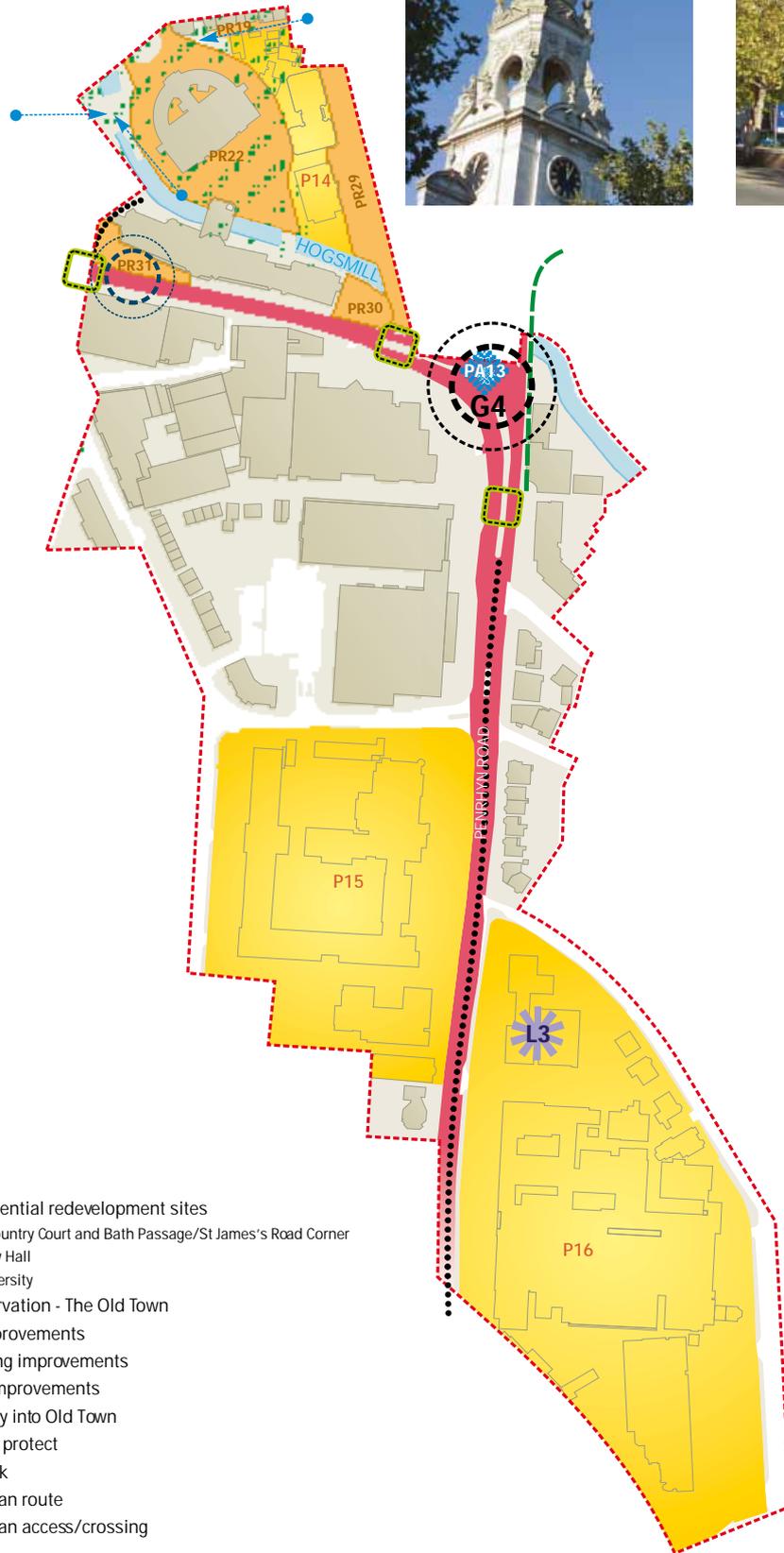
- Provide enhanced facilities for public administration; the Police; HM Courts; Kingston University and Kingston College (K5 and K8)
- Improve the 'gateway' approach to the town centre along Penryhn Road (K10)
- Environmental and public realm improvements (K10)
- Public Art at College Roundabout (K10)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



Character Area 9:
Location Plan



Character Area 9:
Proposals Plan



- Proposal sites/potential redevelopment sites
 - Site 14: Guildhall 1, Country Court and Bath Passage/St James's Road Corner
 - Site 15: Surrey Country Hall
 - Site 16: Kingston University
- Key area for conservation - The Old Town
- Environmental improvements
- Relief road/crossing improvements
- Primary gateway improvements
- Reinforced gateway into Old Town
- Significant view to protect
- Proposed landmark
- Improved pedestrian route
- Improved pedestrian access/crossing
- Public art

**POLICY P14:
GUILDHALL 1, COUNTY COURT AND
BATH PASSAGE / ST JAMES'S ROAD
CORNER**

The Council will:

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

Development proposals should respect the setting of the listed Guildhall, the related open space and the Old Town Conservation Area and provide appropriate landscaping to enhance the appearance of the area.

- An active frontage will be required in St James's Road and environmental improvements to St James's Road and Bath Passage
- Public toilet provision in Bath Passage should be improved or replaced in a convenient location nearby
- Vehicle access may need to incorporate secure access for prisoners
- A pedestrian route should be maintained across the Guildhall site to St James's Road
- The site is within Flood Risk Zone 3a and development proposals should accord with Policy K24

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

**POLICY P15:
SURREY COUNTY HALL**

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

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



**POLICY P16:
KINGSTON UNIVERSITY,
PENRYHN ROAD**

The Council will work with the University to secure:

- High quality redevelopment of outmoded buildings to accommodate University expansion and enhance its facilities, including landmark development of the Town House on the Penryhn Road frontage
- Upgrading through landscaping and environmental improvements, in particular, along the Penryhn Road approach to the town centre
- Secure cycle parking provision
- Improved pedestrian routes across the site

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

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



Character Area 10: North Kingston

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

12.67 Objectives

- Complete the regeneration of the area with high quality mixed use development, including residential, education, GP healthcare facility, offices, a hotel and community uses on Proposal Sites P17 – 20
- Linked public realm, riverside, gateway, pedestrian and cycle route improvements, including Skerne Road
- Retention and enhancement of the Richmond Road mixed use frontages
- Retention and enhancement of the listed Gala Bingo hall for leisure/entertainment use and the Grey Mare PH
- Public Art (K10)
- Review of traffic movements to see if circulation should be modified



Character Area 10:
Location Plan



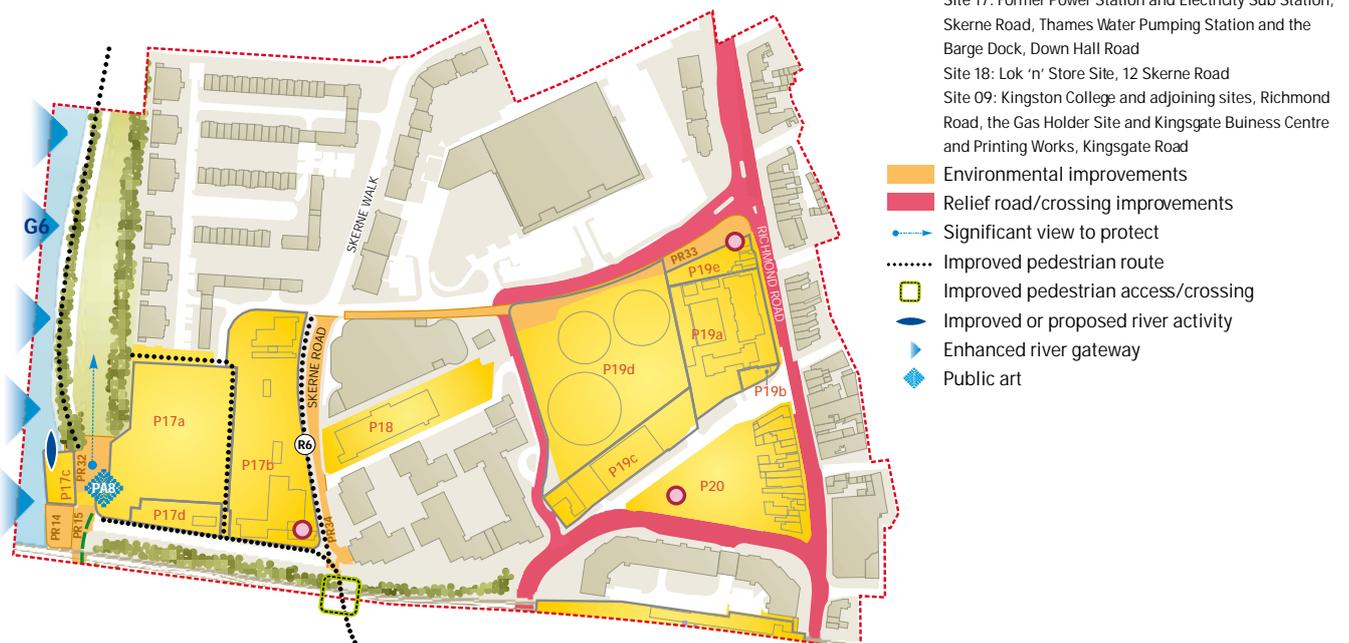
**POLICY P17:
FORMER POWER STATION 17a; EDF SUB-STATION 17b;
THE BARGE DOCK 17c AND THAMES WATER (TW) PUMPING STATION 17d,
SKERNE ROAD AND DOWN HALL ROAD**

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

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

The site is within Flood Risk Zones 3a and 3b (the functional floodplain) and development proposals should accord with Policy K24 and the SFRA.

Character Area 10:
Proposals Plan



- 12.68 This site comprises vacant land, the EDF sub-station, TW pumping station and the Barge Dock. It is a sensitive site within the Thames Policy Area, adjoining the Riverside North Conservation Area, Canbury Gardens which is MOL and the river which is a Site of Nature Conservation Importance. Development on site 17a should step back away from the riverside and Canbury Place housing, with the highest part of the building being on the south-east corner of 17a nearest the railway embankment. The building should relate well to Canbury Gardens and the building line should be set back to protect mature trees and avoid visual intrusion.
- 12.69 The provision of a quality, full service hotel is an important element of this AAP and proposals for this site (K6).

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

The Council will pursue the high quality redevelopment of this site with the private sector landowner to provide:

- Housing including affordable housing (Policy K7)
- An NHS GP healthcare facility
- Landscaped amenity and play space
- Basement car parking
- Secure cycle parking
- On-site recycling facility

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

- 12.70 Until recently, this site was occupied by an industrial warehouse building, converted for use for as a self storage facility. It has redevelopment potential to improve the appearance of the area and provide new uses. Planning permission was granted in 2006 for redevelopment to provide 125 residential flats, including affordable housing and a GP healthcare facility.
- 12.71 The height, massing and layout of the building should take its context from the adjoining multi-storey car park to the north and Royal Quarter housing to the south (4-9 storeys) and should complete the enclosure of the landscaped amenity squares on the Royal Quarter site.
- 12.72 In view of the history of past use in this area, development proposals will require a site investigation to assess whether the site is contaminated and what remediation measures may be required.

**POLICY P19:
KINGSTON COLLEGE (19a) AND
ADJOINING SITES (19b and 19e),
KINGSGATE BUSINESS CENTRE
AND PRINTING WORKS (19c) AND
THE KINGSTON GAS HOLDER
STATION (19d)**

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

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

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

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

- 12.73 The College facilities require upgrading (K8), which may require some 'enabling' development. The frontage building is a Building of Townscape Merit (UDP Policy BE8). The Health and Safety Executive have specified distances between gas holders and new development for health and safety reasons, which affects the development potential of the rear part of the Kingston College site and the Kingsgate Road sites.
- 12.74 Small sites adjoining Kingston College to the north and south have poor quality buildings and have potential for mixed use redevelopment. The Kingsgate Business Centre also offers potential for redevelopment and intensification to include replacement, upgraded B1 offices, with student accommodation above. However, this site is subject to the same HSE safety concerns as 19a due to its proximity to the gas holders.
- 12.75 The gas company have confirmed that there is no proposal to decommission the Kingston Gas Holder Station and that it will remain in use for at least 5 – 10 years. If the gas holder site does become available for development, a site investigation will be required to assess whether the site is contaminated and what remediation measures may be required.



**POLICY P20
KINGSGATE CAR PARK AND
RICHMOND ROAD FRONTAGE**

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

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

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

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

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

