



# North Kingston Development Brief

**Stage One: Land Use & Spatial Parameters**

20th November 2013

Royal Borough of Kingston Upon Thames



North Kingston  
Development Area

- 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

K+20 summary plan

# Contents

## Development Brief

- p5. Vision
- p6. Kingston Futures Programme
- p7. Introduction
- p8. Site Plan
- p9. Objective

## Context

- p10. Physical
- p12. Planning Policy

## Guiding Principles

- p16. Introduction
- p17. Comprehensive
- p18. Integration
- p19. Intensification

## Constraints & Opportunities

- p20. Land Ownership
- p21. Land Use
- p22. Community Infrastructure
- p23. Open Space
- p24. Accessibility
- p25. Transport Infrastructure
- p26. Flooding
- p27. Orientation and Topography

## Design Framework

- p28. Introduction
- p29. Setting the Standard
- p30. Option A: Concept
- p31. Option A: Illustrative Plan
- p32. Option B: Concept
- p33. Option B: Illustrative Plan
- p34. Option A: Public Realm
- p35. Option B: Public Realm
- p36. Option A: Activity
- p37. Option B: Activity
- p38. Option A: Access
- p39. Option B: Access
- p40. Option A: Circulation & Connections
- p41. Option B: Circulation & Connections
- p42. Option A: Wayfinding
- p43. Option B: Wayfinding
- p44. Option A: Height, Scale and Massing
- p45. Option B: Height, Scale and Massing
- p46. Land Use
- p48. Development Parcels
- p49. Land Use Plan

Energy and Sustainability p50.

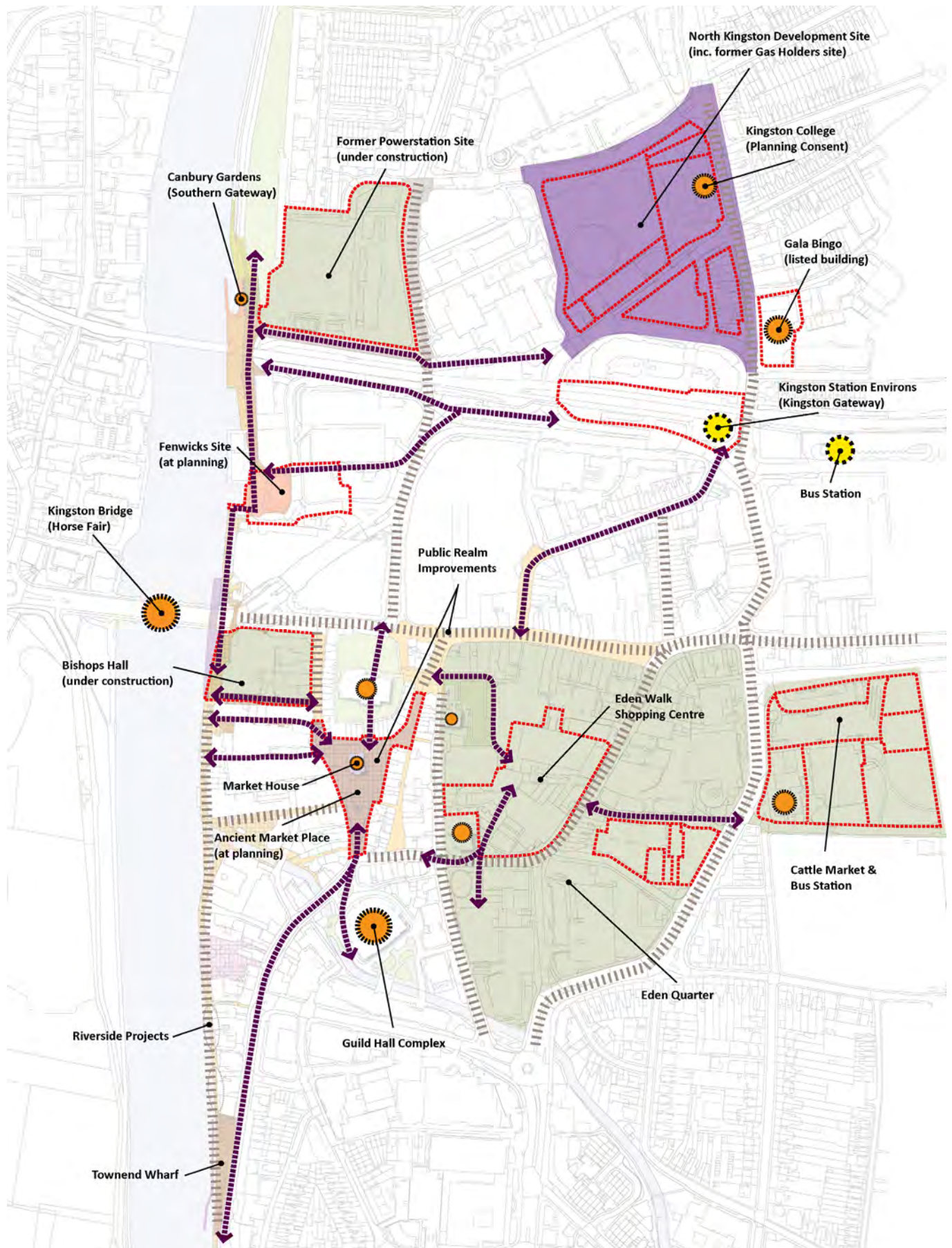
Delivery p51.



## Development Brief: Vision

We want to transform this largely derelict part of Kingston Town Centre into a new residential and learning mixed use quarter. The proposals will also see us mitigating the public realm deficit of the area, by creating public space that positively draws Richmond Road and Kingsgate together, and integrating existing development sites into one comprehensive development zone. A striking new public park will either run through the area from north to south in a 'linear' fashion, as a green spine. Or form a 'pocket' space at the bottom of Seven Kings Way, that will be part of an east/ west linkage from the River Thames to Richmond Road.

# Development Brief: Kingston Futures Programme



Plan identifying the Kingston Futures development schemes

## Development Brief: Introduction

Place shaping is a key driver behind the Council's objective to transform priority areas within the Borough. The Council has identified a series of large regeneration sites in key areas throughout the Town Centre, as part of the Kingston Futures Programme, and will use a combination of its land ownership and planning powers to influence change through comprehensive sustainable development. This will enable the Council to deliver priority uses such as market and affordable housing, retail, education and sustainable forms of transport, in a balanced way.

The Council's focus is moving from a plan making to a place shaping Authority. With key policy documents in place, this Brief will set out proposals for the North Kingston site that will comprehensively shape the area, in order to meet current and future needs, driving growth that will add vibrancy to under performing areas within the Town Centre.

This document sets out a vision to create a living and learning mixed use quarter for North Kingston. The key ingredients of this new quarter are new market and affordable homes, increasing the education offer, and public open space that will radically transform the quality of the built environment in this neighbourhood.

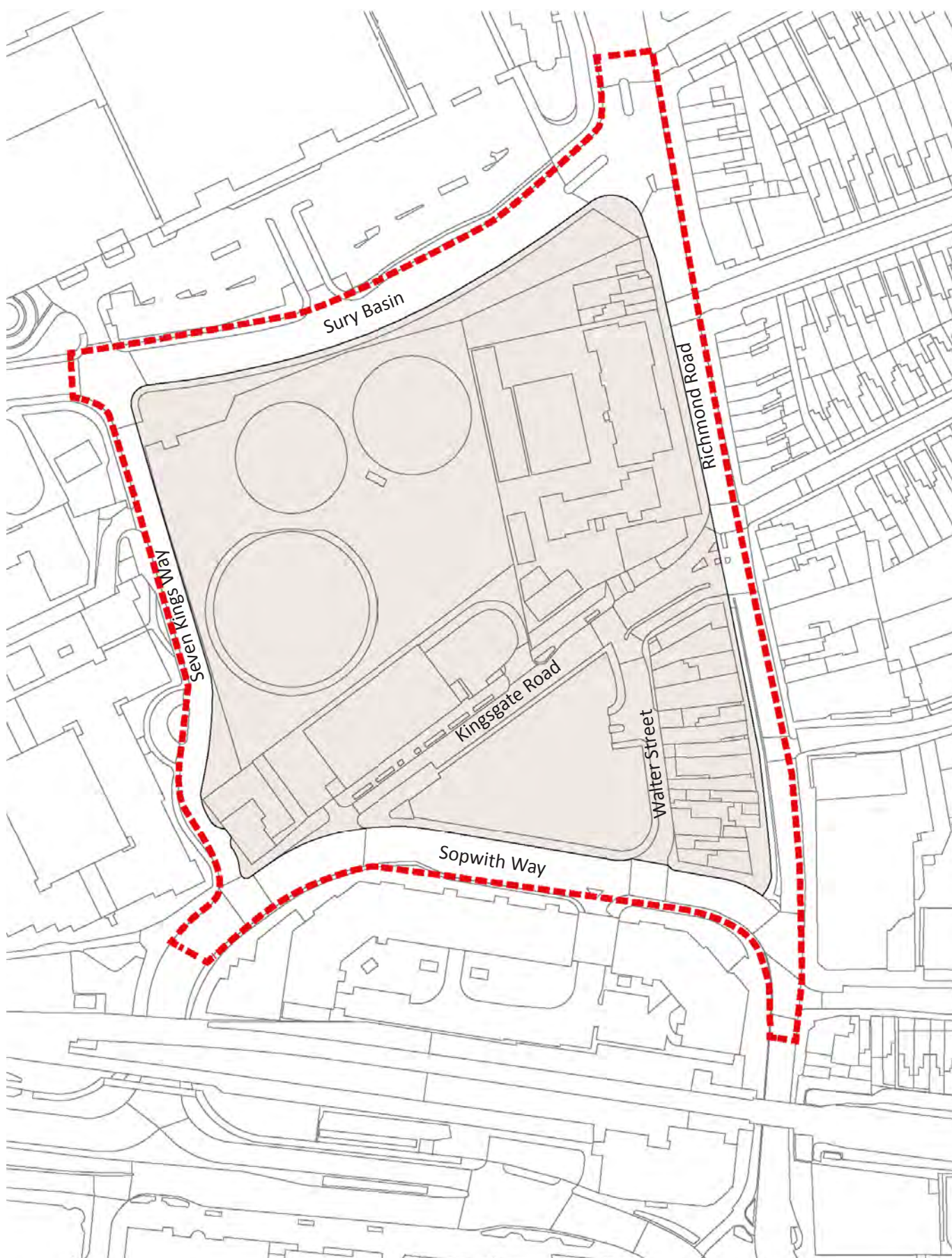
The North Kingston Development Brief: Draft Brief for Consultation was publicised in September 2013 for consultation with the local community, special interest groups, local businesses, key stakeholders, statutory and local authorities, land owners and their development partners.

The Royal Borough of Kingston has received feedback on all three options during the 5 week consultation period. The three options have now been distilled into two further options that respond to the issues arising from the consultation period. These two options are the subject of this report, and set out the land use and spatial parameters to guide future development in the North Kingston development area.

The development principles, urban design standards, land use and development parcels are common across both options. The variation between the two options address opportunities for movement, connections and public open space in two different ways. However, there are still common elements across these three themes, as they are key components of the vision. These two options are detailed in the Design Framework chapter in this report.

Moving forward, policy is already in place to support this vision with the Kingston Town Centre Area Action Plan (K+20). The first stage Brief will set out the principles to articulate the vision, for the benefit of the wider community and to attract investment into the North Kingston area. The second stage Brief is planned for released in 2014 for public consultation. And will set out principles for delivery that will include evidence base material to support and address issues such as movement and transport.

# Development Brief: Site Plan



Plan showing the boundary for the North Kingston development site



## Development Brief: Objective

The North Kingston Development Brief (NKDB) is underpinned by the Kingston Town Centre Area Action Plan (K+20), adopted in July 2008. It will provide a framework for the comprehensive transformation of the area bounded by Richmond Road, Sury Basin, Seven Kings Way and Kingsgate Road/ Sopwith Way.

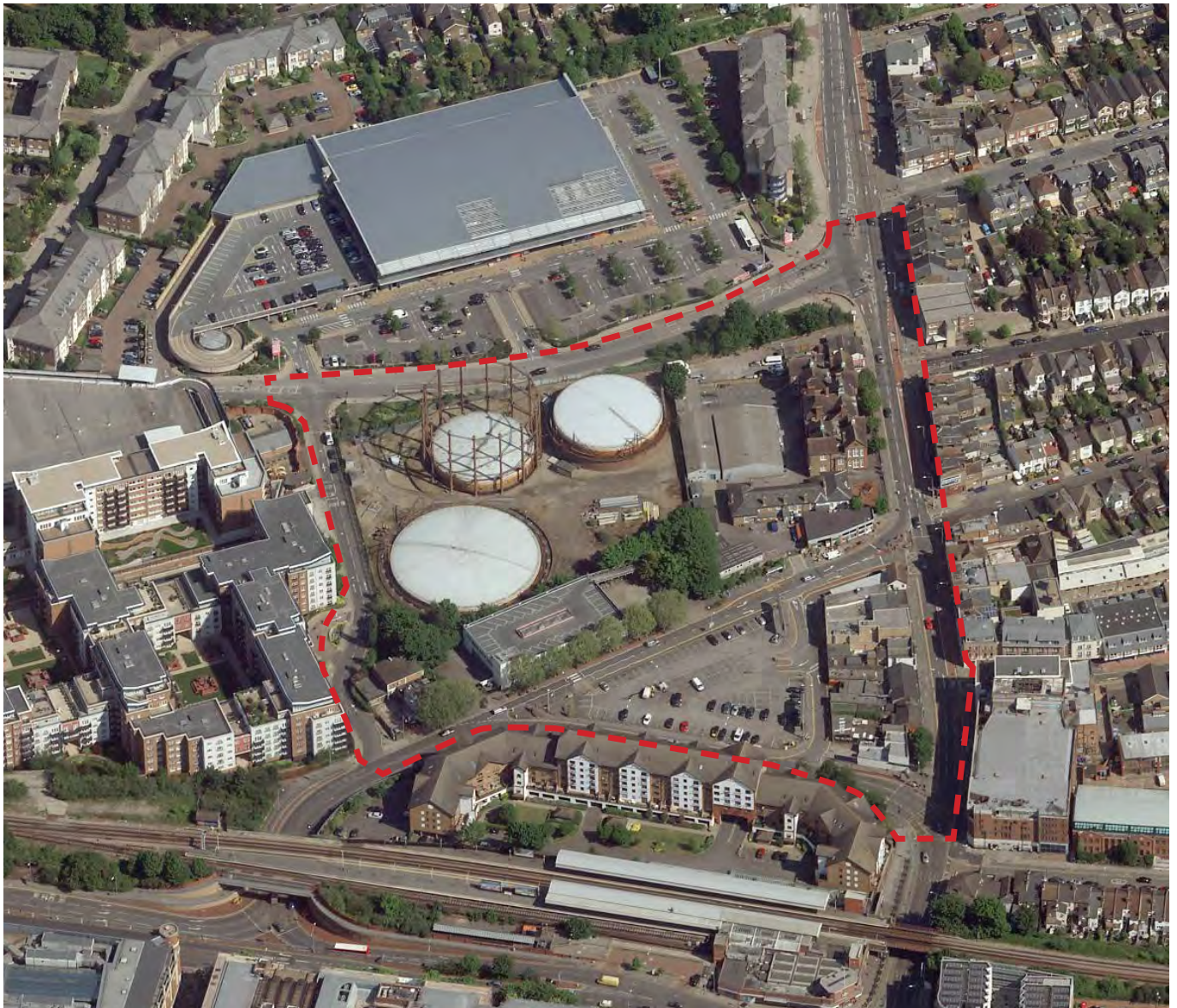
The Royal Borough of Kingston (RBK) has produced this document to provide landowners, developers and the wider community, with clear guidance for all new developments in the North Kingston area, as part of the Council's Kingston Futures programme.

K+20 identifies the North Kingston area as having the potential to accommodate a range of uses with particular focus on high quality public realm, market and affordable housing, education uses and community facilities – all designed to support the immediate and future needs of the local neighbourhood. And to reinvigorate the character and amenity value of Richmond Road, with strong connections to the riverside.

This document identifies the land use and urban design principles that all new development will be expected to incorporate, in order to achieve the following objectives:

- A comprehensive development that makes efficient use of land, creating an integrated mixed used quarter for North Kingston;
- A balanced mix of market and affordable housing that utilises the close proximity to Kingston rail and bus station;
- Reinforce the identity of the local Richmond Road neighbourhood centre, with a pocket park, diverse community facilities, including the potential for a 2FE primary school, and small scale retail convenience provision at key locations;
- Modern and flexible employment space that benefits from the highly accessible public transport network;
- New public realm that promotes active and well used pedestrian and cycle routes, with strong public transport links, improves the integration with the surrounding communities, and builds on linkages to the riverside;
- An inclusive and exemplary approach to urban design and architecture that responds to the area's constraints and opportunities, and creates a place in which people want to live, work and study;
- A development that achieves a combination of sustainable land use change, design excellence and commercial viability - delivering key components of the Kingston Futures Programme.

## Context: Physical



Aerial view of site looking north

## Context: Physical

The circa 3ha site is located 300m due north of the main shopping core of Kingston town centre and is bounded by Richmond Road, Seven Kings Way, Sury Basin and Sopwith Way with the railway line further to the south.

This surrounding transport infrastructure has created an island condition that the Brief seeks to resolve. Conversely this also means that the site is located in a highly accessible area, with a Public Transport Accessibility Level (PTAL) rating of 6a ('excellent'). This, coupled with the main shopping area and local amenities being close by, means that this area would be a desirable place to live.

The site is part of a larger active development area north of the railway line, referred to as the 'Town Centre's Northern Sector' in K+20, which has seen a number of developments take place in recent years that has created circa 1,000 new residential units, a 700-space multi-storey car park, a 4,650sqm supermarket, and a 3,100sqm health and fitness centre. A further 347 units and a 140-bed hotel are currently under construction on the former Power Station site, with other development in the pipeline for the Thames Side area.

Many of the developments have been designed on a site by site basis, and the North Kingston site presents the opportunity to develop a comprehensive plan for an area in multiple ownership, responding to needs for sustainable development.

## Context: Planning Policy

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

### **The National Planning Policy Framework (adopted March 2012)**

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

### **The London Plan (adopted July 2011)**

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

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

### **Local Policies**

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

### **The Royal Borough of Kingston upon Thames Core Strategy (adopted April 2012).**

The Core Strategy sets out the vision, objectives and strategic policies for managing future growth, change and development within the Borough. The document does not only consider land use, but also a comprehensive range of environmental, economic and social issues.

### Relevant Core Strategy policies

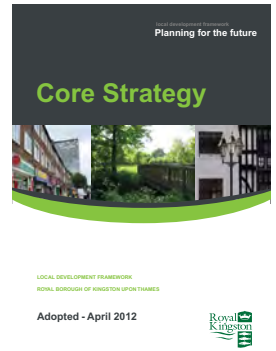
- Policy DM1: Sustainable Design and Construction Standards - requires all new residential development to achieve Code Level 5 from 2013 up to 2016 and all other development over 500m<sup>2</sup> to meet BREEAM Outstanding
- Policy CS 3: The Natural and Green Environment - incorporating appropriate elements of public open space into new developments and/or making a financial contribution to improving existing open spaces.
- Policy CS 6: Sustainable Travel- To support and encourage the use of public transport, cycling and walking the Council will:
  - o promote and enhance the strategic cycling and walking networks
  - o enhance and promote the Borough's network of quiet residential roads, traffic free routes and open spaces as attractive, safe and convenient walking and cycle routes
- Policy CS8: Character Design and Heritage - The Council will use the Borough Character Study and Residential Design SPD to require good design and guide the assessment of development proposals and will seek to ensure that new development
  - o Recognises distinct local feature and character
  - o Has regards to the historic and natural environment
  - o Helps enhance locally distinctive places of high architectural and urban design quality
  - o Relates well and connects to its surroundings
- Policy DM 10: Design Requirements for New Development (including House Extensions) - Development proposals will be required to incorporate principles of good design. The most essential elements of character and local distinctiveness need to be identified and development should respect, maintain and enhance these elements.

Additional key design requirement criteria includes:

- o Providing adequate amenity space; safeguard strategic/local view
- o Ensuring public access through development areas
- o Enhancing public realm
- Policy DM 11: Design approach - The Council may adopt a more flexible approach to new development where the existing development lacks any identifiable or cohesive character and/or is located in a lower quality environment; in these circumstances it will seek a high quality development that creates its own distinctive character.
- Policy DM15: Affordable Housing - identifies the delivery of affordable housing as a key priority of the Council and the need to explore all opportunities to deliver new affordable housing units as part of new residential developments and encourage applications for 100% affordable schemes. Developments capable of delivering five or more units are expected to provide the maximum reasonable amount of affordable housing, subject to viability considerations.

There should be 70:30 tenure split between Social/Affordable Rent and Intermediate provision and the affordable housing should be provided on-site, unless exceptional circumstances can be justified.

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



Other Relevant Policies include:

- KT1 Kingston Town Neighbourhood
- CS10 Housing Delivery
- DM8 Sustainable Transport for new Development
- DM9 Managing Vehicle Use for new Development
- DM13 Housing Quality and Mix
- IMP3 Securing Infrastructure

Local relevant evidence base documents include:

- Affordable Housing SPD (2013)
- Residential Design Guide (2013)
- Kingston Town Centre Car Parking Study (2004)
- Secure Cycle Parking Strategy Study (2004)
- Sustainable Transport SPD (2013)
- Town Centre Retail Study (emerging)

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

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

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

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

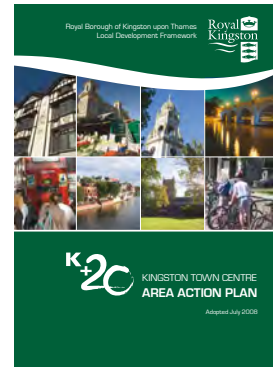
- Complete the regeneration of the area with high quality mixed use development, including residential, education, GP healthcare facility, offices, a hotel and community uses on Proposal Sites P17 – 20
- Linked public realm, riverside, gateway, pedestrian and cycle route improvements, including Skerne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

# Context: Planning Policy

Proposal sites P19 and P20 are the only remaining Proposal sites left to be redeveloped in Character Area 10.

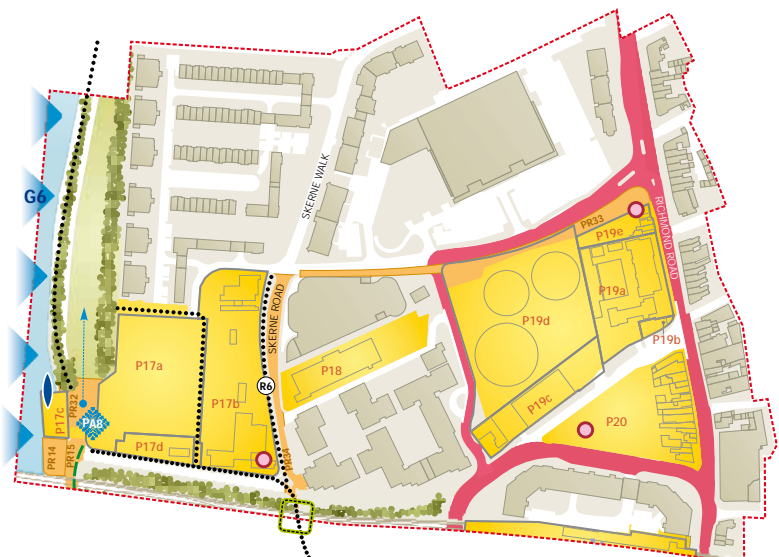
Other relevant K+20 policies include:

- K7: Housing
- K8: Higher and further education
- K9: Design Quality in the Town Centre
- K10: Town Centre Public Realm
- K15: Town Centre Road Network
- K16: Public Transport
- K17: Pedestrian Environment
- K18: Cycling
- K19: Other Measures to Improve Accessibility to Kingston Town Centre
- K24: Flood Risk Management



K+20 Policies	Policy Proposal
<p><b>Policy P19:</b> Kingston College (19a) and adjoining sites (19b and 19e), Kingsgate Business Centre and Printing Works (19c) and the Kingston Gas Holder station (19d)</p>	<p>The Council will work with Kingston College and adjoining landowners to secure:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• The upgrading of the appearance of the property to the south of the College 19b or its redevelopment for education, retail or office use</li> <li>• 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</li> </ul> <p>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.</p> <p>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.</p>
<p><b>Policy P20:</b> Kingsgate Car Park and Richmond road frontage</p>	<p>The Council will consider the mixed-use redevelopment of the Kingsgate car park and the Richmond Road frontage (if feasible), to provide:</p> <ul style="list-style-type: none"> <li>• Ground floor retail (A1) and retail related uses (A2/A3) on the Richmond Road frontage</li> <li>• Retail or showroom uses on the ground floor on the car park site</li> <li>• Residential, including affordable and student housing, offices or community uses on the upper floors</li> <li>• Education uses</li> <li>• Vehicular access from Kingsgate Road</li> <li>• Car parking</li> <li>• Improvements to traffic circulation</li> </ul> <p>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.</p>

- Proposal sites/potential redevelopment sites
- Site 17: Former Power Station and Electricity Sub Station, Skerne Road, Thames Water Pumping Station and the Barge Dock, Down Hall Road
- Site 18: Lok 'n' Store Site, 12 Skerne Road
- Site 09: Kingston College and adjoining sites, Richmond Road, the Gas Holder Site and Kingsgate Business Centre and Printing Works, Kingsgate Road
- Environmental improvements
- Relief road/crossing improvements
- Significant view to protect
- Improved pedestrian route
- Improved pedestrian access/crossing
- Improved or proposed river activity
- Enhanced river gateway
- Public art



Extracts from K+20

## Guiding Principles: Introduction



Aerial view of site looking east

Proposals for the North Kingston development sites will be required to demonstrate the following Guiding Principles, through positive articulation of the land use and spatial parameters identified in this Brief.

The following underlying development principles have been identified:

- **Comprehensive** - rationalisation of land ownership into appropriate sized development parcels.
- **Integration** - improving connectivity, permeability and synergy of uses between the development parcels, with strong linkages to the wider area.
- **Intensification** - the efficient use of land and sharing of uses and activities across the development parcels, in order to optimise the development opportunity for the North Kingston area.



## Guiding Principles: Comprehensive

A comprehensive approach to redevelopment is required to achieve the site's potential. The creation of a sustainable and balanced mixed use community is predicated on the consolidation of existing land ownership patterns into development parcels. This will enable the distribution of new land use, including new buildings and spaces that will be designed and appropriately located, in order to unlock the regeneration potential of the site area.

A strategy for site assembly is required to deliver comprehensive development across the site that will prevent the negative effects of piecemeal and/or sporadic development that is predicated on the existing site ownership pattern. Therefore a piecemeal approach to development will not be supported, as it will undermine efforts to deliver a balanced mix of land use, the efficient use of space and an integrated community, in a sustainable way. Individual development proposals within single ownership boundaries will not create an integrated community or resolve the site's connectivity, permeability and open space issues. And will be deemed inappropriate and not beneficially to the future of North Kingston.

A comprehensive approach to redevelopment will enable the equalisation of infrastructure and site enabling costs, in order to facilitate the delivery of the infrastructure improvements, open space and community facilities required to deliver an appropriate level of development.

The current site configuration provides the opportunity to consolidate the fragmented land ownership pattern into appropriate sized development parcels that can contribute to the redevelopment of the area, rather than polarise the existing condition further. Combining these development parcels into one Design Framework will improve permeability and access to public transport, community facilities and public amenity - benefiting the development and wider North Kingston community.

The developer of any part of the site will be required to demonstrate its compatibility with an overall agreed Design Framework, which follows the principles identified in this Brief. Any development that undermines this approach will be deemed as inappropriate, premature ahead of the adoption of the Brief and not comprehensive, conflicting with the Council's vision for the redevelopment of North Kingston, as part of the Kingston Futures Programme.



Comprehensive Concept Plan showing the rationalisation of land ownership boundaries into development parcels

## Guiding Principles: Integration

An approach to redeveloping the site will be required that integrates new development effectively with its surroundings, by creating an urban form that achieves connectivity and permeability based on strong movement, and viewing corridors and desire lines to and between existing communities, future development sites, public transport nodes and local amenities.

The site is bounded by roads, which present both development constraints and opportunities for the successful integration of the site with its surroundings. To achieve the development potential of the area, and establish North Kingston as a connected and integrated part of the Town Centre, major interventions will be required to overcome these barriers to movement, caused by the existing movement infrastructure and impermeable development boundaries.

New development will be required to adopt an urban design approach that achieves successful integration between the sites and improved connectivity to the Railway Station, Richmond Road, existing developments and the riverside. The College main Building of Townscape Merit and Grade 2 listed Gala Bingo (adjacent to the area) need to be incorporated into the overall plans for the area.

The creation of new public open space and building upon the established education uses at Kingston College will require careful integration between buildings, routes and spaces within the site and local context. These social facilities should be carefully located to create a strong sense of community identity and activity, where there is currently an impermeable void in North Kingston. The severance caused by the existing road network has resulted in islands of development, and this condition needs to be resolved in order to positively transform the North Kingston environment.



Integration Concept Plan

## Guiding Principles: Intensification

The existing land use represents an inefficient use of the site area; industrial land stands vacant, and has until recently prevented development to the surrounding area due to the hazardous substances storage licences and their associated HSE safety zones. This, combined with the large underutilised car parking site and unsightly backs of buildings along Walter Street, has created voids in the fabric of the site area, and subsequently poor definition of otherwise desirable Town Centre development space. The Brief seeks to resolve this condition.

The hazardous substances storage licence has now been revoked, enabling redevelopment of the brownfield land that occupies some of the site area. And the Council wishes to use its land holding to support the comprehensive regeneration of the site area.

The adopted approach to developing the site area will intensify land use, as stipulated in K+20, and will enable the site's development potential to be realised through the land use, density and open space guidance set out in this Brief. The scale and intensification of land use will be informed by the site's development constraints and opportunities; including proximity and improved access to public transport, the need to preserve and enhance the townscape setting, and the need to manage the impact of the surrounding road infrastructure.

New development will be expected to adopt flexible building typologies that can be configured to fit a range of uses, enabling a rich mix of activities to coexist and to animate the public realm. Residential accommodation can sit above retail, education, community, and employment space located at the street level. The use of public open space, neighbourhood streets and green roofs will be encouraged to contribute towards public amenity, further intensifying land use that will create a safe, well overlooked and accessible public realm.

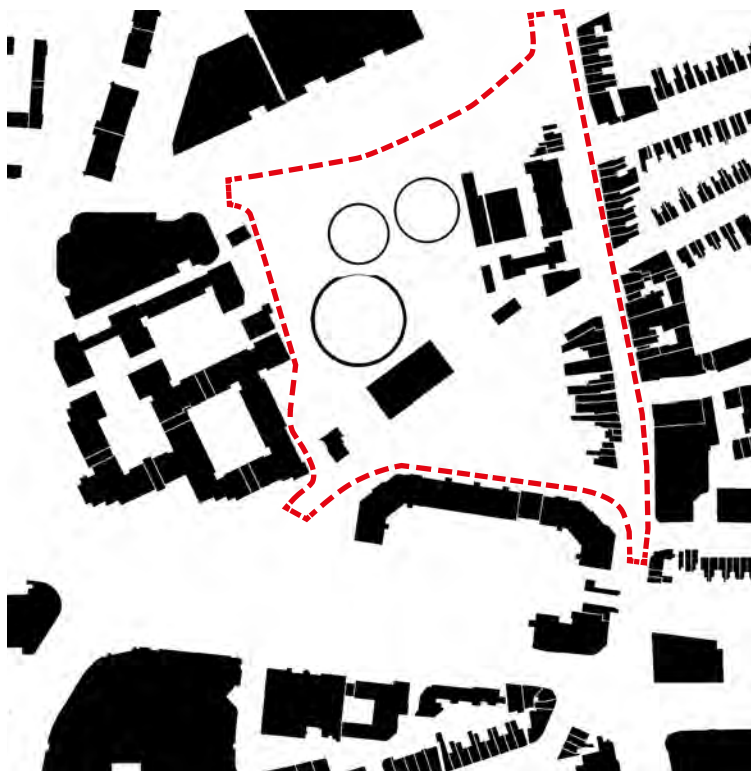
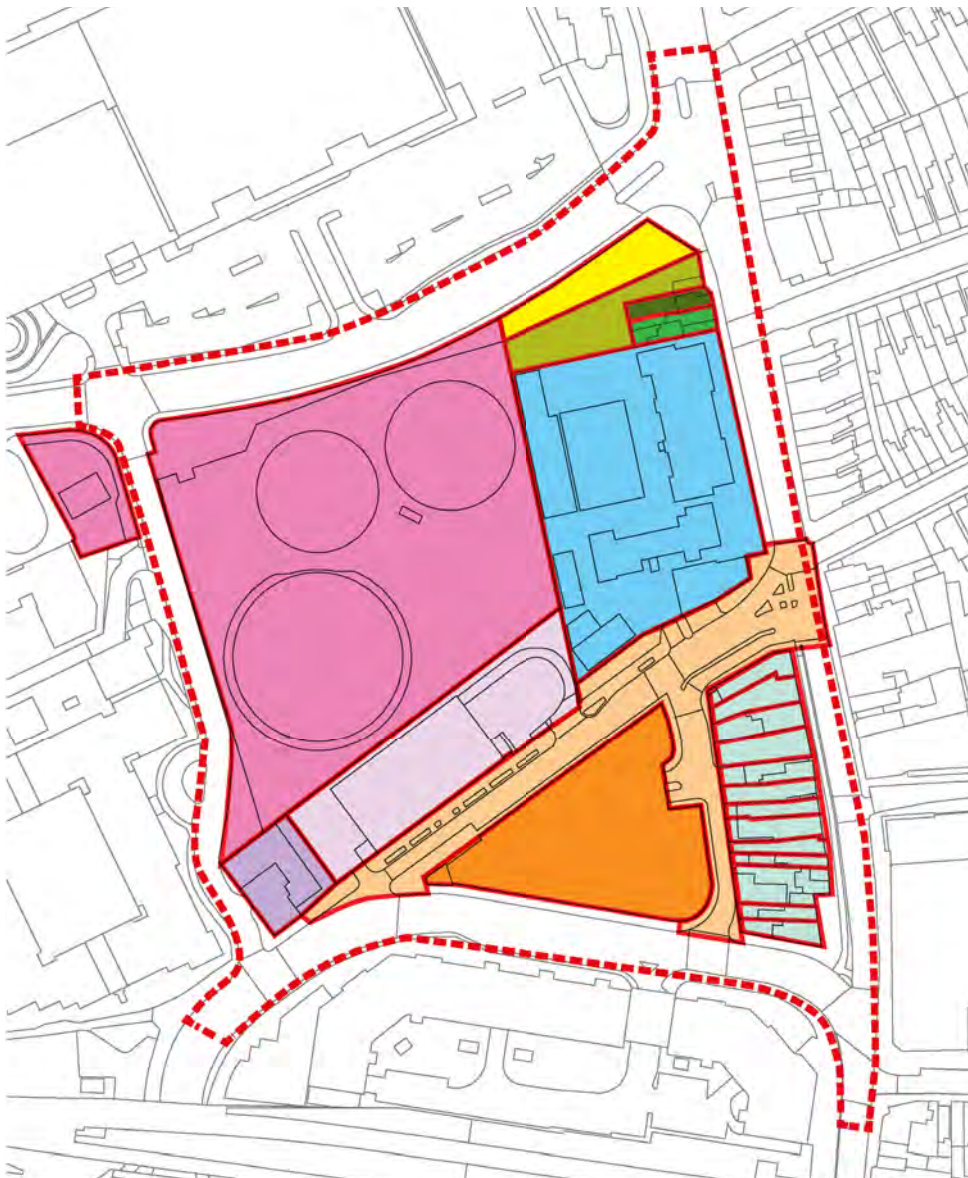


Figure Ground Plan showing lack activity within the existing development site area

## Constraints and Opportunities: Land Ownership Pattern



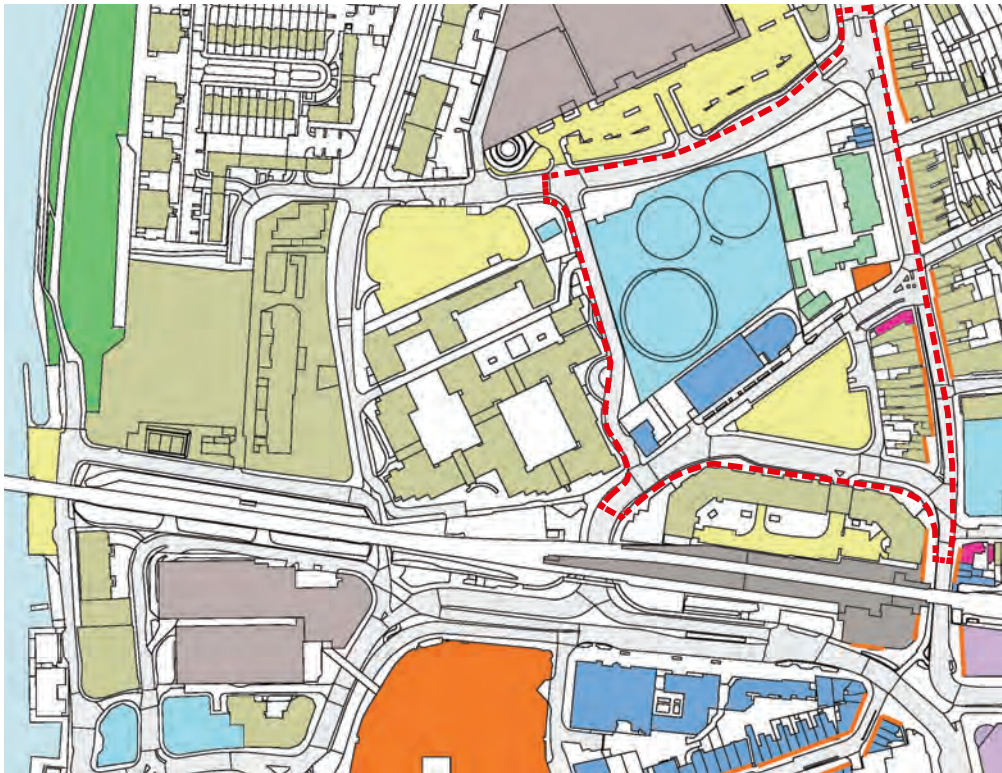
Land Ownership Plan

Land ownership is 'fractured glass' in nature, creating an island morphology that it is bounded east, west, north and south by Richmond Road, Seven Kings Way, Sury Basin and Sopwith Way respectively. Kingsgate Road bisects the site on an east/ west axis and further polarises the land parcels.

The site area needs to be integrated into more rational sized developments parcels that form a 'patchwork quilt' to ensure the efficient use of land, and establish a well used sustainable development. A piecemeal approach to redeveloping the site area will not be supported by the Council, based on the current land ownership pattern, as it will frustrate the objectives identified in this Brief.

The revocation of the gas storage permission provides the opportunity to ensure the efficient use of land, through the intensification of a range of balanced and mixed uses for the wider site area, which will benefit the wider community, and future North Kingston developments opportunities.

# Constraints and Opportunities: Land Use



Land Use Plan

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

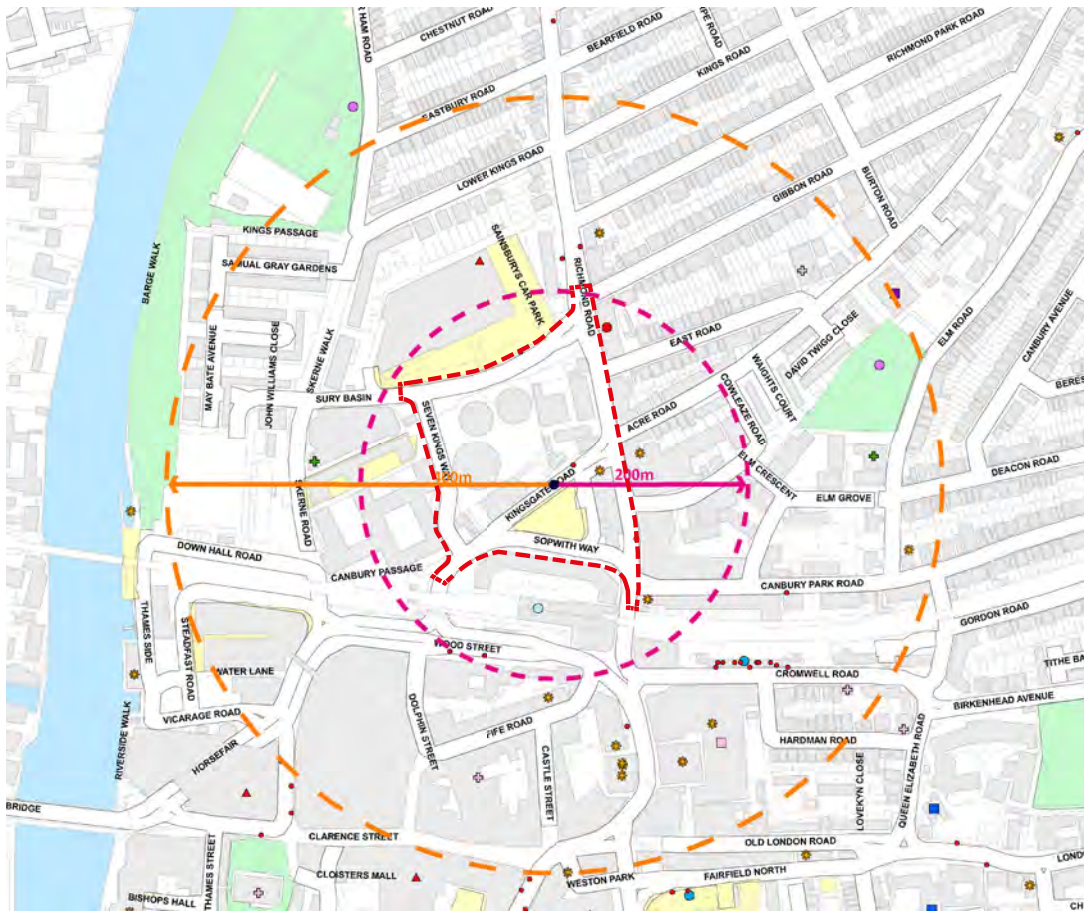
The north western part of the site is currently occupied by three large decommissioned gas holders (which in terms of height are equivalent to a five storey building) and associated buildings and infrastructure. To the south of the Gas Holders is the Kingsgate Business Centre, which is a two storey 1970s building, and Kingston Printers which is a two storey 1950s building facing onto Kingsgate Road.

The Kingston College site is located on the eastern side of the area. The main College building fronting Richmond Road is a Building of Townscape Merit. Immediately to the north of Kingston College are two small shops and a car hire company fronting Richmond Road. Immediately to the south at the junction of Richmond Road / Kingsgate Road is a small retail unit and workshop approximately 4.5m high with its own vehicular access. This building forms part of the site for Kingston College’s new Arts and Media building that received planning permission in July 2013. The RBK owned Kingsgate surface car park is located in the southern extent of the development site. The site’s south-east edge is occupied by a block of mixed retail and commercial units fronting Richmond Road, with some residential about and some activity to the rear.

Beyond the development site to the north is a large supermarket (Sainsbury) with leisure use (Virgin Active) on the upper floors with surface car parking between the store and the development site. Beyond the supermarket are residential areas.

To the west of the development site, beyond the gas holders are residential apartments (Royal Quarter) and the Seven Kings Way public multi storey car park. Beyond the residential apartments is the site of the former Kingston Power Station where a large mixed-use residential and hotel complex is under construction. To the south of the development site, beyond the Council’s car park are residential apartments in Sopwith Way (Regents Court) and Kingston railway station. Beyond the railway station is the town centre main commercial shopping area.

# Constraints and Opportunities: Community Infrastructure

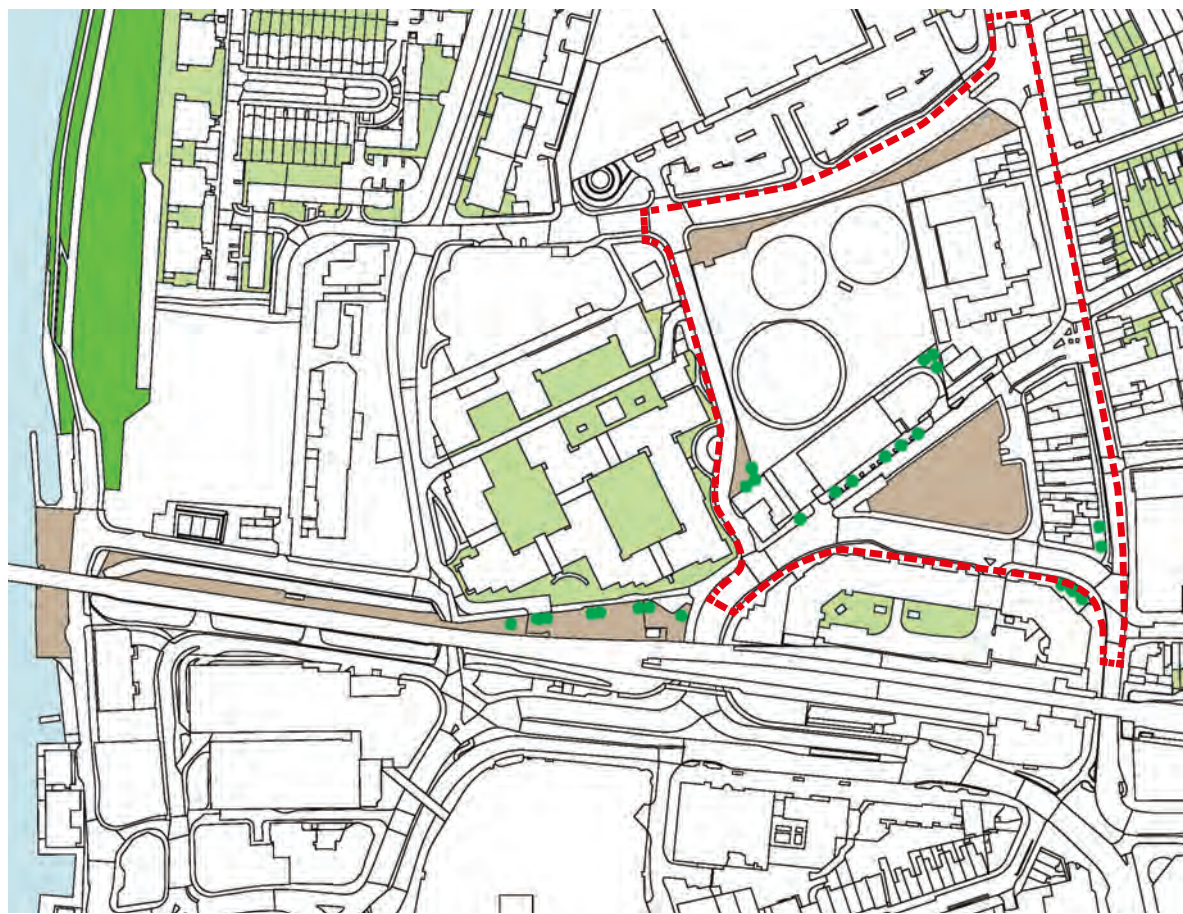


Community Infrastructure Plan

- ▲ Kingston Museum
- Libraries
- Leisure Centres
- Sports facilities other than leisure centres
- Primary schools
- Secondary Schools
- Railway Stations
- Bus Stations
- Bus stops
- ▲ Police stations
- Medical Centres
- Hospitals
- Places of Worship
- Post Offices
- ★ Pub; Bars & Nightclubs
- ▲ Supermarket
- Playgrounds
- Playgrounds
- Parks and Recreation Grounds
- Car Parks
- Water

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

## Constraints and Opportunities: Open Space



Open Space Plan

- Public Open Space
- Private Amenity Space
- Poor Quality Open Space
- Residential
- Existing Trees

The immediate area has poor access to public open space. Connections to Canbury Gardens and the Riverside are also poor.

The Council seeks to ensure that new development contributes to the provision and improvement of the quality, quantity and accessibility to public open space.

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

## Constraints and Opportunities: Accessibility



Accessibility Plan

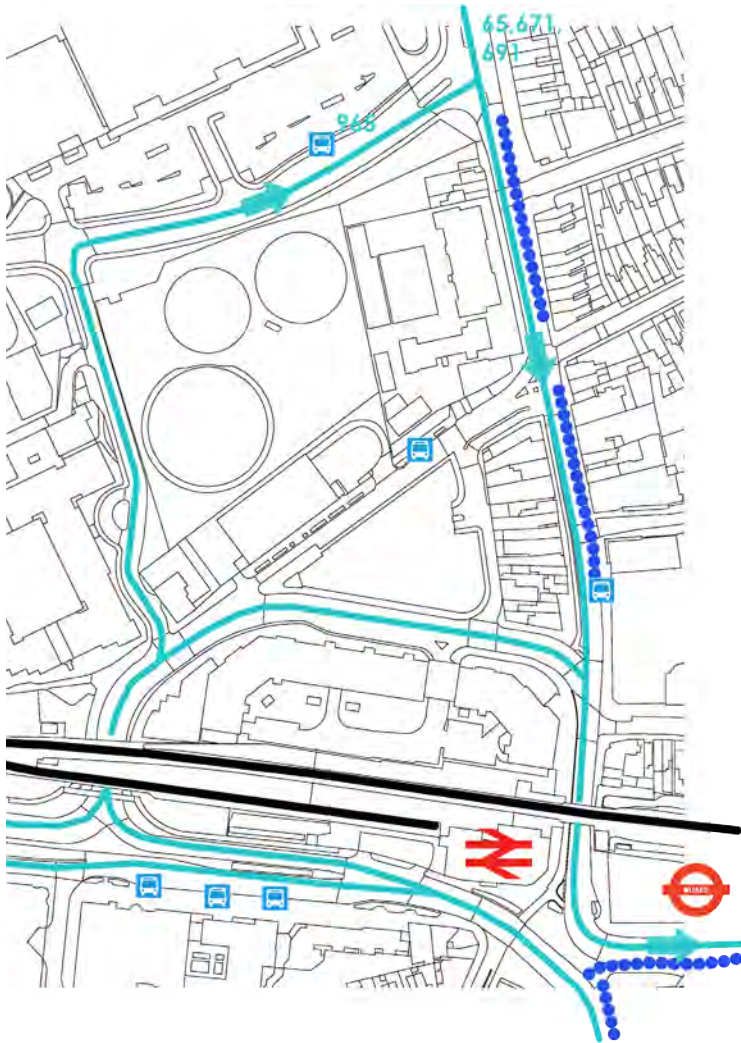
-  Road Access
-  Pedestrian Route
-  Barrier to Movement
-  North Kingston Development Site

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

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



## Constraints and Opportunities: Transport Infrastructure



Transport Plan

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

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

High public transport accessibility reduces the need for development to provide car parking, which will support more intensive development at higher density.

Access for servicing, disabled access and emergency vehicles will be required across the site.

# Constraints and Opportunities: Flooding



Flooding Plan taken from K+20

- Functional flood plain Zone 3b  
5% AEP (20 year) flood
  - High probability Zone 3a  
1% AEP (100 year) flood
  - Medium probability Zone 2  
0.1% AEP (1000 year) flood
- Plan based on Figure 1 of the Strategic Flood Risk Assessment for Kingston town centre

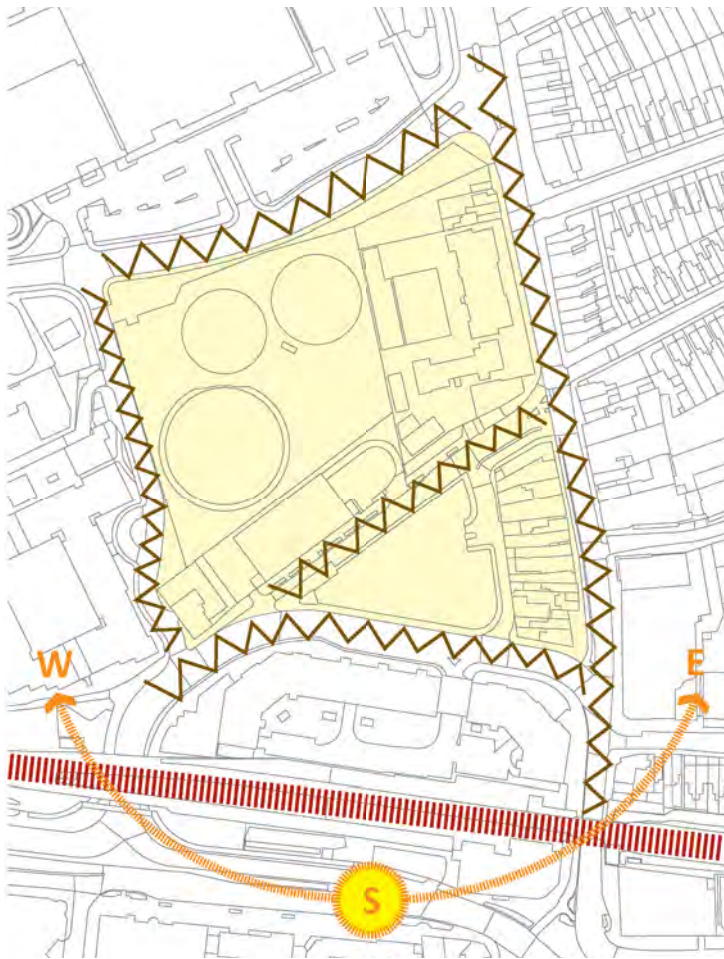
The site lies mainly within Flood Zones 2 and, in accordance with the NPPF, any proposed development within Flood Zone 2 will require a site specific Flood Risk Assessment to be undertaken as part of any planning application.

The Kingston Town Centre Strategic Flood Risk Assessment (SFRA) states that the future regeneration of this site must ensure that all floor levels are situated above maximum flood level plus freeboard (600mm) and 'Dry' access to/from the site must be ensured during times of flooding.

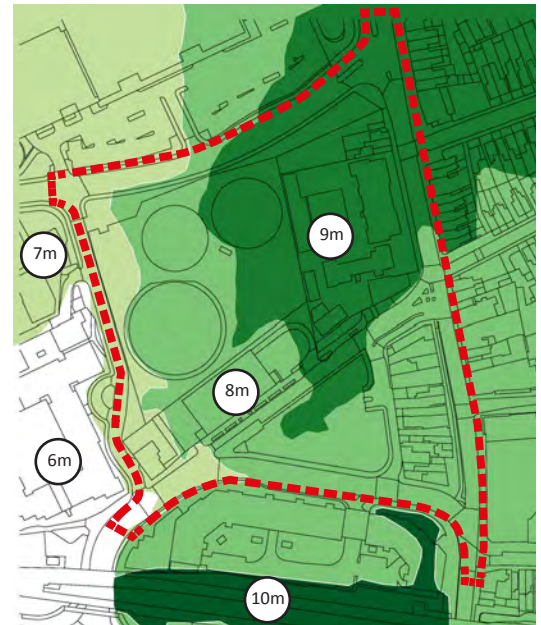
The SFRA also state that SuDS must be implemented to reduce run-off rates from the area wherever possible, or as a minimum ensure that future redevelopment does not increase runoff. With due consideration to the existing land use and general character of the area, appropriate SuDS may include permeable paving, landscaped areas encompassing planted infiltration zones and/or green roofs.

This approach will reduce the reliance on the existing infrastructure, as the site could contain its own solutions with a landscape that is designed in a highly multifunctional way, and to act as part of a SuDS system, to ensure that runoff from the site is not increased, and where possible, is reduced. As well as providing for amenity and biodiversity uses.

# Constraints and Opportunities: Orientation and Topography



Orientation Plan



Topography Plan showing areas above datum

-  Noise and Air Quality
-  Sun Path
-  Railway Line
-  North Kingston Development Site

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

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

## Design Framework: Introduction

Shaping North Kingston is a key driver behind the creation of a Design Framework. This framework will give shape and direction to the identified site area, coordinating the major transformation of a key development site within the Town Centre. And promoting a strategy that will unlock the site's potential to encourage investment into the area.

The following section outlines the principles of a Design Framework for the North Kingston site. It will establish an identity that sets it apart from other areas in Kingston. This character will be the driver of change for North Kingston that will help establish Richmond Road as distinct place to live, learn and visit.

This comprehensive strategy will bring together the fragmented land ownership pattern into one sustainable development plan. This will ensure that all the development proposals coming forward for the site area are coordinated, responding to the Guiding Principles set out at the beginning of this document, i.e. comprehensive planning, integrated development and intensification of land use.

These principles will ensure that land use is maximised across the site area in a balanced way, meeting both current and future community and commercial demands in a sustainable way.

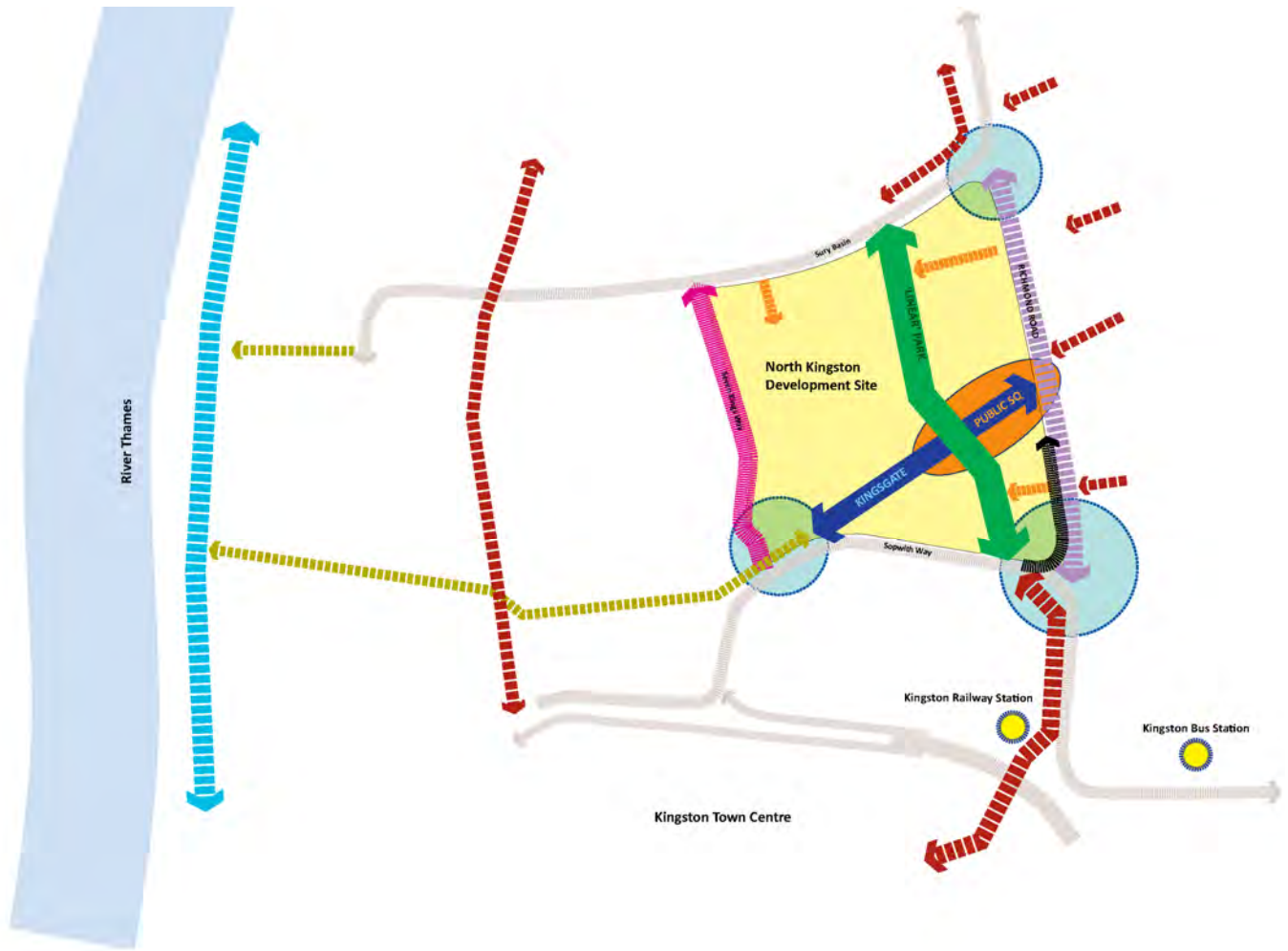
The two options (A+B) identified in this section are a development from the original options (1,2 + 3) that went out to public consultation in September 2013 for a 5 week period. The local community, special interest groups, businesses, key stakeholders and land owners have all responded to the original three options. The main issues and concerns have been addressed in a comprehensive and balanced way, in order to set a framework that responds to both community and development pressures that will drive the regeneration of North Kingston.

## Design Framework: Setting the Standard
















A ten point plan has been formed to guide a responsive and inclusive Design Framework. This checklist will identify the required components for high quality and consistent design standards for any development proposed for this site area. This will ensure that a unique place is created - that responds to its setting rather than a 'pastiche' scheme that could be anywhere.

1. Place-Making - A place with its own identity where townscape and landscape respond to and reinforce locally distinctive patterns of development, landscape, climate and cultures creates character. Local features should not just be treated as merely cosmetic or commodity but respected and celebrated as 'genius loci' - spirit of place.
2. Connectivity - A place that is easy to get to and move through promotes accessibility and permeability. Connecting places together, creating 'desire lines' for movement and integrating the wider infrastructure makes 'walkable' neighbourhoods. This will create a place of short distances that put people before traffic and integrate land uses with sustainable methods of transport.
3. Diversity - A place with variety and choice creates diversity through a mixture of compatible uses, tenures and built form that are appropriately located and scaled. By working together, viable places are created that involve the community and respond to local needs - adding value and intensification of use.
4. Legibility - A place that is 'imagable' and is easy to understand is created by a strong armature of well defined routes. A string of paths, spaces, intersections, built form and landmarks help people to associate with their context, orientating themselves through their environment.
5. Environment - A place that uses landscape positively to soften the built environment that incorporates local microclimate; environmental conditions; biodiversity and hydrology through a series of connected and distinct habitats - responding to the indigenous character of a place and is sensitive to local species.
6. Strong Edges - A place where the continuity and enclosure of all realms are clearly distinguished by 'street-based' frontages and definition of open space with high quality and appropriate built form that clearly identifies public and private areas.
7. Public Realm - A place with attractive, diverse, useable open space and routes that are, safe, uncluttered, efficient and inclusive for all in society will celebrate urban life in vibrant public spaces where people can interact.
8. Flexibility - A place that is built within a robust and flexible framework can allow for change. Incorporating the adaptability of development that responds to changing social, technological and economic conditions is a sustainable solution to spatial planning.
9. Safer-Places - A place that uses perimeter development; clearly defined, over looked spaces and routes; consolidated movement and manageable permeability responds to peoples' natural ability to take ownership of their neighbourhood and personal space.
10. Sustainability - A place that promotes inclusive social and diverse economic principles; using efficient, renewable energy resources; recycling and managing waste, reducing consumption; connect places with efficient methods of movement and transport; creating compact urban form with high Code for Sustainable Homes standards; involving people in the process of delivering a Sustainable Community.

# Design Framework Option A: Concept



Option A concept plan

-  Park
-  Kingsgate Public Realm
-  Richmond Road High Street
-  Increased Permeability to Richmond Road
-  Existing Pedestrian Desire Lines
-  Thames Path
-  Improve Pedestrian Desire Lines to the River Thames
-  Left turn from Sopwith Way and widening of Richmond Road
-  Widening of Seven Kings Way
-  New/ Remodelled Road
-  Existing Road Network
-  North Kingston Development Site
-  Richmond Road Public Square
-  Public Transport Node (Arrival/ Interchange)
-  Gateway/ Arrival Nodal Point

## Design Framework Option A: Illustrative Plan



Option A Illustrative framework plan

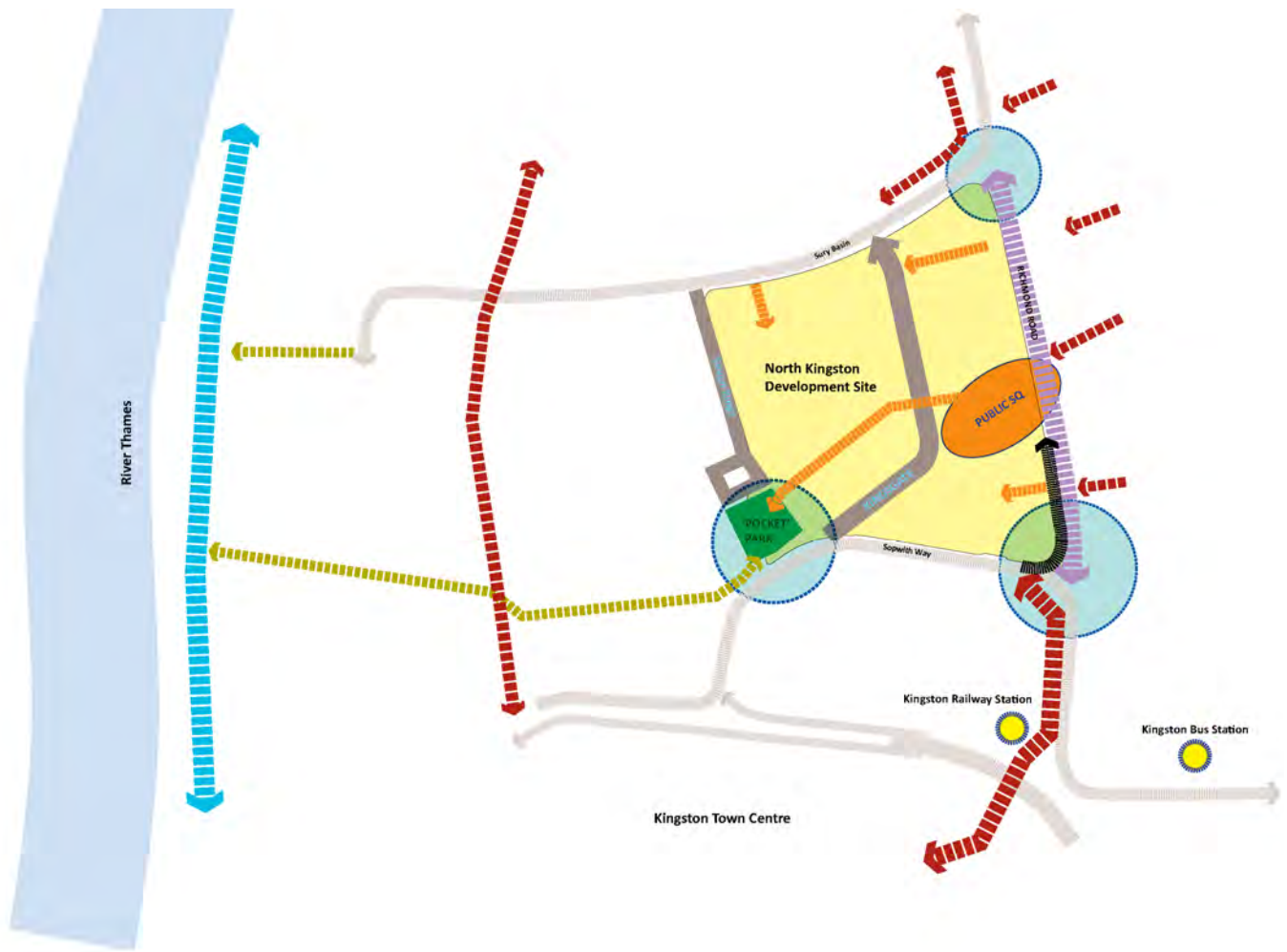
Option A establishes a set of urban design principles that defines a series of compact, pedestrian-focused, mixed-use areas. Uses and clusters of activities are integrated together at key locations to enclose a new public square at Richmond Road, and contain a new 'linear' park that runs north to south, joining a majority of the development sites together.

The new public square at Richmond Road will provide a focal point of activity and break out space along this corridor, enabling a range of events to take place in purpose built environment that will transform the character and amenity value of Richmond Road. The new public park is long and narrow in character, but wide enough to contain usable green amenity space that is different in nature to the harder active space at Richmond Road.



The framework is designed to increase permeability between the land parcels, and orientated around pedestrian desire lines and cycle movement. This enables new spaces to be located at the confluence of these networks, in order to capture footfall and provide space in areas where there is a deficit of public amenity.

The framework combines high quality open space and architecture at key locations, to create a distinct and attractive place, reinforcing the identity of North Kingston, drawing people together in an active and vibrant environment. This place shaping strategy will create a destination where there once was a void of inactivity.

# Design Framework Option B: Concept



Option B concept plan

- |   |  |   |  |
|---|--|---|--|
|  | Park   |  | Widening of Seven Kings Way                  |
|  | Kingsgate Public Realm                                   |  | New/ Remodelled Road                         |
|  | Richmond Road High Street                                |  | Existing Road Network                        |
|  | Increased Permeability to Richmond Road                  |  | North Kingston Development Site              |
|  | Existing Pedestrian Desire Lines                         |  | Richmond Road Public Square                  |
|  | Thames Path  |  | Public Transport Node (Arrival/ Interchange) |
|  | Improve Pedestrian Desire Lines to the River Thames      |  | Gateway/ Arrival Nodal Point                 |
|  | Left turn from Sopwith Way and widening of Richmond Road |   |  |



## Design Framework Option B: Illustrative Plan



Option B Illustrative framework plan

Option B establishes a set of urban design principles that defines a series of compact, pedestrian-focused, mixed-use areas. Uses and clusters of activities are integrated together at key locations to enclose a new public square at Richmond Road, and contain a new 'pocket' park located at the southern end of Seven Kings Way.

The new public square at Richmond Road will provide a focal point of activity and break out space along this corridor, enabling a range of events to take place in purpose built environment that will transform the character and amenity value of Richmond Road. The new public park is a small square in character, but large enough to contain usable green amenity space that is different in nature to the harder active space at Richmond Road.

The framework is designed to increase permeability between the land parcels, and orientated around pedestrian desire lines and cycle movement. This enables new spaces to be located at the confluence of these networks, in order to capture footfall and provide space in areas where there is a deficit of public amenity.

The framework combines high quality open space and architecture at key locations, to create a distinct and attractive place, reinforcing the identity of North Kingston, drawing people together in an active and vibrant environment. This place shaping strategy will create a destination where there once was a void of inactivity.

## Design Framework Option A: Public Realm



Option A Public Realm Plan

-  Linear Park
-  Public Square
-  Pedestrian Access
-  Shared surface vehicular access

Option A has located public realm in key locations throughout the development area. It is designed to transform the environment from a car dominated thoroughfare to spaces where people can meet, greet and exchange in a safe and active setting. The public realm will carry a variety of movement types that prioritise pedestrians over vehicles making it attractive to use for people of all ages and ability.

The hard space will be in the form of a new public square against Richmond Road. And will be contrasted by a softer north/ south 'linear' park that will be bio-diverse in nature. These two very distinctive spaces will enhance the character of the area and cater for a range of different uses and activities.

The quality of the spaces will encourage people to use them and for people to overlook them, creating valuable amenity for the North Kingston area, addressing the deficit of public realm in this locality.

## Design Framework Option B: Public Realm



Option B Public Realm Plan

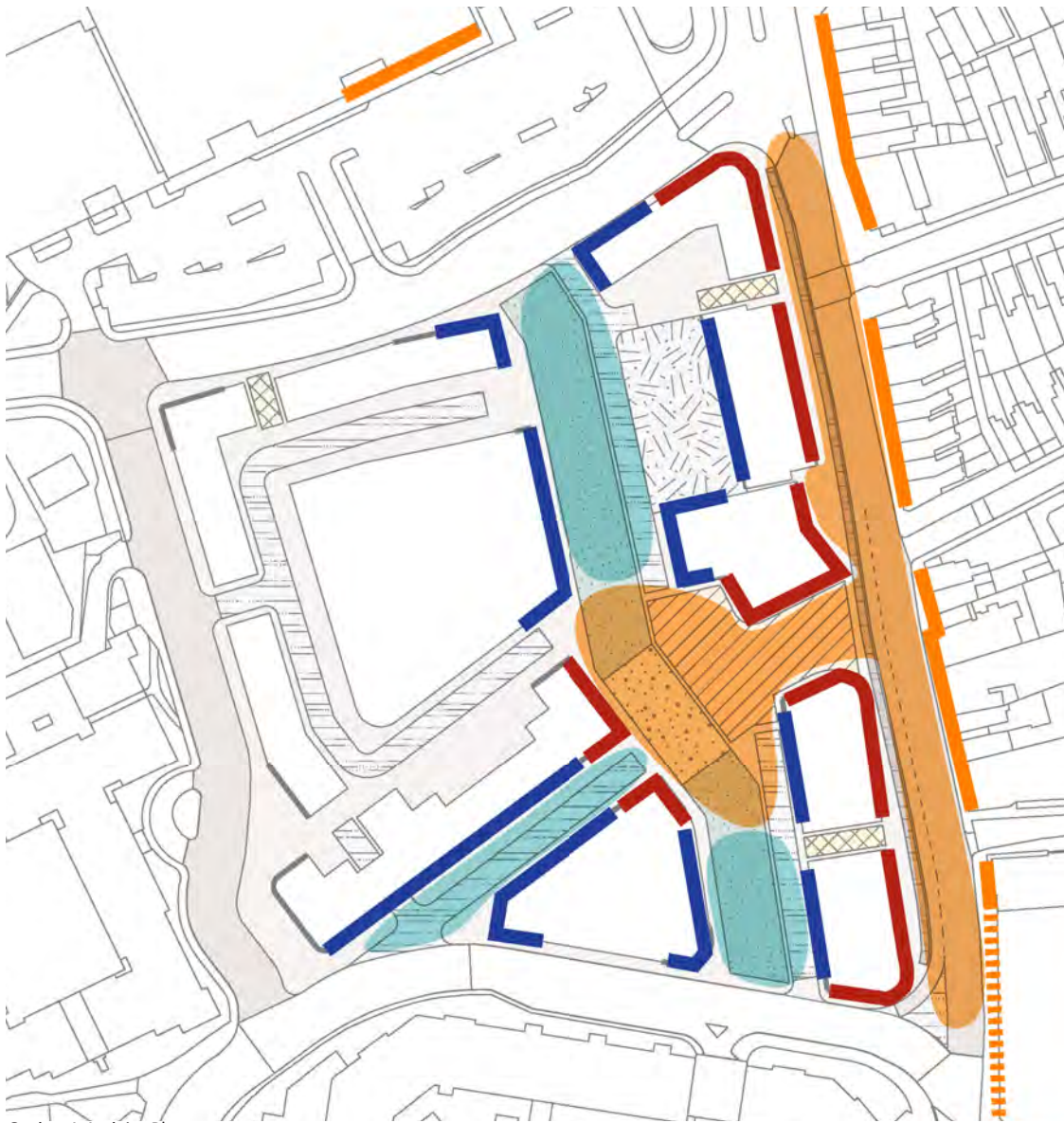
-  Linear Park
-  Public Square
-  Pedestrian Access
-  Shared surface vehicular access

Option B has located public realm in key locations throughout the development area. It is designed to transform the environment from a car dominated thoroughfare to spaces where people can meet, greet and exchange in a safe and active setting. The public realm will carry a variety of movement types that prioritise pedestrians over vehicles making it attractive to use for people of all ages and ability.

The hard space will be in the form of a new public square against Richmond Road. And will be contrasted by a softer 'pocket' park that will be bio-diverse in nature at Seven Kings Way. These two very distinctive spaces will enhance the character of the area and cater for a range of different uses and activities. And allow for improved access to the riverside area.

The quality of the spaces will encourage people to use them and for people to overlook them, creating valuable amenity for the North Kingston area, addressing the deficit of public realm in this locality.

## Design Framework Option A: Activity



Option A Activity Plan

-  Existing Primary Activity
-  Primary Activity
-  Secondary Activity
-  Primary Public Space
-  Secondary Public Space

Option A identifies the importance of Richmond Road as an existing active neighbourhood centre. The new layout responds to this corridor by creating new complimentary uses that will enhance the offer of Richmond Road through new activity centred on public open space.

Primary activity will focus along the frontage of Richmond Road and into the site at the Kingsgate public square. Secondary and tertiary uses will stem from this and extend into the development through the 'linear' park and shared surface along Kingsgate Road.

It is important for the development to contain the activity in well-defined and overlooked public space that is accessible by all. This activity will serve the local community, as well as acting as a draw to people in areas further a field, who will be attracted to this new quarter of North Kingston.

## Design Framework Option B: Activity



Option B Activity Plan

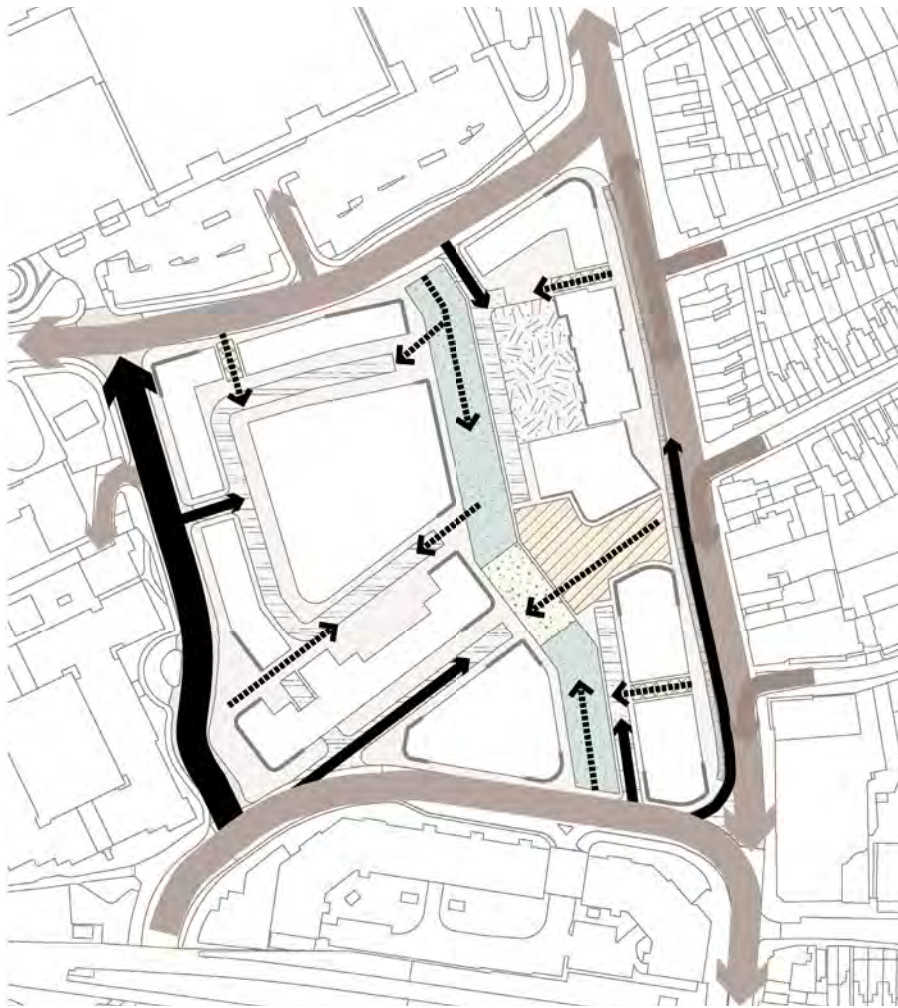
-  Existing Primary Activity
-  Primary Activity
-  Secondary Activity
-  Primary Public Space
-  Secondary Public Space

Option B identifies the importance of Richmond Road as an existing active neighbourhood centre. The new layout responds to this corridor by creating new complimentary uses that will enhance the offer of Richmond Road through new activity centred on public open space.

Primary activity will focus along the frontage of Richmond Road and into the site at the Kingsgate public square. Secondary and tertiary uses will stem from this and extend into the development along the new Kingsgate Road urban boulevard to the 'pocket' park at Seven Kings Way, and northwards towards Sury Basin.

It is important for the development to contain the activity in well-defined and overlooked public space that is accessible by all. This activity will serve the local community, as well as acting as a draw to people in areas further a field, who will be attracted to this new quarter of North Kingston.

# Design Framework Option A: Access



Option A Access Plan



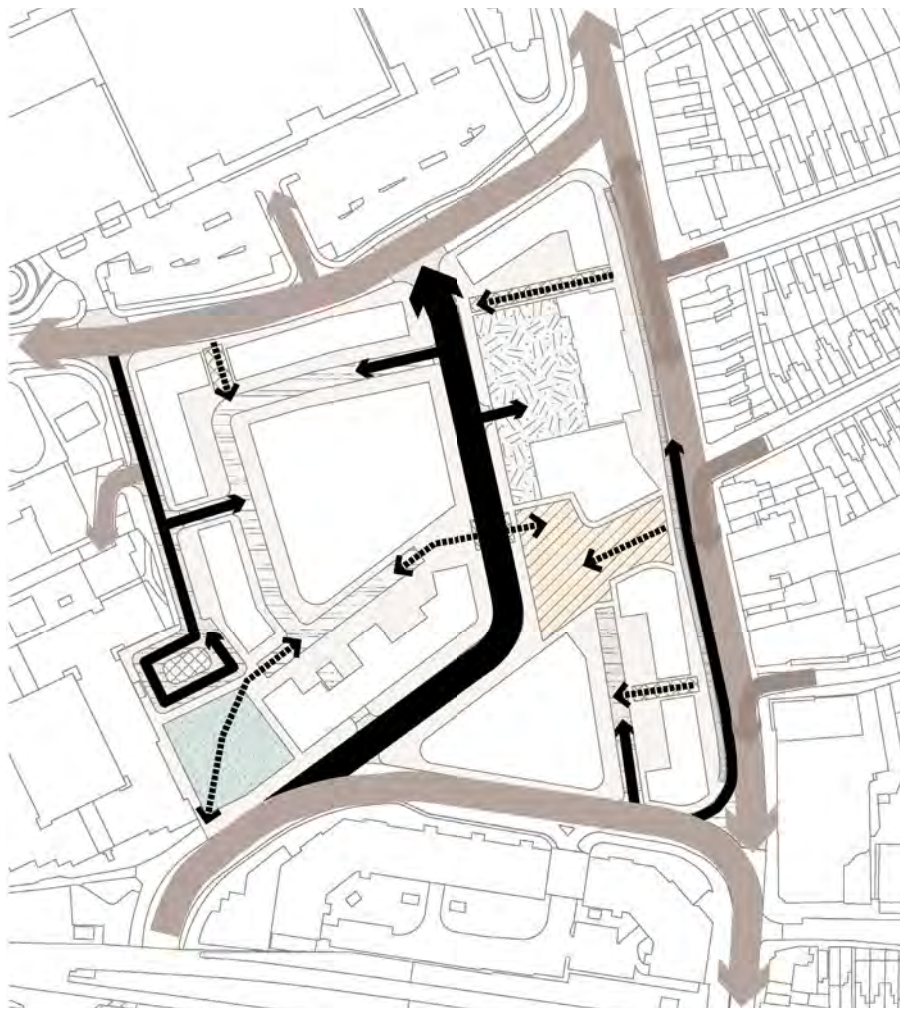
Option A seeks to control the existing movement network to ensure that the car dominance into the site is reduced. This will create an attractive environment where people can use the public space and shared surfaces safely, promoting more activity in the public realm.

Vehicular access has been limited to one entrance point on the north, south and western sides of the site. There is no vehicular access from the east at Richmond Road, except in exceptional circumstances for emergency vehicles. There are no through routes for vehicles that would promote additional movements, as cars short cut the gyratory system.

Conversely pedestrian and cycle access is allowed to permeate the site at the appropriate points to ensure ease of movement making it an attractive and convenient place to live or visit.

Seven Kings Way has been widened to accept additional vehicular capacity. A new left turn from Sopwith Way onto Richmond Road will provide a resilience route for traffic moving northwards out of Kingston. Richmond Road has been widened at the southern end to allow for the proposed left turn. Both of these proposals will mitigate the closure of Kingsgate Road onto Richmond Road and address wider movement network capacities issues in the North Kingston area.

## Design Framework Option B: Access



Option B Access Plan



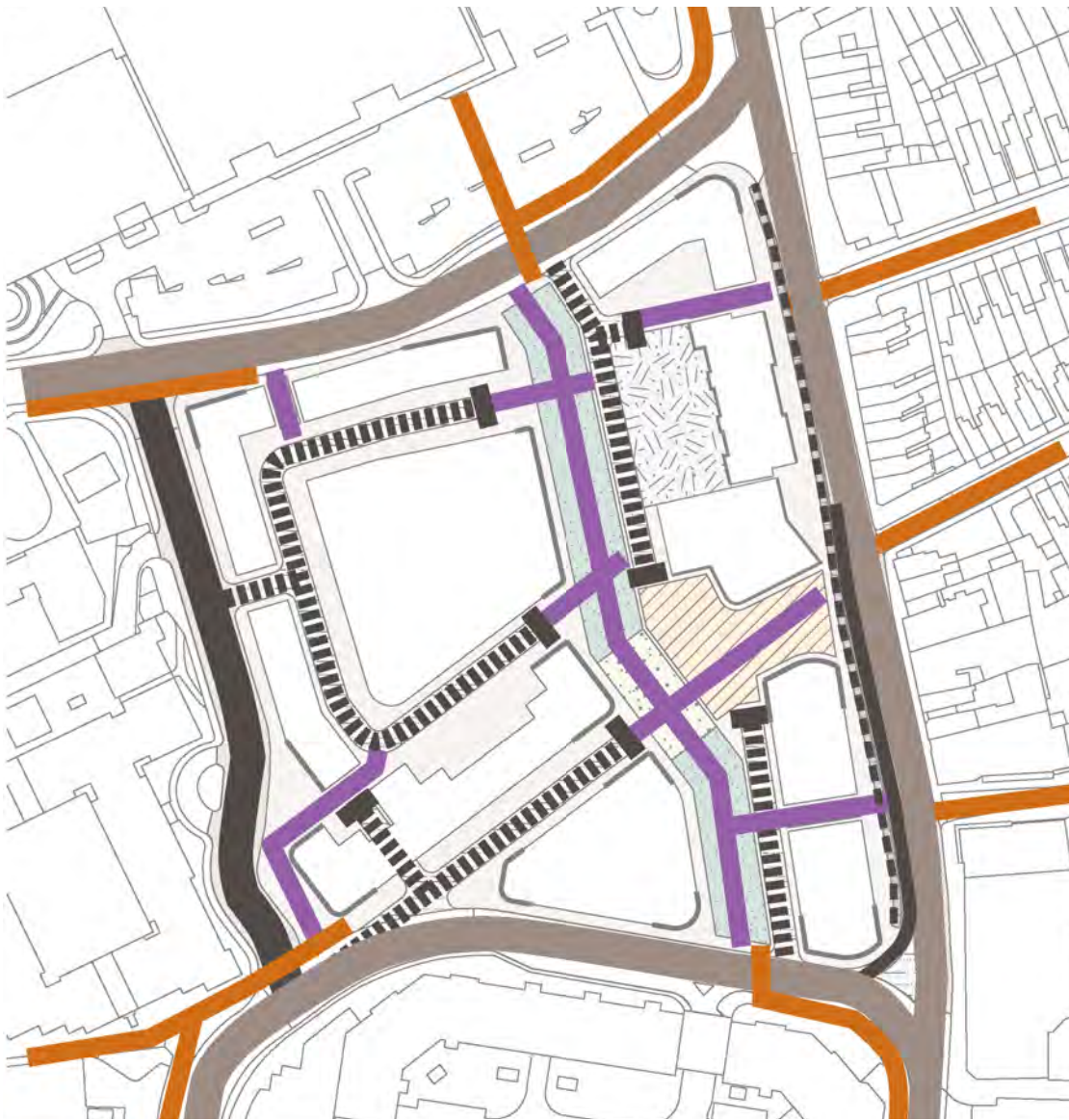
Option B seeks to control the existing movement network to ensure that the car dominance into the site is reduced. This will create an attractive environment where people can use the public space and shared surfaces safely, promoting more activity in the public realm. Pedestrian and cycle access is allowed to permeate the site at the appropriate points to ensure ease of movement making it an attractive and convenient place to live or visit.

Kingsgate Road has been stopped up at the eastern end to prevent vehicular access onto Richmond Road, in order to create a new public space in this location. Kingsgate Road has been diverted northwards and remodelled as a new 'urban boulevard' to consolidate all main vehicular movement for the site area.

Seven Kings Way has also been stopped up at the southern end, in order to create a new 'pocket' park to replace the loss of the 'linear' park in option A. Seven Kings Way will now be accessed from the northern end and will still serve the existing developments to the west but remodelled to create a quieter residential street.

A new left turn from Sopwith Way onto Richmond Road will provide a resilience route for traffic moving northwards out of Kingston. Richmond Road has been widened at the southern end to allow for the proposed left turn. Both of these proposals will mitigate the closure of Kingsgate Road onto Richmond Road and address wider movement network capacities issues in the North Kingston area.

# Design Framework Option A: Circulation & Connections



Option A Circulation and Connections Plan

-  Existing Pedestrian Movement
-  New or remodelled vehicular route
-  New vehicular shared surface route
-  Pedestrian and cycle only route
-  Cycle only route
-  Existing road network

Options A is set out to ensure that pedestrian and cycle movement is the dominant form within the site area. They are designed to link up to the surrounding movement network and public transport systems at convenient and appropriate locations.

The main spine of movement is north to south through the ‘linear’ park and east to west at Kingsgate Road. Vehicular movement is controlled and not allowed to connect through the site, and is configured in a shared surface arrangement to create ‘homezones’ with pedestrian priority.

The main movement is concentrated on the north/south and east/west axis to ensure that these two routes are well used and therefore safe environments. The routes are clearly defined and set out on clear desire lines to ensure that they are legible to improve wayfinding throughout the site area.

Seven Kings Way has been widened and a left turn on Richmond Road will help improve vehicular movement northwards. A dedicated cycle lane along Richmond Road is retained and improved.



## Design Framework Option B: Circulation & Connections



Option B Circulation and Connections Plan



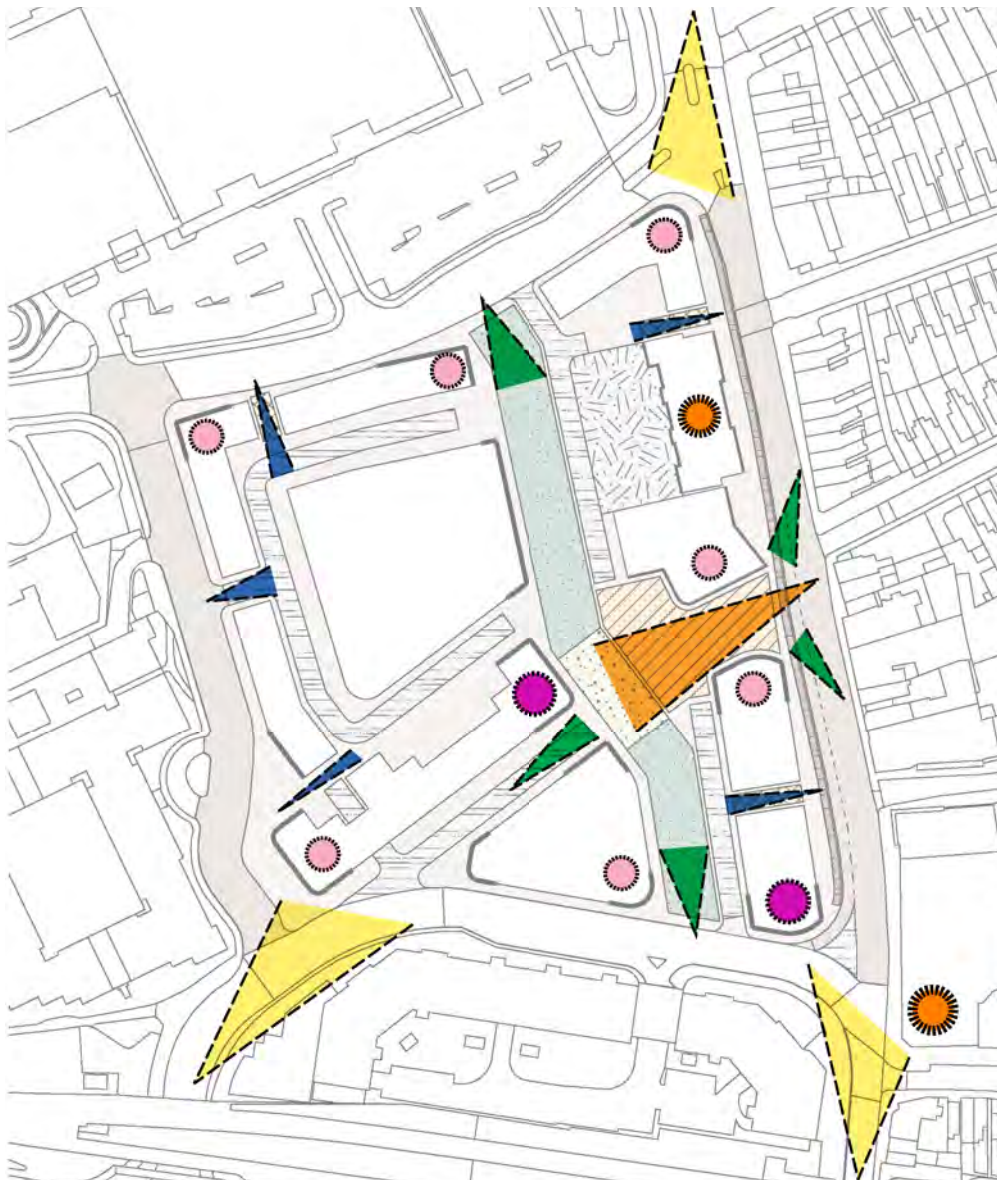
Options B is set out to ensure that pedestrian and cycle movement is the dominant form within the site area. They are designed to link up to the surrounding movement network and public transport systems at convenient and appropriate locations.

The main spine of pedestrian movement is east to west, linking Richmond Road and Seven Kings 'pocket' park to the riverside. Vehicular movement is controlled and connects through the site in a new 'urban boulevard'. Other local roads are configured in a shared surface arrangement to create 'homezones' with pedestrian priority.







The main movement is concentrated on the north/south and east/west axis to ensure that these two routes are well used and therefore safe environments. The routes are clearly defined and set out on clear desire lines to ensure that they are legible to improve wayfinding throughout the site area.

Seven Kings Way has been widened and a left turn on Richmond Road will help improve vehicular movement northwards. A dedicated cycle lane along Richmond Road is retained and improved.

# Design Framework Option A: Wayfinding



Option A Wayfinding Plan

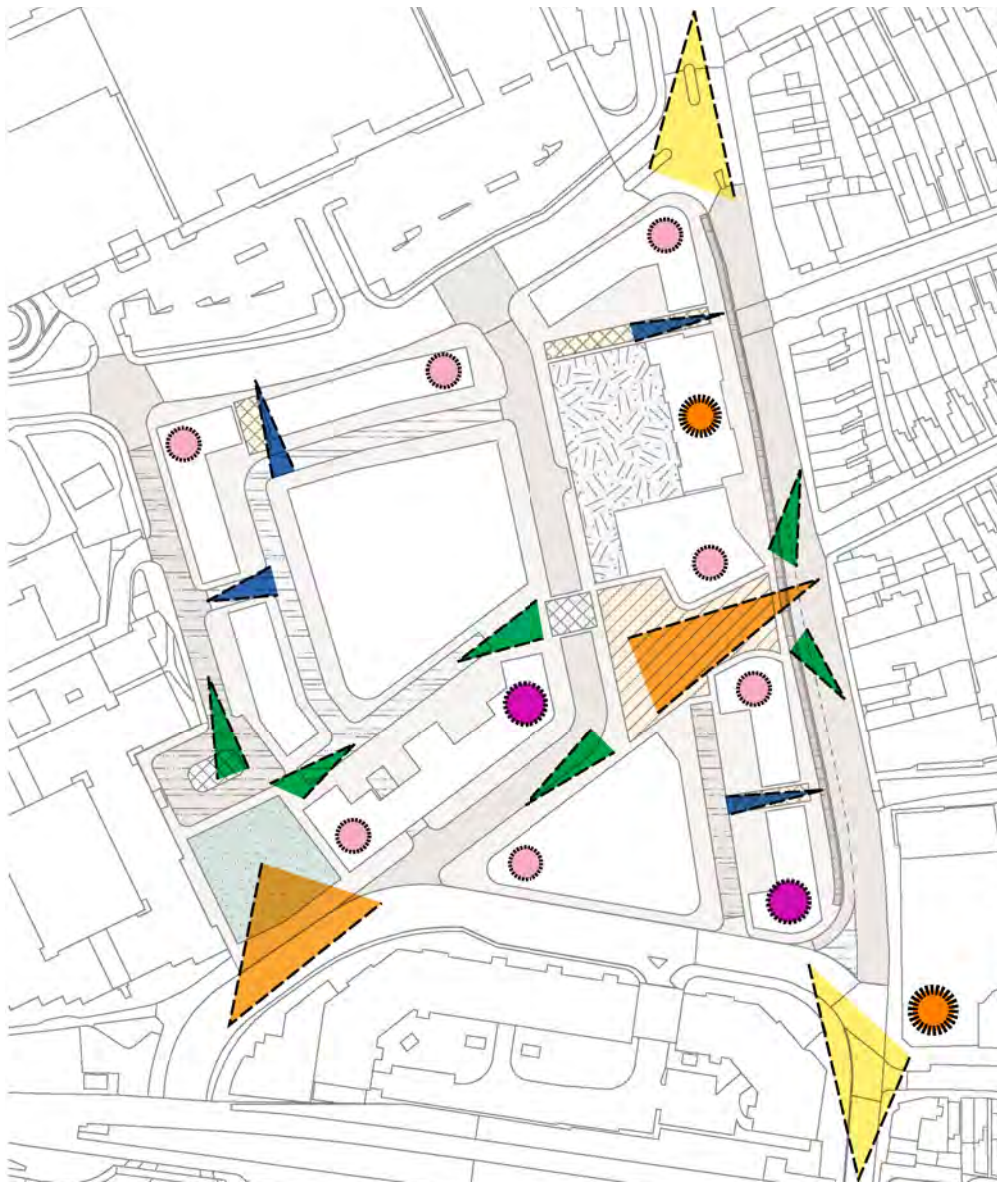
-  View to landmark building (gateway view)
-  View to landmark building and openspace (gateway view)
-  View to openspace
-  Glimpse view
-  Proposed primary landmark building or frontage
-  Proposed secondary landmark building or frontage
-  Existing landmark building or frontage

Option A has located a series of landmark features that respond to the wider context. There are key views to the landmarks, along Richmond Road and wider views to the Town Centre. Visual connections are an important element of the scheme to aid wayfinding.








Focal points will be framed as vistas, and existing ones preserved as part of the townscape character of North Kingston. This will aid orientation and legibility throughout the area, identifying desire lines for pedestrians to use efficiently to navigate locally and to areas wider a field like the Station, Town Centre and riverside.

Primary landmarks identify the 'gateway' areas to the site area. Secondary landmarks define local marker buildings that reinforce the character of the development. Buildings as well as open space are combined to reinforce feature areas of the development at salient locations.

## Design Framework Option B: Wayfinding



Option B Wayfinding Plan

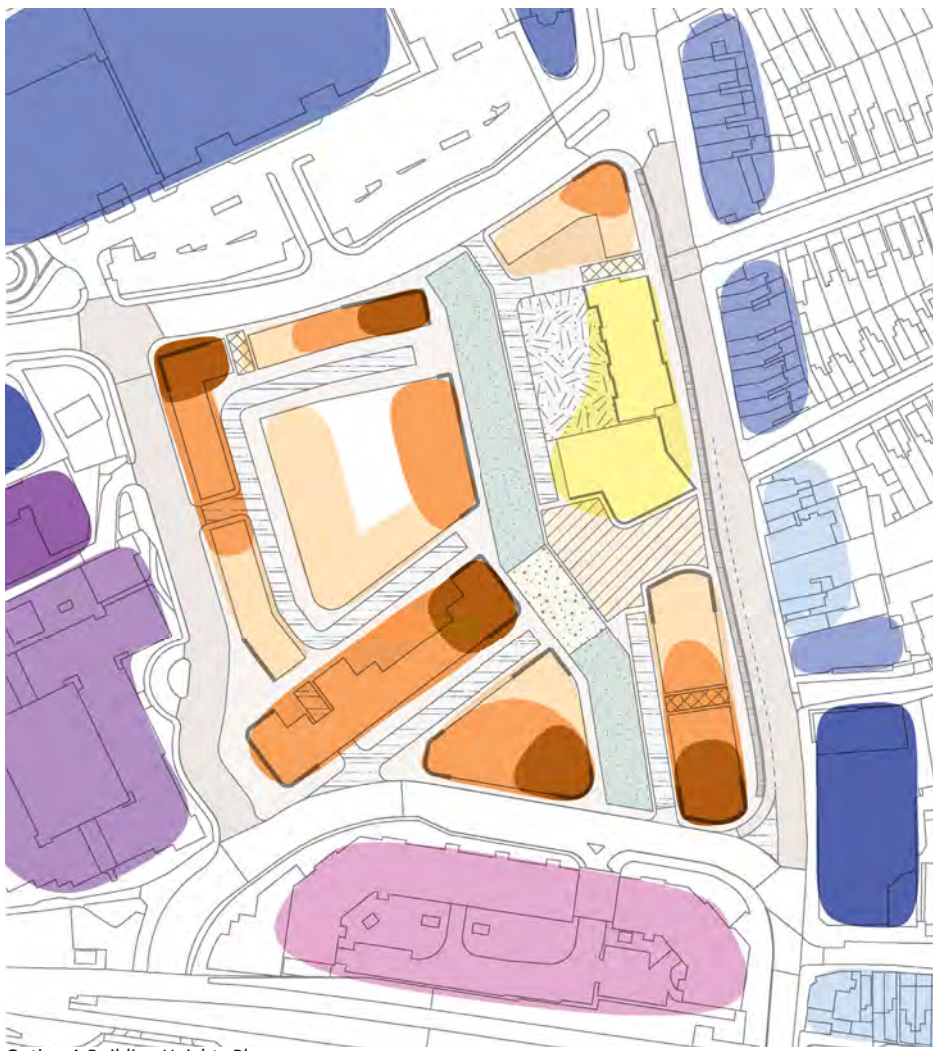
-  View to landmark building (gateway view)
-  View to landmark building and openspace (gateway view)
-  View to openspace
-  Glimpse view
-  Proposed primary landmark building or frontage
-  Proposed secondary landmark building or frontage
-  Existing landmark building or frontage

Option B has located a series of landmark features that respond to the wider context. There are key views to the landmarks, along Richmond Road and wider views to the Town Centre. Visual connections are an important element of the scheme to aid wayfinding.

Focal points will be framed as vistas, and existing ones preserved as part of the townscape character of North Kingston. This will aid orientation and legibility throughout the area, identifying desire lines for pedestrians to use efficiently to navigate locally and to areas wider a field like the Station, Town Centre and riverside.

Primary landmarks identify the 'gateway' areas to the site area. Secondary landmarks define local marker buildings that reinforce the character of the development. Buildings as well as open space are combined to reinforce feature areas of the development at salient locations.

# Design Framework Option A: Height, Scale and Massing



Option A Building Heights Plan

Existing	Proposed
2 - 3 stories	3 - 4 stories
3 - 4 stories	up to 4 stories
5 stories	up to 6 stories
6 stories	up to 8 stories
5 - 8 stories (mainly up to 7)	
6 - 8 stories (mainly up to 7)	

Option A has configured height, scale and massing in relation to the surrounding context. It takes into consideration the need to create landmarks to aid wayfinding and to establish gateways at the salient points identified within the Design Framework.

In principle the scale of the development should step down towards the public space to prevent overshadowing and step up towards the northern end of the site area, with well designed landmark buildings projecting from these spaces at salient points, to celebrate the spaces.

Recent development has created a benchmark for height. However the site area presents an opportunity to address the scale difference between Richmond Road and the neighbouring development. Creating a varying roofscape will distinguish the North Kingston site from the mono-scale of the surrounding buildings. The variety of building heights and forms will also mitigate the potential of a canyon effect by not directly reflecting the same scale. And create usable and attractive public realm.

# Design Framework Option B: Height, Scale and Massing



Option B Building Heights Plan

**Existing**

- 2 - 3 stories
- 3 - 4 stories
- 5 stories
- 6 stories
- 5 - 8 stories (mainly up to 7)
- 6 - 8 stories (mainly up to 7)

**Proposed**

- 3 - 4 stories
- up to 4 stories
- up to 6 stories
- up to 8 stories

Option B has configured height, scale and massing in relation to the surrounding context. It takes into consideration the need to create landmarks to aid wayfinding and to establish gateways at the salient points identified within the Design Framework.

In principle the scale of the development should step down towards the public space to prevent overshadowing and step up towards the northern end of the site area, with well designed landmark buildings projecting from these spaces at salient points, to celebrate the spaces.

Recent development has created a benchmark for height. However the site area presents an opportunity to address the scale difference between Richmond Road and the neighbouring development. Creating a varying roofscape will distinguish the North Kingston site from the mono-scale of the surrounding buildings. The variety of building heights and forms will also mitigate the potential of a canyon effect by not directly reflecting the same scale. And create usable and attractive public realm.

# Design Framework: Land Use

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

## Housing

The Council has challenging targets for housing delivery – a minimum 3,750 net additional homes between 2011-21. Housing delivery has been well below target in recent years, partly as a result of the relatively small number of large development sites available across the Borough. The Council wishes to maximise the opportunity presented by large brownfield sites for housing to meet its pressing need for housing, and affordable housing in particular.

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

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

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

## Retail

Whilst times are very challenging for retailers and town centres Kingston town centre remains comparatively healthy and retailers’ demand for representation remains relatively high. The Council has commissioned GVA Grimley to undertake a Retail Study for the Borough, and whilst the study is not yet finalised it is likely to identify a significant need for new comparison and convenience floorspace and leisure uses in Kingston town centre.

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

## Design Framework: Land Use

### **Employment**

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

### **Education**

The Borough has experienced a dramatic increase in demand for primary school places as a result of demographic trends and changes, including rising birth rates and migration levels. The number of live births increased by 29% to 2,312 in the 10 years to 2010 and is projected to continue at current levels or above, until 2018/19.

There is a need for additional primary school places right across the Borough, and this area of North Kingston has a need that cannot be met by expansion of existing schools and that requires provision of a new school. Therefore the site could be used to provide a new primary school and would be likely to provide 2 forms of entry and secure outdoor play space.

Due to the site's Town Centre location an 'urban model' school will be most appropriate for the site, due to the land holding constraints and setting. There are many good precedents that show a primary school can function within a mixed use development, albeit with a reduced amount of play space that can be re-provided with alternative forms of open space such as utilising roof top areas or shared amenity with other similar institutional uses.

There is potential to expand or consolidate Kingston College's teaching space on an expanded Richmond Road campus. The College has planning permission for a new Arts and Media building, and will shortly be commencing construction.

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

## Design Framework: Development Parcels



Development Parcels Plan

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



# Design Framework: Land Use Plan



Land Use Plan

-  Mixed-use (retail, education, community) on the lower levels, with residential or student accommodation on the upper levels.
-  Employment use on the lower levels, with residential or student accommodation on the upper levels.
-  Mixed-use (education, employment, community and retail) on the lower levels, with residential on the upper levels.
-  Mixed-use (retail, education) on the lower levels, with residential on the upper levels.
-  Retail use on the lower levels, with residential or student accommodation on the upper levels.
-  Education Use on all levels.
-  Area safeguarded for access, public open space or public realm.

The land use plan is common across both options. It identifies the location of all the proposed uses for the development site, including areas that are safeguarded for access, public open space or public realm. These uses are Kingston Town Centre Area Action Plan (K+20) policy compliant. Active mixed-uses have been placed at the ground and lower floors at key locations. The upper floor levels have been identified as quieter market and affordable residential or student housing at the southern end of the development area. This approach will create a mixed use environment that will be active during the daytime as well as the evening hours.

Education uses have been situated in close proximity to the already successfully established Kingston College. And will include the potential for a primary school, which will be subject to a separate feasibility study.

Retail uses are placed around the main public space and front onto Richmond Road to reinforce the activity in this important corridor.

The combination of these uses will reinforce the character of the development site, establish this quarter as a gateway and growth area for Kingston Town Centre.

## Energy and Sustainability

Development will be required to adopt the following energy and sustainability principles:

- Adopt sustainable design and construction measures
- Minimise carbon emissions through decentralised combined cooling, heating and power systems and the use of energy efficient and renewable energy technologies.
- Achieve a 20% reduction in carbon emissions through the use of on-site renewable energy generation.
- Minimise the need for and use of mechanical ventilation, heating and cooling systems
- Provide buildings to provide for adaptation and flexibility of use during their lifetime
- Provide buildings designed to mitigate the effects of the urban heat island and the expected increases in hot dry summers and mild wet winters
- Mitigate any adverse impact on the microclimate of surrounding public realm in terms of wind and overshadowing
- Optimise the opportunities for efficient water use, reuse and recycling through the use of sustainable urban drainage systems and minimising water use within new homes and commercial buildings.
- Green and brown roofs will be encouraged and rainwater harvesting for both buildings and open spaces should be incorporated.
- Protect and enhance ecology and biodiversity through the creation of new open space, the enhancement of existing waterways and the use of roof top gardens, green roofs and walls.
- Encourage walking, cycling and the use of public transport by locating higher trip generating land uses and development densities within easy access to public transport, promoting car clubs, delivering a high quality public realm and adopting creative design solutions for cycle parking.
- Provide for healthy lifestyle opportunities by maximising opportunities for easy access to well maintained and usable private, semi-private and public amenity space.
- Achieve a minimum Code for Sustainable Homes Level 4 (with a view to achieving level 5) and BREEAM Excellent standards
- Achieve Lifetime Homes standards and 10% wheelchair accessibility standards
- Provide facilities for recycling within all housing, industrial, commercial and retail development

## Delivery

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

If areas identified within the identified development site area are proving difficult to unlock, the Council is willing to utilise its planning powers in order to effect change, in line with the proposals set out in the Design Framework.

The Council is also proposing to use its land ownership (Development Parcels A + C) to contribute towards the comprehensive transformation of the area, either through land exchange, joint venture or redevelopment of its own land - individually or combined with neighbouring land parcels.

Phasing will be determined by the above criteria, to ensure that development is coordinated and comprehensive, appropriately scaled and delivers key land uses. The Council welcomes discussions with landowners and investors based upon the principles set out in this Development Brief, as part of the on going consultation process.

A second stage Brief is planned for released in 2014 for public consultation. And will set out principles for delivery that will include evidence base material to support and address issues such as movement and transport.

"If you are unable to read this document because of disability or language, we can assist you. Please call the Kingston Council Helpline on 020 8547 5757 or ask someone to call on your behalf."

چنانچه قادر نیستید این نامہ را بہ دلیل ناتوانی یا مشکل زبان بخوانید ما میتوانیم بہ شما کمک کنیم۔ لطفاً خود یا شخص دیگری با شماره کمک شهرداری کینگسٹون تماس بگیرید۔  
تلفن 020 8547 5757 .۰۲۰۸۵۴۷۵۷۵۷

"당신이 신체적인 불편함 혹은 언어 문제로 인해 이 서류를 읽지 못할 경우, 저희들이 돕겠습니다. 킹스톤 의회 상담전화 (Kingston Council helpline) 020 8547 5757 로 직접 전화하시거나 혹은 다른 사람에게 전화를 부탁하십시오."

نہ گہر توانای خواندنہوہی نہم نوسراوہت نیہ لہ بہر پہککہوتہی/ بن توانای یاخوہ لہ بہر زمان تینہ گہیشتن ، نہوا نیہ نہتوانین یارمہتیت بدین . تکایہ پیوہندی بکہ بہ ہیلی یارمہتی شاردوانی کینگسٹونہوہ (Kingston Council) بہ شمارہ تہ لہ فونی 020 8547 5757 یاز بہکہسن بلن کہ بہ ناوی تہوہ پیوہندی بکات .

"إن لم تكن قادراً على قراءة هذا النص بسبب اللغة أو أي عائق آخر، اتصل بنا فذ نحن نستطيع مساعدتك. الرجاء الاتصال بخط مجلس كنجستون للمساعدة (Kingston Council helpline) على الرقم 020 8547 5757 أو اطلب من أي شخص آخر الاتصال بنا نيابة عنك."

“ਜੇਕਰ ਤੁਸੀਂ ਅਪਾਹਜਤਾ ਜਾਂ ਭਾਸ਼ਾ ਦੇ ਕਾਰਣ ਇਸ ਦਸਤਾਵੇਜ਼ ਨੂੰ ਪੜ੍ਹਨ ਵਿੱਚ ਅਸਮਰਥ ਹੋ, ਤਾਂ ਅਸੀਂ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੇ ਹਾਂ। ਕਿਰਪਾ ਕਰਕੇ 020 8547 5757 'ਤੇ ਕਿੰਗਸਟਨ ਕੌਂਸਲ ਦੀ ਹੈਲਪਲਾਈਨ 'ਤੇ ਕਾਲ ਕਰੋ ਜਾਂ ਆਪਣੇ ਵੱਲੋਂ ਕਿਸੇ ਨੂੰ ਕਾਲ ਕਰਨ ਲਈ ਕਹੋ।”

Caso você não consiga ler este documento devido a deficiência ou idioma, nós podemos ajudar. Por favor, ligue para o canal de atendimento Kingston Council no telefone 020 8547 5757, ou solicite a alguém para ligar por você.

உங்களால் இந்த கடிதத்தை படிக்க இயலவில்லை என்றால் தயவு கூர்ந்து கிங்ஸ்டன் உதவி மையத்தை நீங்களோ அல்லது உங்களை சார்ந்த எவராவது தொடர்பு கொள்ளவும்.  
தொடர்பு கொள்ள வேண்டிய எண் 020 8547 5757

- کرينگے مدد کو آپ ہم تو ہیں ناقابل سے وجہ کسی پڑھنے کو دستاویز اس آپ اگر فون 020 8547 5757 .۰۲۰۸۵۴۷۵۷۵۷ لائن ہیلپ کاونسل کنگسٹن مہربانی برائے کروائے سے کسی یا کیجئے

Haddii aadan awoodin akhrinta dokumentigan sabab naafada ama luqadda ah, waan ku caawin karnaa. Fadlan soo wac Khadka caawimada ee Kawnsalka Kingston 020 8547 5757 ama qof ku matalaya ka codso inuu na soo waco

我们可以协助您，如果您因语言障碍或残疾不能阅读此文件。请拨打金斯敦市议会热线服务电话 020 8547 5757 或请求他人来代表您通话。



If you would like to discuss any aspect of this document or the Local Development Framework generally, please ring the LDF Team on 0208 547 5002 or email us at [ldf@rbk.kingston.gov.uk](mailto:ldf@rbk.kingston.gov.uk)

Place Directorate  
Royal Borough of Kingston  
Guildhall 2  
Kingston upon Thames  
KT1 1EU

Printed on recycled paper  
RBK published