

## Application reference: 21/1732/CON

Date application received	Date made valid	Target report date	8 Week date
13.05.2021	13.05.2021	08.07.2021	08.07.2021

### Site:

Cambridge Road Estate, Cambridge Road, Kingston Upon Thames, KT1 3JJ

### 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).

Status: Pending Consideration (If status = HOLD please check that all is OK before you proceed any further with this application)

### APPLICANT NAME

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

### AGENT NAME

**DC Site Notice:** printed on and posted on and due to expire on

### Consultations:

#### Internal/External:

#### Consultee

LBRUT Transport  
14D Urban D  
14D POL

#### Expiry Date

18.06.2021  
18.06.2021  
18.06.2021

### Neighbours:

-

### History: Planning – Appeal – Enforcement – Building Control

No History Dummy UPRN  
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No History Dummy UPRN  
No History Dummy UPRN

## **21/1732/CON**

**Cambridge Road Estate, Cambridge Road, Kingston Upon Thames, KT1 3JJ**

**Site located in Kingston Borough**

### **Site and Surrounding**

The site is located within the Borough of Kingston but is of a scale and nature that is likely to impact on the neighbouring Richmond Borough.

### **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).

### **Representations**

No neighbour consultation exercise was undertaken by the London Borough of Richmond upon Thames.

### **Professional Comments**

The case officer for the application has confirmed that this re-consultation relates to new information/clarification/amendments in relation to:

- wind microclimate, air quality, sunlight/daylight study, viability, fire safety, heritage, SuDS, design codes
- amendments to detailed design (building articulation) of Phase 1 and some tweaks to the Outline elements
- updated EqIA & circular economy information.
- scale and layout (for the outline element) now reserved for future consideration whereas previously it was only appearance and landscaping.
- no changes to height, scale, unit numbers or parking.

It is noted that the London Plan (March 2021) identifies Kingston Opportunity Area as four areas where there is scope for significant change - one of which includes the Cambridge Road Estate (paragraph 2.1.24). The location of the estate is south east of Kingston town centre (approx. 850m east according to the Planning Statement), which is some distance from the boundary with Richmond Borough and it is noted that the proposal appears to be reflecting growth envisaged in the London Plan and is largely a residential-led estate regeneration scheme.

### **Environmental Statement**

With respect to the submitted Environmental Statement (and Environmental Statement Review Response Document), we are satisfied with the assessment of impacts and request that necessary mitigation is secured through the planning permission, notably those of a transboundary nature.

### **Design, Siting and Heritage Assets**

From the Townscape and Visual Analysis document, there are not considered to be any significant or harmful visual impact from the completed development in relation to this Borough.

Residential Amenity

Given the location of the development, the proposal is not considered to unduly impact upon the residents within this Borough.

Transport and Highway safety

The specific changes to the application do not raise any new transport or highway safety issues but it does not appear that the comments raised in the Council’s response of 16.04 2021 have been responded to or addressed (copied below for ease of reference):

**Trip Generation**

It is noted that the trip generation analysis for all land uses and all modes suggests that the proposed development will lead to a significant reduction in vehicular trips at the AM and PM weekday peak hours due to the application proposing a new site layout and demolition of some of the old land uses which will reduce the number of trip attractors within the site and prevent rat-running through it. The applicant also intends to limit on-site vehicular parking to 0.4 spaces per dwelling, down significantly from the current 1.1 spaces per dwelling and proposes implementing a controlled parking zone on internal roads. On this basis, no concerns are raised.

**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 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.

Transport Summary- no objections are raised but the above points requires further consideration.

**Recommendation:**

The determination of this application falls within the scope of Officer delegated powers - **YES / NO**

**I therefore recommend the following:**

- 1. ~~REFUSAL~~  Case Officer (Initials): ...JAG.....
- 2. PERMISSION

3. ~~FORWARD TO COMMITTEE~~

Dated: .....28.06.2021.....

**I agree the recommendation:**

Team Leader/Head of Development Management/Principal Planner

Dated: Lucy Thatcher  
30 June 2021

This application has been subject to representations that are contrary to the officer recommendation. The Head of Development Management has considered those representations and concluded that the application can be determined without reference to the Planning Committee in conjunction with existing delegated authority.

Head of Development Management: .....

Dated: .....

<b>REASONS:</b>
<b>CONDITIONS:</b>
<b>INFORMATIVES:</b>
<b>UDP POLICIES:</b>
<b>OTHER POLICIES:</b>

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**SUMMARY OF CONDITIONS AND INFORMATIVES**

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**CONDITIONS**

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**INFORMATIVES**

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