

Royal Borough Of Kingston Upon Thames  
Royal Borough Of Kingston  
Guildhall 2  
Kingston-Upon-Thames  
Surrey  
KT1 1EU

Letter Printed 30 June 2021

**FOR RECOMMENDATION DATED**  
30 June 2021

**The Town and Country Planning Act 1990, (as amended)**  
**Consultation – No Objection with Provisos**

**Application:** 21/1732/CON  
**Your ref:**  
**Our ref:** DC/JAG/21/1732/CON/CON  
**Applicant:** Royal Borough Of Kingston Upon Thames  
**Agent:**

**LOCATION**

Cambridge Road Estate Cambridge Road Kingston Upon Thames KT1 3JJ

for

**PROPOSAL**

Part detailed / part outline planning permission for a mixed use development, including demolition of existing buildings and erection of up to 2,170 residential units (Use Class C3), 290sqm of flexible office floorspace (Use Class E), 1,395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), 1,250sqm community floorspace (Use Class F2), new publicly accessible open space and associated access, servicing, landscaping and works, including stopping up of all public highway including Wimpole Close, Eureka Road, St. Peters Road, Burritt Road, Stapleford Close, Willingham Way, Chesterton Terrace, Excelsior Close, Washington Road and Franklin Close, footpaths, parking courts and other areas of highway. Detailed permission for Phase 1 for erection of 452 residential units (Use Class C3), 1,250sqm community floorspace (Use Class F2), 290sqm of flexible office floorspace (Use Class E), 395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), new publicly accessible open space and associated access, servicing, parking, landscaping works including tree removal, refuse/recycling and bicycle storage, energy centre and works. Outline permission for 1718 residential units (Use class C3), 1000 sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis) (with scale, layout, appearance, and landscaping reserved) is sought for the remainder of the development (parameter plans are included).

I refer to your consultation regarding the above mentioned proposal.

**My Council's observations are as follows:**

That the Royal Borough Of Kingston Upon Thames be advised that the London Borough of Richmond upon Thames raise no objection but would make the following provisos:

**U0104127 No objection subject to provisos**

The London Borough of Richmond upon Thames, in the event that the application is approved, raises no objections in principle subject to further consideration of the matters below.

**Impact on Bus Services**

When it is fully built out, the whole development will result in a net increase of 141 two-way bus trips in the AM weekday peak hour and 121 two-way bus trips in the PM weekday peak hour. The detailed phase alone will result in a net increase of 29 two-way bus trips in the AM weekday peak hour and 31 two-way bus trips in the PM weekday peak hour. Concern is raised to the approach the applicant has taken in their calculations (just taking the number of trips and dividing by the number of services available within a radius of 640m of the site at the AM and PM weekday peak hours). This fails to consider that some destinations might be more popular for commuters and school children/students than others and fails to take account of existing bus loadings. It is strongly advised that the applicant liaises with TfL's City Planning team to enable TfL to assess the true impact of the development on existing bus services and routes and assess whether mitigation is needed that meets the CIL Regulation 122 tests.

**Impact on surface rail services**

The whole development will result in a net increase of 230 two-way rail trips in the AM weekday peak hour and 266 two-way rail trips in the PM weekday peak hour. As above, the applicant has just taken the total number of trips and divided them by the total number of services per hour. This takes no account of the fact that, as shown in trip to work distribution from Kingston MSOA 005 to the City of London, for example, already accommodates 180 person rail trips in the AM weekday peak hour, 45 passengers per service from Norbiton which is on the Waterloo - Shepperton/Richmond branch line. Although most trains are 10 carriages long, the applicant's analysis does not consider the impact relative to existing loadings. However, it is acknowledged that it is unlikely that any more carriages can be added per train because of existing platform lengths, or that additional services could be provided because of the availability of rolling stock.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'R. Angus', with a long horizontal flourish extending to the right.

Robert Angus  
Head of Development Management