



CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

Original Proposal To Designate



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**CONSERVATION AREAS
DESIGNATION DOCUMENTS**

KINGSTON OLD TOWN

- **Borough Planning Officer's Report**
To Planning Committee
10th July 1968
(and minutes)



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BOROUGH PLANNING OFFICER'S REPORT TO
PLANNING COMMITTEE.

CONFIDENTIAL

P/114

Wednesday 10th July, 1968.

CONSERVATION AREAS.

*Ignore
Council
minutes*

The Minister of Housing and Local Government, the Rt. Hon. Anthony Greenwood, has said that "An aspect of town planning which is receiving more and more attention is the kind of planning needed in order to preserve in a positive way the good things our towns already possess. It concerns not only single old buildings, but also the general visual qualities of historic towns, for the traditional English townscape is often just as enjoyable and as much worth preserving as the English countryside. The surest way to avoid conflict between the old and the new is to plan preservation and change together, keeping what ought to be kept and ensuring that what new development there is goes with it".

BACKGROUND TO CONSERVATION.

The Civic Amenities Act, 1967 which came into force on 27th August 1967, requires Local Planning Authorities to designate Conservation Areas - areas which are of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance and this designation is intended to be the mainspring of planning policy in the area, not a by-product of the planning process. There has been a growing concern nationally over the loss or deterioration of areas of urban quality. The designation procedures are simple and direct and will not result in complicated submissions to the Minister or lengthy public inquiries. Urban conservation will involve the continuous and active participation of local authorities with owners, traders and civic societies, and so implement one of the aims of the Town and Country Planning Bill and the Skeffington Committee, the greater involvement of the public in the planning process.

Towns are the subject of continual change, especially in the centres. It is here that renewal is accelerating. The centre may have been rebuilt many times in the past, but change has been piecemeal and gradual. New building was usually on the same scale as the old, so the effect on the aspect of the town was very gradual. This slow process has preserved much that is valuable; the street pattern and variety in the buildings lining them. Today, however, with a rapid population increase and with the impact of motor traffic, the pace of change is accelerating and the dangers to the historic centres are numerous. Many buildings have already been destroyed for progress; others ruined by the destruction of their environment. The scale of redevelopment is no longer compatible with that of the historic centres. Traditional design and the use of local materials is not possible with this new scale, and uncontrolled, it spells the ruin of our heritage areas.

Further, Lord Kennet, the Parliamentary Secretary, Ministry of Housing and Local Government, announced in April 1968, at the Conference in York on "Historic Towns and Cities" that five important new steps were being taken

by the Government to preserve historic buildings and architectural amenities:

1. An increase in grants for the repair of historic buildings from £450,000 to £550,000 a year.
2. The provision of additional money from the £10m. Land Fund to enable local authorities to buy and repair outstanding old buildings, and the use of the provisions in the Historic Buildings & Ancient Monuments Act, 1953 enabling the Minister to buy, repair, let and sell buildings of Architectural or Historic Interest.
3. An historic buildings bureau in Whitehall to act as an estate agent for listed buildings of Historic and Architectural Interest when commercial sales techniques fail.
4. An amendment to the Town & Country Planning Bill aimed at ensuring a high quality of architecture in new buildings in Conservation Areas designated under the Civic Amenities Act.
5. The preparation of a list of 50 outstanding buildings built between 1914 and 1939 for inclusion in the statutory protection list.

Planning now has a much more positive system of preservation with a combination of local administrative and financial measures which will enable all that is worth keeping to be retained and new buildings dovetailed into them in a way that looks good and is good to use. All functions concerned with historic buildings and planning are now under one head.

The existence of the problem has at last been recognised and this in itself is significant.

When towns have street patterns which possess the very qualities which are now recognised as the basis of good environment, it is the responsibility of Local Planning Authorities to identify the conservation areas with precision and to guard them with care. They nearly all make good townscape but their effect depends on subtle elements of scale and proportion, which can easily be ruined by injudicious road widening or even the removal of a single building.

CRITERIA FOR JUDGING TOWNS WHERE CONSERVATION IS NEEDED.

1. Town plan well preserved and usually based on a market place, sometimes enclosed by walls and gates.
2. Towns with historic bridge crossings and approaches where the character essentially springs from the siting. A market place often stretches away from the bridge and may form two elements of conservation.
3. Towns with water fronts, which may be sea or river, which are usually under considerable pressure. The river fronts are often of great historic interest and potentially of great amenity value. Very often the river has created this part of the town, but is now in economic decline and the town has turned its back on the river.
4. Town walls, ditches or gates.
5. Castle site or precinct well preserved.
6. Major ecclesiastical site or precinct well preserved.

Historic buildings are often sited in areas where traffic has increased and the neighbourhood has consequently declined. Planning of an improved environment near these buildings will have to bring in a social class willing to improve the buildings by restoration and maintenance. Although this will solve part of the problem, there may be a residue of buildings to which the community, through local or central government funds, will have to make some contribution towards the cost of retention. This in itself will increase the demand for these buildings.

DESIGN CRITERIA WITHIN CONSERVATION AREAS.

The design of any new buildings must be such that they enhance the view rather than disrupt it. The insertion of a new building in an old setting is primarily a challenge to the architect.

There are three levels of design:-

1. land use in conservation areas must be sympathetic and sensitive,
2. architectural sensitivity to surroundings must be shown by marrying up the new in scale, texture and height, by continuation of string courses, and by respecting the traditional solid and void appearance of existing buildings,
3. the treatment of surrounding spaces, ground surfaces, street furniture and outdoor advertising is important, particularly the retention or introduction of setts and cobbles, to give different textures and to channel pedestrian movement.

CONSERVATION AREA NO. I.

Using these criteria, one part of the Borough appears eminently suitable to be designated as a Conservation Area. It is also the most necessary area to be designated as development of a number of sites is imminent. It is the old mediaeval centre of Kingston, where the street pattern, the enclosed spaces, the passages, and the scale of buildings about them, produce its special character. It is essentially a town for people on foot, and the very gradual change in levels reinforces the pleasure of walking in the shopping centre. It is small in scale and intimate, and any major alterations in the height of buildings and their proportions will ruin the sky line and destroy the distinctive mediaeval quality which makes it an ideal foil to the larger-scale, regal character of Georgian Richmond, the next centre down river.

The Kingston Old Town Conservation Area has been prepared with the full co-operation of the officers of the Historic Buildings Division of the Greater London Council, following that Council's statement that they will welcome the enthusiastic use of the new powers to determine Conservation Areas, which should take in not only the best parts of the centre but should be generously defined to include all that contributes to the character of the town.

The boundaries of the Royal Borough of Kingston upon Thames Conservation Area No. 1, Kingston Old Town have been drawn with this in mind and are Kingston Bridge and Clarence Street on the north, Church Street, Union Street and St. James's Road on the east, Kingston Hall Road and South Lane on the south and the centre of the river on the west. The Area is shown on plan

highly selective and are confined to buildings of Special Architectural or Historic Interest. (BP/68/29 Exhibited). These buildings have, however, formed the starting point for the definition of the Conservation Area. Although the individual buildings are important, their settings are equally so. The fate of the historic buildings is largely dependent upon the maintenance of their environmental quality, which must be protected and enhanced or the character of the town will be lost for ever. It may be that all the buildings in the Conservation Area need not be preserved, but their size and proportions, their alignment and roof-lines, detailing, texture and colour, gives a particular quality to the environment and must be maintained in any redevelopment.

The river frontage, an integral and vital part of the Conservation Area, ^{will have} needs special attention. It is mentioned in the Thames-side Assessment prepared by the G.L.C. Department of Architecture and Civic Design, 1968, both in -

"Areas of Positive Environmental Significance"

KINGSTON.

From Teddington the Thames to Kingston is described as an idyllic stretch of river to Kingston railway bridge and then to Kingston road-bridge a short industrial reach with boatyards - all with continuous access to the riverside. At Kingston town centre there is considerable interest as narrow passages penetrate from the Market Square area down to the water. Great potential for relating a town core to the river.

QUEEN'S PROMENADE, KINGSTON.

This landscaped riverside park is a valuable amenity which could well serve as an example for the layout of other areas".

and in -

"Areas of Negative Environmental Significance"

KINGSTON BETWEEN KINGSTON ROADWAY BRIDGE AND THE BEGINNING OF QUEEN'S PROMENADE.

Although of some visual character, the general appearance of the outdated industrial area warrants redevelopment. This presents a unique opportunity to open the central area to the river and the river bank to the public".

GENERAL CONSERVATION OBJECTIVES.

1. To preserve intact the mediæval street and passage pattern. The intimate scale of the older streets and passages could easily be destroyed if the buildings lining them were replaced and new development were required to be set back to a standard building line. These streets and passages add essentially to the character of the town and are defined on the plan BP/68/29 as streets where widening should not take place and where existing building lines should be retained. All new buildings or additions within the Conservation Area will be expected to make a positive contribution to the design of the Area,

2. to ensure that all policies affecting the Conservation Areas are formulated with people uppermost, not cars, and with the realisation that intimate townscape can only be fully appreciated on foot and here "man must take precedence over the motor",
3. to ensure that the major road network is designed to accomplish this, by removing heavy and fast-moving traffic and parked vehicles. In this connection it should be noted that traffic conditions alone may be destructive of the architectural heritage even when the buildings themselves survive and are in good condition. It is not enough to by-pass the centre. It must be made inconvenient of access, so that only traffic destined for or originating in the Area will be tempted to travel within it and that traffic may have to accept delays and inconvenience of a kind not readily acceptable elsewhere. Vehicular access is inconsistent with conservation. In some cases it may be possible to arrange servicing from the rear as many of the backs of the properties have unsightly single-storey additions which can well make way for service courts. Failing that, servicing could be carried out outside the hours when the people use the buildings, a practice very much used on the Continent and increasingly over here. It is an effective method of allowing servicing where rear access is not possible to arrange but, it must be recognised, raises some difficulties in the timing of goods deliveries to shops,
4. to improve townscape wherever possible. This includes the removal of clutter occasioned by street lights, road signs and ^{parking meters} ~~billboards~~, many of which would disappear with the removal of cars, or their grouping and redesign,
5. to exercise planning control over the layout, scale and appearance of all advertisements to enhance the Conservation Areas,
6. to make Building Preservation and Tree Preservation Orders wherever necessary,
7. to take advantage of the grant powers of the Borough and the Greater London Council by assisting the owners with the restoration of their historic buildings, and possibly too, granting some form of rate relief on restored buildings to encourage the owners to carry out this work.
8. Development Control Policy.

The Council's development control policy will endeavour to ensure that alterations and additions to existing buildings will not harm the character of the area and every encouragement will be given to its enhancement. Similar considerations will also affect the Council's attitude towards advertisement proposals and changes of use. The design of any redevelopment will have to be in sympathy with its surroundings.

(a) Where it is deemed necessary, the designation of the Conservation Areas will be followed by the submission of an Article 4 Direction made under the General Development Order, 1963, to the Minister of Housing & Local Government, requiring express permission

before carrying out development which would otherwise be a "permitted development".

(b) Permission in outline form for development will not normally be given in the Conservation Areas and detailed plans showing the new development in its setting, with particulars of colours, materials, trees to be retained, etc., will usually be required.

(c) Advertisement signs, if found necessary, will need to be carefully designed for their purpose and setting and it is intended to follow the definition of the Conservation Areas by the submission of Areas of Special Control of Advertisements under the Town and Country Planning (Control of Advertisements) Regulations, 1960 & 1965.

(d) The list of buildings of Architectural or Historic Interest will be reviewed and, if necessary, a revised list will be submitted following the definition of an Area.

(e) The map shows open space and trees which should be retained for their valuable contribution to the character of the Area and, where necessary, Tree Preservation Orders will be made to ensure their retention.

It is appropriate here to remind the Committee of "Foot Streets in Four Cities", a study made in Dusseldorf, Essen, Cologne and Copenhagen which was referred to in report No. P.107 to the Planning Committee held on 24th April.

The study sets out the following conclusions:-

(a) The streets examined were important good and medium quality shopping areas and were exceedingly successful after the removal of traffic. From this it cannot be inferred, however, that a minor street can be turned into a thriving shopping precinct by the same method. Car parking facilities must be adequate and related to the precincts, i.e. within 5 minutes walk.

(b) The lack of rear servicing does not prevent the removal of traffic provided that convenient and adequate periods are allowed for deliveries.

(c) There is little evidence that alternative and nearby routes must be provided to take the displaced traffic. In the Copenhagen example, over 60% of the traffic displaced did not re-appear in the surrounding area and indeed only 20% was noticed in immediately adjacent streets.

(d) There was conclusive evidence that the creation of a traffic-free shopping area increased the turnover in the retail shops by up to about 30%. The increase seemed to begin as soon as the precinct was created but was more marked after the levels were adjusted by repaving.

(e) There was a considerable increase in the number of shoppers using the "foot streets" and tourist capital was made out of their existence.

(f) The shopkeepers in all four cities had strongly resisted the proposed closures but once in operation the majority were in favour.

(g) With regard to servicing over the pavements the times must be clear-cut, well publicised and easily understood. The servicing period varied but servicing in all four cities finished by 11 a.m. In general the shopkeepers did not find it difficult to adjust to the revised pattern of deliveries.

No police action was found necessary to enforce the time limits.

- (h) Only one disadvantage of the system was reported and that was the adverse effect that street closure for limited periods had on wholesale premises.

To sum up, the vast improvement in shopping environment created by the closure itself, without any of the attendant economic benefits, is sufficient justification. The comfort, lack of traffic noise and fumes, the complete safety and well-being realised by these comparatively simple means is one of the significant urban developments of today.

The plan for the Kingston Central Area Redevelopment Scheme has resolved the conflict between people and cars in favour of a satisfactory environment. Amongst the main principles for redevelopment, set out in the Analysis of Survey and Explanation of Proposals which accompanied the Written Statement, are those "designed to create safe shopping areas from which traffic will be progressively excluded, to preserve the Market Area and progressively remove traffic from it, and to establish a "Master Design" for the broad future pattern of buildings, roads and open space areas of the centre as a whole".

Within this Design, Conservation will take the following form:-

- (1) The Old Town Area to be freed from vehicular traffic as far as possible and the streets adjusted to the needs of pedestrians by removing kerbs and making continuous levels, etc.
- (2) Public access to the river front to be extended and improved within the Conservation Area.
- (3) Adequate car parking to be provided on the fringe of the Conservation Area.
- (4) Through traffic to be removed.

The numerous roads which encircle the town centre will enable traffic to be removed from the Area and will give speedy and direct access to the car parks.

- (5) The general aim to be the preservation of all listed buildings and others which contribute to the present character of the Conservation Area and that these buildings should set the scale and environmental character of any new development.

RECOMMENDED:

- (1) That the Report be adopted by the Council for the purposes of public discussion and that it be reconsidered in the light of any observations received prior to formal designation of the area.
- (2) The Greater London Council be informed of the action proposed. ✓

K. M. BEER.

Sent copy of Plan
23/11

367. CONSERVATION AREAS.

Consideration was given to a report of the Borough Planning Officer on conservation areas.

The report, No.P.114, which has been circulated to all members of the Council, recalled that the Civic Amenities Act, 1967, required local planning authorities to designate conservation areas. The report also referred to the criteria for judging where conservation was needed and the design criteria within conservation areas.

Using those criteria, one part of the Borough appeared eminently suitable for designation as a conservation area. That was the old mediaeval centre of Kingston upon Thames which, it was proposed, should be designated the Royal Borough of Kingston upon Thames Conservation Area No.1. The area was bounded by Kingston Bridge and Clarence Street on the north, Church Street, Union Street and St. James Road on the east, Kingston Hall Road and South Lane on the south, and the centre of the river on the west, and was more particularly defined on the plan submitted.

The report outlined the general conservation objectives which, the Borough Planning Officer stated, did not in any way conflict with the proposals in the Kingston upon Thames Comprehensive Development Area scheme.

RECOMMENDED that (i) the report be adopted for the purposes of public discussion and that it be further considered in the light of any observations received prior to the formal designation of the conservation area; and (ii) the Greater London Council and other appropriate authorities be informed of the action proposed.

368 TOWN AND COUNTRY PLANNING ACT, 1962 - SECTION 36:



CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **Planning Committee Report**
17th October 1968
(and minutes)



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PLANNING COMMITTEE.

17th October, 1968.

CIVIC AMENITIES ACT, 1967.

CONSERVATION AREA No. 1.

The Borough Planning Officer wishes to report that, following the instructions given in Minute No. 367/7/68, public comment on the proposal was invited and a very good response was obtained by displaying the documents in all the Corporation Libraries. The attention of the public was drawn to these displays in the "Surrey Comet", which also gave a full report on the Conservation Area and carried a leading article.

As a result of this publicity, 59 people responded in the libraries, 3 of whom were against the proposals and 56 were in favour. 3 people have also written in to the Borough Planning Officer, all of whom were in favour of the proposals.

Analysis of the favourable comments has revealed that certain aspects of the proposals have made a particular impression, and these are set out later. In general, however, the Council was commended for its action, which people hoped was not too late. It was suggested that more buildings should be 'listed' in order to prevent Kingston becoming just like every other town.

The speed and volume of traffic using the shopping streets was causing concern, as was the congestion on the approach road to Eden Walk. Attention was drawn to the needs of the elderly and handicapped in the pedestrian shopping streets, and one person particularly commended the Memorial Gardens as the only green oasis in the Kingston shopping area and hoped that the proposal would prevent incursions on to it.

A suggestion was also made that the Area should be extended northwards to the power station, to take in "Steadfast" and the Barge Walk. More public mooring and landing facilities were asked for, in conjunction with opening up the river frontage.

The silhouette of the Parish Church was mentioned, especially in its relation to the avenue leading up to Hampton Court. I shall report separately on this later.

The particular points on which many people felt strongly were as follows :-

1. That people must take precedence over cars in the Area,
2. That local traffic only should be allowed in the Area,
3. That the Market Place, Thames Street and Church Street should be closed to traffic at once and servicing be carried out outside shopping hours because of the danger to pedestrians and the general deterioration of the environment,
4. That much greater use of and access to the river should be provided and eyesores removed, and
5. That great concern was felt about the effect that the river section of the ring road would have on the use, enjoyment and visual quality of the river.

The following observations have been received from official bodies :-

/Continued

- (a) The Greater London Council informally welcomed the proposal. Their Parks Department felt that the Queen's Promenade might be included in the Area.
- (b) The Consultative Committee on Thames-Side Planning welcomed the proposal.
- (c) Richmond Council's Planning Committee welcomed the designation.

The views of the Kingston Chapter of Architects and the Kingston Civic Society, although known to me, have not been formally received, and I shall report on these at the next meeting. No recommendation is, therefore, appended to this report.

K.M. BEER.
BOROUGH PLANNING OFFICER.

17th October, 1968

- 11 -

PLANNING COMMITTEE

PART 'C' continued.

7. Conservation Areas (Minute No. 367/10/68)

To consider a report of the Borough Planning Officer on observations received on the proposal to designate the area bounded by Kingston Bridge and Clarence Street on the north; Church Street, Union Street and St. James Road on the east; Kingston Hall Road and South Lane on the south; and the centre of the river on the west as a conservation area. (Report No. P/126 herewith on pink paper.)

Members are asked to refer to the Borough Planning Officer's earlier report No. P/114 (circulated with the Agenda for the meeting of the Committee on the 10th July 1968).



CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **Planning Committee Report**
30th October 1968
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PLANNING COMMITTEE.

30th October, 1968.

CIVIC AMENITIES ACT, 1967.

CONSERVATION AREA NO. 1.

At the meeting on 17th October the Borough Planning Officer reported on the comments received on Conservation Area No.1. Six further comments have been received in the Borough Libraries supporting the proposal.

The views of the Kingston upon Thames Chapter of Architects, the Kingston Civic Society and the Kingston Chamber of Commerce are set out below:-

1. KINGSTON UPON THAMES CHAPTER OF ARCHITECTS:

(i) The Chapter Committee were impressed with the intentions of the Conservation Plan and were, in the main, in agreement with the proposals.

(ii) They wished the area to the north of Kingston Bridge up to the Railway Bridge and eastwards to Thames Street and Bentalls' Garage to be included in the Conservation Area, as it is one of the few parts of the town directly connected to the river frontage, where commercial and recreational uses mingle. It affords people ample opportunity to enjoy the river and its associated amenities - boats, boathouses and fishing.

COMMENT: The present boundaries were given very careful consideration before being drawn. However, in the light of the comments and the rephrasing of the ring road the area north of the bridge will be examined on its merits as a possible further Conservation Area. It is recommended that the existing area be approved without the delay which reconsideration would occasion.

2. KINGSTON CIVIC SOCIETY:

(i) The Society is in complete agreement with the south, west and east boundaries of the Area but wish the northern boundary to be moved to Water Lane. They consider the part between this Lane and the Bridge to be an integral part of the Area.

COMMENT: See reply to the Chapter of Architects on this point.

(ii) In this extension northwards they ask that

- (a) the street pattern should be preserved,
- (b) new buildings should be in scale with the area as a whole,
- (c) the wharves and boat moorings on the river bank should be retained and adequate parking be provided nearby,
- (d) Turk's boat yard be retained as long as possible and rebuilding when necessary should be sympathetic in character and scale to the present building, as should the rebuilding of "The Outrigger" and "The Row Barge", also the small group of terrace houses alongside Turk's.

COMMENT: These points will be taken into consideration when further areas are examined to see whether they are suitable as Conservation Areas or for some other form of treatment.

(iii) That the proposed road from Kingston Bridge running north-eastwards across the area north of the bridge be moved eastwards along Clarence Street thereby reducing the gradient and the disruption in this particular part of the area.

COMMENT: It will be necessary for the road proposals in the C.D.A. to be examined by the Highways and Works Committee in connection with the effects of the rephasing and no doubt they will bear this point in mind. This Committee will have an opportunity of examining any revised proposals.

(iv) That the creation of a major traffic route south of Kingston Bridge parallel to the river will prevent public use and enjoyment of the river frontage as it will effectively cut off all reasonable communication between the Parish Church precinct, the Market Place and the river front. The Society's suggested solutions have been forwarded to the Borough Engineer and Surveyor.

COMMENT: The necessity to ensure that special regard is paid to the treatment of the river frontage and its development for public use and enjoyment was stressed in my report P/114. In the preparation of the details of the road proposals contained in the Approved C.D.A. Plan due consideration will have to be given to the amenity and recreational use of the river frontage. Public access between the river and the town must also be taken into consideration and in view of the great emphasis now being placed on development of the River Thames as a tourist attraction and as a source of existing and potential amenity and recreational value, together with the period of time which has passed since the proposals were submitted to the Minister, no doubt the Highways & Works Committee will bear the suggested solutions in mind.

3. KINGSTON CHAMBER OF COMMERCE:

(i) Is the Conservation Area compatible with the redevelopment proposed in the C.D.A. plan, particularly the stretch of river frontage which will be affected by the ring road proposal?

COMMENT: Conservation is not intended to prevent development but to ensure that whatever takes place is done in such a manner that the overall character of the Area is retained, particularly with regard to scale, materials and building lines. Along the river front the form of development has not yet been determined but it is intended that full advantage shall be taken of the amenity aspects of the river. See also reply to (iv) Kingston Civic Society.

(ii) Is it intended to set up a consultative body, which would consider proposals before final decisions are reached on them?

COMMENT: The extent to which the public can be drawn into the planning process and the stage at which this can best be done is being considered by the Government at present. Indications are that consultations should be at the formulative stage, as has been carried out with this Conservation proposal - rather than at the point at which the plans are implemented.

In determining the policy to be adopted, the Council will take into account public reaction to the proposals. Then by exercising its development control function, it will see that any development that takes place is in accord with the principles adopted.

RECOMMENDATION: that

1. the Area shown on plan BF/68/30, Appendix 1 to the report (P/114, 10th July 1968) be designated as a Conservation Area and the Greater London Council be formally notified of this Council's action.
2. the General Conservation Objectives set out below be adopted:
 - (a) That the mediaeval street and passage pattern be preserved by the maintenance of existing building lines and street widths. All new buildings or additions within the Area to make a positive contribution to the design of the Area.
 - (b) That a policy for the control of high buildings be formulated.
 - (c) That all policies affecting the Area be formulated with people, not cars, foremost.
 - (d) That the major road network be designed to accomplish this by removing through, heavy and fast-moving traffic from the Area, also parked vehicles, so that only traffic originating or destined for the Area travels within it, and then only for the purpose of servicing the buildings.
 - (e) That the townscape be improved wherever possibly by the removal, grouping or redesign of street lights, road signs and parking meters, much of which would disappear with the removal of vehicles.
 - (f) That Building Preservation and Tree Preservation Orders be made wherever necessary and the list of buildings of Architectural or Historic Interest be reviewed.
 - (g) That where necessary an Article 4 Direction be made under the General Development Order, 1963, and submitted to the Ministry of Housing and Local Government.
 - (h) That permission in outline for development be not normally given in the Area.
 - (j) That the possibility of the Area being declared an Area of Special Control of Advertisements under the Town & Country Planning (Control of Advertisements) Regulations, 1960 and 1965 be investigated.
3. consideration be given to the designation of other areas as Conservation Areas.

HIGH BUILDINGS:

Arising out of Recommendation 2(b) of the item - Conservation Area, to consider a policy for High Buildings.

On 17th October it was stated that a separate item would be submitted on the effect that development could have on the silhouette of the tower of the Parish Church, All Saints, Kingston.

This tower is only one of the landmarks in Kingston which needs special protection and consideration should be given to the effect of high buildings on:-

1. All Saints' Church tower
2. The Guildhall
3. County Hall clock tower

In order to afford this protection it is proposed to establish cones of visibility or "sensitive sectors" leading to the buildings and fanning out behind them, within which the visual impact on their scale, and on the views at ground level, would be avoided. The effect of high buildings impinging on any of them and the consequent destruction of their silhouettes either against the sky or trees which exist at present, further reinforces the need for these cones.

RECOMMENDED: That within the "sensitive sectors" a very special case will have to be made out before buildings higher than those existing shall be permitted and that further investigations be authorised so that sectors affecting the three buildings can be clearly defined and that meanwhile, developers of sites likely to affect these buildings should be informed of the Council's intentions.

K. M. BEER.

Borough Planning Officer.

minute

Planning Office 17 October 1968

960. CONSERVATION AREAS (Minute No. 357/7/68)

The Committee received a report (No. P.126), of the Borough Planning Officer on observations received following the invitation for public comment on the proposal to designate the area bounded by Kingston Bridge and Clarence Street on the north; Church Street, Union Street and St. James Road on the east; Kingston Hall Road and South Lane on the south; and the centre of the river on the west, as a conservation area.

RECOMMENDED that the Borough Planning Officer report further at the next meeting, such report to include the views just received from a local organisation and, if received in time, the comments of a further local organisation with whose members the Borough Planning Officer has discussed the proposals.

minute

Planning Office 30 October 1968

105. CONSERVATION AREAS:

(a) Proposed Kingston upon Thames Conservation Area No.1
(Minute No.950/10/68).

Consideration was given to a further report (No.P.129) of the Borough Planning Officer on the observations now received from the Kingston upon Thames Chapter of Architects, the Kingston upon Thames Civic Society, the Kingston upon Thames Chamber of Commerce, and other interested persons, following the invitation of public comment on the proposal to designate an area in the vicinity of the Market Place as a conservation area.

RECOMMENDED that (i) the proposal to designate the area bounded by Kingston Bridge and Clarence Street on the north, Church Street, Union Street and St. James Road on the east, Kingston Hall Road and South Lane on the south, and the centre of the river on the west, as shown on Plan No.BP/68/30, as a conservation area, be approved for the purpose of formal consultation with the Greater London Council; and (ii) the general conservation objectives be further considered following further consultations.

(b) RECOMMENDED that consideration be given to the designation of other areas of the Royal Borough as conservation areas.



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CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **Planning Committee Report**
4th March 1971
(and minutes)



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3. CIVIC AMENITIES ACT, 1967 - CONSERVATION AREAS NOS. 1, 2 & 3

To report the observations received from the Greater London Council following the formal consultations on these three Conservation Areas.

No. 1 (Kingston Old Town)

The Greater London Council welcomed the proposal to designate central Kingston as a Conservation Area but asks that consideration be given to the inclusion of the riverside length of the Queens Promenade. Subject to the views of the London Borough of Richmond upon Thames on any such amendment, therefore, this Council considers that the statutory consultations have been completed and agrees that the designation be advertised.

This Council also expresses its wish to be involved in, and to contribute towards the formulation and implementation of policies for the area."

The Borough Architect and Borough Engineer and Surveyor have been consulted and the following observation has been received on the suggestion: "the land is in the Corporation's ownership, who will do everything possible to maintain its attractiveness".

It is therefore RECOMMENDED that the original area be designated, as no useful purpose would be served by extending the area.

No. 2 (St. Andrew's Square, Surbiton)

The Greater London Council considers that the boundaries shown constitute a satisfactory designation and that statutory consultations having been completed, the designation should be advertised.

The Council expressed a wish to be involved in, and to contribute to, policies for the conservation and enhancement of the area.

No. 3 (Old Malden (a) and (b))

The Greater London Council's views are the same as those expressed on Conservation Area No. 2.

RECOMMENDED that the designation of these three areas, as originally submitted, be advertised and the owners and occupiers of the premises concerned be informed of the Council's action.

4. THE FUTURE OF LONDON TRANSPORT

(a) To consider a joint report of the Borough Engineer and Surveyor and Borough Planning Officer with regard to the Greater London Council green paper "The Future of London Transport" which has been sent to the Council for consultation purposes.

(This report was circulated with the Town Clerk's letter of 24th February, 1971, and members are requested to bring this with them to the meeting.)

(b) To report that the Works Committee of the London Boroughs Association are recommending the Association at its next meeting to approve the undermentioned comments for submission to the Greater London Council in response to the questions posed in paragraph 134 of the green paper. It is suggested that this information may be helpful to constituent councils who are contemplating submitting comments direct to the Greater London Council.

Question 1

The Committee take the view that there would be no justification for further consideration being given to the operation of a fares free or partly fares free public transport system in Greater London.

Committee: *Planning*
Agenda No.:
Minute No.: *2729*
Council Date:
Council Decision:

Date: *4th March 1971*
Page:
Page: *1409*
Vol.:

2729. CIVIC AMENITIES ACT, 1967 - CONSERVATION AREAS NOS.1, 2 AND 3 (MINUTES NOS.1050(a)/10/68 AND 2291/4/70)

The Borough Planning Officer reported that the formal consultations had been completed on the three proposed conservation areas.

The Greater London Council welcomed the proposal to designate an area centred on Market Place, Kingston upon Thames, as a conservation area. However, that authority had asked that consideration be given to the inclusion of the riverside length of Queens Promenade.

The Greater London Council considered that the boundaries of the other two proposed conservation areas were satisfactory.

RECOMMENDED that (i) as the land is in the ownership of the Council who will do everything possible to maintain its attractiveness, no useful purpose would be served by extending the proposed conservation area to include Queens Promenade; (ii) the three areas originally proposed, namely No.1 (Kingston Old Town), No.2 (St. Andrews Square, Surbiton) and No.3 (Old Malden (a) and (b)), as shown respectively on Plans Nos. BP/68/29, BP/69/74(a) and BP/69/73(a), be designated as Conservation Areas for the purposes of Part I of the Civic Amenities Act, 1967; and (iii) the Town Clerk be authorised to take such steps as are necessary to comply with the requirements of the Act for the designation of these areas.



CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

Statutory Designation Documents For Original Designation



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CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **London Gazette Notice**

(NOT AVAILABLE)



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CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **Local Paper/Surrey Comet Notice**



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ROYAL BOROUGH OF KINGSTON UPON THAMES

Designation of Conservation Areas

NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Kingston upon Thames as local planning authority under the provisions of the London Government Act, 1963, has designated certain areas of the Borough as "Conservation Areas" under section 1 of the Civic Amenities Act, 1967.

The object of such designation is to preserve the character or appearance of areas of special architectural or historic interest and to stimulate and encourage measures to improve the environment.

The areas designated are described in the Schedule hereto.

Plans showing the areas are available for public inspection at the office of the Borough Planning Officer, Tolworth Tower, Surbiton, during normal office hours (9.0 a.m. to 5.0 p.m.) on any weekday (Monday to Friday inclusive).

Dated this 27th day of April, 1971.

J. NOEL MARTIN,
Town Clerk.

Guildhall,
Kingston upon Thames.

SCHEDULE

1. Kingston Old Town (1971)

The area is bounded by and includes:—

1-5 (odd) Clarence Street

35 and 37 Thames Street

The south side of Horsefair between Thames Street and Wood Street

The west side of Wood Street between Horsefair and Clarence Street

4-8 (even) Clarence Street

20 and 22 Church Street

The Memorial Gardens and 40-48 Union Street, including the Baptist Church

The Old Crown Public House (2 Church Street)

1-19 (odd) Union Street

The west side of St. James Road between Eden Street and Kingston Hall Road

The north side of Kingston Hall Road

The west side of The Bittoms between Kingston Hall Road and South Lane

The west side of South Lane

The River Thames (Borough boundary)

2. Old Malden (1971)

A. The area is bounded by and includes:—

1 and 2 Manor Farm Cottages, Church Road

Manor Farm, Church Road

102 Church Road

The south-west boundary of 81 Church Road

The rear boundary of 71-81 Church Road

The rear boundary of 79-171 The Manor Drive

The north-west boundary of 98 and 141-145 Highdown

The Borough boundary from Highdown to the Hogsmill River

The fence line on the south-west boundary of the field to the south-west of the Hogsmill River, continuing up to the river

The footpath to the south-west of the Hogsmill River northwards to the railway

The southern embankment of the railway between the above-mentioned footpath and the western boundary of Malden Homes, Percy Gardens

The western and southern boundaries of Malden Homes, Percy Gardens



CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **Notice To Secretary of State/
Government Office for London**

(NOT AVAILABLE)



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CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **Notice to English Heritage/
The Commission**

(NOT AVAILABLE)



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CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

Other Designation Documents For Original Designation



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CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **Notice to Owners/Occupiers**

(NOT AVAILABLE)



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CONSERVATION AREAS DESIGNATION DOCUMENTS

KINGSTON OLD TOWN

- **Schedule of Addresses**



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**KINGSTON OLD TOWN CONSERVATION AREA
FULL ADDRESS LIST**

Address 1	Address 2	Address 3	Address 4
APPLE MARKET			
	1 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	2 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	3-5 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	6 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	7 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	8 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	9 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	10 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	11 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	13 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	14 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	15 APPLE MARKET	KINGSTON UPON THAMES	KT1 1JE
	3 BATH PASSAGE	KINGSTON UPON THAMES	KT1 1ES
	2 BISHOPS HALL	KINGSTON UPON THAMES	KT1 1PY
STAFF FLAT BISHOP OUT OF RESIDENCE CHURCH STREET	2 BISHOPS HALL	KINGSTON UPON THAMES	KT1 1PY
	1 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	3 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	5 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	7-9 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	11 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	13-15 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	17 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	19 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	21 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	23 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	25 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	27 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	29 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	22 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	20 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	18 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	14-16 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	12A CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	12 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	10 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	8A CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	8 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	6 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	4 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RW
	2A CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
	2 CHURCH STREET	KINGSTON UPON THAMES	KT1 1RJ
CLARENCE STREET			
	2A CLARENCE STREET	KINGSTON UPON THAMES	KT1 1PB
	THAMES CHAMBERS CLARENCE STREET	KINGSTON UPON THAMES	KT1 1NG
	2 CLARENCE STREET	KINGSTON UPON THAMES	KT1 1PB
	4 CLARENCE STREET	KINGSTON UPON THAMES	KT1 1NY
	6 CLARENCE STREET	KINGSTON UPON THAMES	KT1 1NX

	8 CLARENCE STREET	KINGSTON UPON THAMES	KT1 1NX
CROWN ARCADE			
	1 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	2 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	3 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	4 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	5 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	6 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	7 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	8 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	9 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
	10 CROWN ARCADE	KINGSTON UPON THAMES	KT1 1JB
EAST LANE			
	1 EAST LANE	KINGSTON UPON THAMES	KT1 2NN
	2 EAST LANE	KINGSTON UPON THAMES	KT1 2NN
	3 EAST LANE	KINGSTON UPON THAMES	KT1 2NN
	4 EAST LANE	KINGSTON UPON THAMES	KT1 2NN
EDEN STREET			
	1 EDEN STREET	KINGSTON UPON THAMES	KT1 1BQ
	1A EDEN STREET	KINGSTON UPON THAMES	KT1 1BQ
	3 EDEN STREET	KINGSTON UPON THAMES	KT1 1BQ
STAFF FLAT O'NEILLS IRISH BAR	3 EDEN STREET	KINGSTON UPON THAMES	KT1 1BQ
	5-9 EDEN STREET	KINGSTON UPON THAMES	KT1 1BB
	20 EDEN STREET	KINGSTON UPON THAMES	KT1 1BB
	20A EDEN STREET	KINGSTON UPON THAMES	KT1 1BB
	18 EDEN STREET	KINGSTON UPON THAMES	KT1 1BB
	16 EDEN STREET	KINGSTON UPON THAMES	KT1 1BQ
	14 EDEN STREET	KINGSTON UPON THAMES	KT1 1BQ
	12 EDEN STREET	KINGSTON UPON THAMES	KT1 1BB
	10 EDEN STREET	KINGSTON UPON THAMES	KT1 1BB
	8 EDEN STREET	KINGSTON UPON THAMES	KT1 1BB
	6 EDEN STREET	KINGSTON UPON THAMES	KT1 1BQ
	4 EDEN STREET	KINGSTON UPON THAMES	KT1 1BQ
	4A EDEN STREET	KINGSTON UPON THAMES	KT1 1BB
EMMS PASSAGE			
HIGH STREET			
	2 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	4 HIGH STREET	KINGSTON UPON THAMES	KT1 1LP
	6 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
CLATTERN HOUSE	8-10 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
KINGS STONE HOUSE	12 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	14 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	16 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	18 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	20 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	22-28 HIGH STREET	KINGSTON UPON THAMES	KT1 1LP
	30 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	32 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	34 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	36 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
QUAYSIDE HOUSE	38 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	40 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	42 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	44 HIGH STREET	KINGSTON UPON THAMES	KT1 1LP
RIVERSIDE CENTRE	46 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	48 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY

	50 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
AMARI HOUSE	52 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	54 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	56 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	58-62 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	64 HIGH STREET	KINGSTON UPON THAMES	KT1 1LP
FORGE HOUSE	66 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
FLAT 1 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 2 THE ANGLERS	59-61 HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 3 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 4 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 5 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 6 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 7 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 8 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 9 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 10 THE ANGLERS	59-61HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 11 THE ANGLERS	59-61 HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 12 THE ANGLERS	59-61 HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 13 THE ANGLERS	59-61 HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 14 THE ANGLERS	59-61 HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
FLAT 15 THE ANGLERS	59-61 HIGH STREET	KINGSTON UPON THAMES	KT1 1NB
RIVER HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
KINGSTON UNIVERSITY	HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
RIVER HOUSE	53-57 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
SWAN HOUSE	51 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	49 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	47 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	45 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
4 TOWN END PARADE	HIGH STREET	KINGSTON UPON THAMES	KT1 1LY
3 TOWN END PARADE	HIGH STREET	KINGSTON UPON THAMES	KT1 1LY
2 TOWN END PARADE	HIGH STREET	KINGSTON UPON THAMES	KT1 1LY
1 TOWN END PARADE	HIGH STREET	KINGSTON UPON THAMES	KT1 1LY
1 TOWN END HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1NA
2 TOWN END HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1NA
3 TOWN END HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1NA
4 TOWN END HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1NA
5 TOWN END HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1NA
6 TOWN END HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1NA
7 TOWN END HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1NA
8 TOWN END HOUSE	HIGH STREET	KINGSTON UPON THAMES	KT1 1NA
	41 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	39 HIGH STREET	KINGSTON UPON THAMES	KT1 1LP
	37 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
RIVERS REACH	31-35 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL

	25-29 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	19-23 HIGH STREET	KINGSTON UPON THAMES	KT1 1HL
	17 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	15 HIGH STREET	KINGSTON UPON THAMES	KT1 1LP
	13 HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
	11 HIGH STREET	KINGSTON UPON THAMES	KT1 1LP
GUILDHALL	HIGH STREET	KINGSTON UPON THAMES	KT1 1EY
GUILDHALL 2	HIGH STREET	KINGSTON UPON THAMES	KT1 1EU
MARKET PLACE			
3 THE GRIFFIN CENTRE	MARKET PLACE	KINGSTON UPON THAMES	KT1 1JT
1 THE GRIFFIN CENTRE	MARKET PLACE	KINGSTON UPON THAMES	KT1 1JT
2 THE GRIFFIN CENTRE	MARKET PLACE	KINGSTON UPON THAMES	KT1 1JT
4 THE GRIFFIN CENTRE	MARKET PLACE	KINGSTON UPON THAMES	KT1 1JT
5 THE GRIFFIN CENTRE	MARKET PLACE	KINGSTON UPON THAMES	KT1 1JT
6 THE GRIFFIN CENTRE	MARKET PLACE	KINGSTON UPON THAMES	KT1 1JT
	1 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
HOGSHEAD	2 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
DRUIDS HEAD	3 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
STAFF FLAT DRUIDS HEAD	3 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JT
	4 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
CARETAKERS FLAT	4 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JT
NATWEST	5 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	6-9 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
WOOLWORTHS	10-13 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
NEXT	14-16 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	17 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	17A MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	18 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	18A MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	19 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
KNICKERBOX	20 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	21 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	22 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
FLAT 1	23 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
FLAT 2	23 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
FLAT 3	23 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
FLAT 4	23 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
FLAT 5	23 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	24 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JZ
	24A MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
	26 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
LUSH	27 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
CH'A	28 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
RYNAS	29 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
KALEIDO	30 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JP
GREGGS	31 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
	31A MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
LAURA ASHLEY	32-33 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
COSTA	34 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
	34A MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
WEST CORNWALL PASTY	35 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
	35A MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ
	36 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JH
	37 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ
	37A MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ

FOOD FOR THOUGHT	38 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ
FLAT 1	39-40 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ
FLAT 2	39-40 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ
FLAT 3	39-40 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ
PUCCINOS	41 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ
	43 MARKET PLACE	KINGSTON UPON THAMES	KT1 1JQ
RAM PASSAGE			
	1 RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
	2 RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
	3 RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
	4 RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
	5 RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
RIVERSIDE WALK			
BISHOP PALACE HOUSE	RIVERSIDE WALK	KINGSTON UPON THAMES	KT1 1QN
CARETAKERS OFFICE BISHOP PALACE HOUSE	RIVERSIDE WALK	KINGSTON UPON THAMES	KT1 1QN
	10-12 RIVERSIDE WALK	KINGSTON UPON THAMES	KT1 1QN
FLAT 1 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 2 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 3 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 4 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 5 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 6 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 7 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 8 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 9 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 10 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 11 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
FLAT 12 QUEENS REACH	RAM PASSAGE	KINGSTON UPON THAMES	KT1 1HH
SOUTH LANE			
	30 SOUTH LANE	KINGSTON UPON THAMES	KT1 2NJ
6 NIGHTINGALE MEWS	SOUTH LANE	KINGSTON UPON THAMES	KT1 2NS
5 NIGHTINGALE MEWS	SOUTH LANE	KINGSTON UPON THAMES	KT1 2NS
4 NIGHTINGALE MEWS	SOUTH LANE	KINGSTON UPON THAMES	KT1 2NS
3 NIGHTINGALE MEWS	SOUTH LANE	KINGSTON UPON THAMES	KT1 2NS
2 NIGHTINGALE MEWS	SOUTH LANE	KINGSTON UPON THAMES	KT1 2NS
1 NIGHTINGALE MEWS	SOUTH LANE	KINGSTON UPON THAMES	KT1 2NS
	26 SOUTH LANE	KINGSTON UPON THAMES	KT1 2NJ
	25 SOUTH LANE	KINGSTON UPON THAMES	KT1 2NJ
	24 SOUTH LANE	KINGSTON UPON THAMES	KT1 2NJ
ST. JAMES ROAD			
	2A ST. JAMES ROAD	KINGSTON UPON THAMES	KT1 2AA
	2B ST. JAMES ROAD	KINGSTON UPON THAMES	KT1 2AA
THAMES STREET			
	1 THAMES STREET	KINGSTON UPON THAMES	KT1 1QF
	3-5 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	7-9 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH

	11-13 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	15-17 THAMES STREET	KINGSTON UPON THAMES	KT1 1PJ
ROYAL BANK BUILDING	19 THAMES STREET	KINGSTON UPON THAMES	KT1 1PJ
	21 THAMES STREET	KINGSTON UPON THAMES	KT1 1PJ
	23-25 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	27 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	29 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	31 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	34 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	30-32 THAMES STREET	KINGSTON UPON THAMES	KT1 1PE
	28-26 THAMES STREET	KINGSTON UPON THAMES	KT1 1PE
	22-24 THAMES STREET	KINGSTON UPON THAMES	KT1 1PE
	18-20 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	16 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	14 THAMES STREET	KINGSTON UPON THAMES	KT1 1PE
	14A THAMES STREET	KINGSTON UPON THAMES	KT1 1PE
	12 THAMES STREET	KINGSTON UPON THAMES	KT1 1PE
	10 THAMES STREET	KINGSTON UPON THAMES	KT1 1PE
	6-8 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
	4 THAMES STREET	KINGSTON UPON THAMES	KT1 1QF
	2 THAMES STREET	KINGSTON UPON THAMES	KT1 1PH
THE BITTOMS			
FLAT 1	26 THE BITTOMS	KINGSTON UPON THAMES	KT1 2AE
FLAT 2	26 THE BITTOMS	KINGSTON UPON THAMES	KT1 2AE
FLAT 3	26 THE BITTOMS	KINGSTON UPON THAMES	KT1 2AE
FLAT 4	26 THE BITTOMS	KINGSTON UPON THAMES	KT1 2AE
FLAT 5	26 THE BITTOMS	KINGSTON UPON THAMES	KT1 2AE
FLAT 6	26 THE BITTOMS	KINGSTON UPON THAMES	KT1 2AE
FLAT 7	26 THE BITTOMS	KINGSTON UPON THAMES	KT1 2AE
UNION STREET			
	1 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	3 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	5 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	7 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	9 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	11 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	13 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
APPLE MARKET HOUSE	17 UNION STREET	KINGSTON UPON THAMES	KT1 1RR
	19 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	21 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	48 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	46 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
	44 UNION STREET	KINGSTON UPON THAMES	KT1 1RP
WADBROOK STREET			
FLAT 1 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 2 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 3 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1AZ
FLAT 4 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 5 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 6 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 7 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 8 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1AZ
FLAT 9 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 10 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 11 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 12 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS
FLAT 13 GARRICKS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HS

FLAT 18 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 19 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 20 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 21 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 22 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 23 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 24 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 25 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 26 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 27 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 28 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
FLAT 29 RAVENS HOUSE	WADBROOK STREET	KINGSTON UPON THAMES	KT1 1HR
	1 WADBROOK STREET	KINGSTON UPON THAMES	KT1 1EH
	2 WADBROOK STREET	KINGSTON UPON THAMES	KT1 1EH