

Core Strategy



LOCAL DEVELOPMENT FRAMEWORK

ROYAL BOROUGH OF KINGSTON UPON THAMES

Adopted - April 2012



Planning and Compulsory Purchase Act 2004

The Town and Country Planning (Local Planning) (England) Regulations 2012

Core Strategy Development Plan Document

Adopted on the 17th April 2012 by The Royal Borough of Kingston

Foreword

Kingston is a fantastic place. It has a national reputation as one of the best places to live and work. We have leading schools, a university, and a broad cultural offer. Our town centre is one of London's most visited shopping destinations, and we enjoy many green spaces and an open riverside location.

Yet in 2012 we face a challenging financial situation where we must get the best value out of every public sector pound we spend. As a council we are looking at the way we deliver local services in your neighbourhood, based on the things the Kingston community told us matter the most.

By guiding development over the next 15 years, the Core Strategy is part of this process. It is the legal basis for determining planning applications. It allocates land, promotes investment, it defines where we live, work, shop, are educated; where we refresh our minds and bodies. It sets out our infrastructure network of roads, schools, community centres and it maps the conservation and enhancement of our environment.

Through shaping land use, the Core Strategy changes both our community and our environment. It influences the type, number and location of new homes, and brings forward investment in the town centres where our shops and services are focused.

As the 'spatial expression' of how services operate together under the Kingston Plan, the Core Strategy aims to help the local community, the Council and its partners promote an excellent quality of life at a time of budget restraint.

Because the Core Strategy is a statutory document affecting property it was subject to extensive public consultation. An independent Planning Inspector has checked that it is realistic, effective, and in line with government regulations and policy. In preparing the Core Strategy, the Council aimed to build the widest possible consensus around the policies and proposals it contains.

The Core Strategy is our plan for the future. I recommend it to you, as we shape Kingston the place, and build upon our hard won reputation.



Cllr Simon James, *Executive Member for Sustainable Place*



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1 Introduction

The Local Development Framework

1.1 The Council is preparing a series of planning documents, known as the Local Development Framework (LDF) to guide development and change in the Borough over the next 15 years. As part of the LDF, the Council has already prepared an Area Action Plan for Kingston Town Centre (K+20), and a Joint Waste Plan with the boroughs of Merton, Sutton and Croydon. Other documents, such as a Sustainability Appraisal, which form the LDF evidence base have also been prepared. A list of these is set out in Annex 2.

1.2 In addition to dealing with the use of land, the LDF has a wider remit covering spatial planning, which means how the area functions, how it looks and feels and how different parts of the Borough should develop or change in response to key issues such as the need to:

- deliver more homes to meet needs and infrastructure to support a growing population
- promote a thriving local economy with successful town and district centres and provide sufficient employment land to meet business needs and provide jobs
- protect and enhance valued environments, including heritage sites, open spaces and nature reserves and the Borough's attractive character
- meet the challenge of climate change and adapt to its impacts such as increased risk of flooding and air pollution
- create places that promote and enable healthy lifestyles
- achieve sustainable development and reduce reliance on the car

1.3 Partnership working with other agencies that operate in the Borough is a key element of delivering the LDF. The LDF needs to show how the strategies for various sectors such as housing, employment, transport, retail, education, health, culture, recreation and climate change interrelate and how they are likely to shape and affect different parts of the Borough.

The Core Strategy

1.4 Kingston's Core Strategy is a very important part of the LDF because it shapes future development and improvement and sets the overall planning framework for the Borough. The Core Strategy needs to balance environmental issues with economic and social needs and ensure that development is sustainable and does not cause irreversible harm to important resources and features. It sets a clear vision, closely aligned with the Kingston Plan (2008-2020) (the Borough's Sustainable Community Strategy), as to how the Borough should look and function and how development needs will be met up to 2027.

1.5 The Core Strategy includes both strategic and Development Management policy guidance. No separate Development Management Development Plan Document (DPD) is proposed. Figure 1 shows the structure of the Core Strategy guidance and how it links to the Kingston Plan and to the mechanisms to deliver the strategy.

1.6 When adopted, the Core Strategy policies will replace all UDP policies. Together with the Kingston Town Centre Area Action Plan (K+20), the Joint Waste DPD and the London Plan, these documents will form the Development Plan for Kingston. The

LDF Proposals Map sets out the designations and allocations for all adopted LDF DPDs.

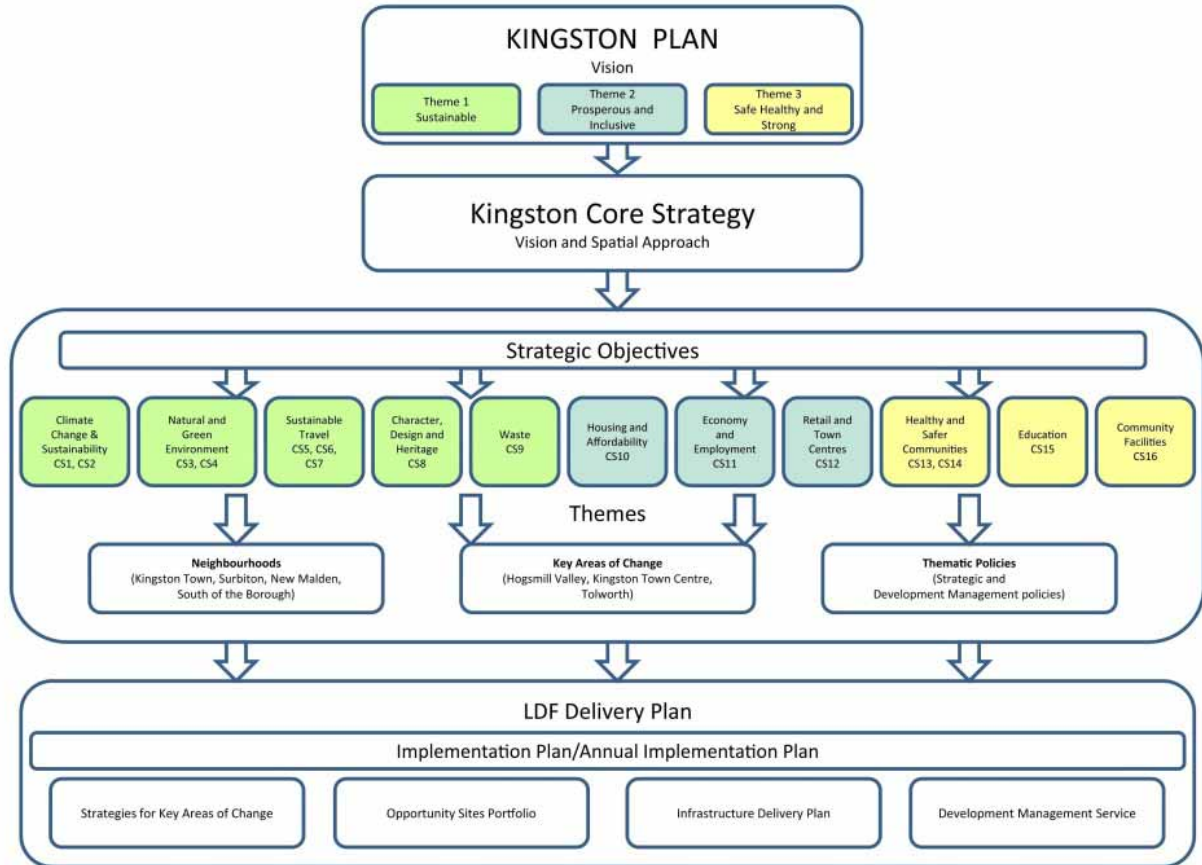


Figure 1 Links between the Kingston Plan and Core Strategy and their Delivery Mechanisms

Consultation

1.7 One of the main principles of LDF preparation is that local communities are involved from the outset in the preparation of planning documents. This approach is set out in Kingston's Statement of Community Involvement (SCI) which forms part of the LDF.

1.8 To ensure early engagement on the preparation of this document and the opportunity to comment and help shape the strategy the following key stages of consultation have been undertaken:

1. Early consultation: 2007
2. Issues and Options: spring 2009
3. Preferred Strategy: winter 2009/10

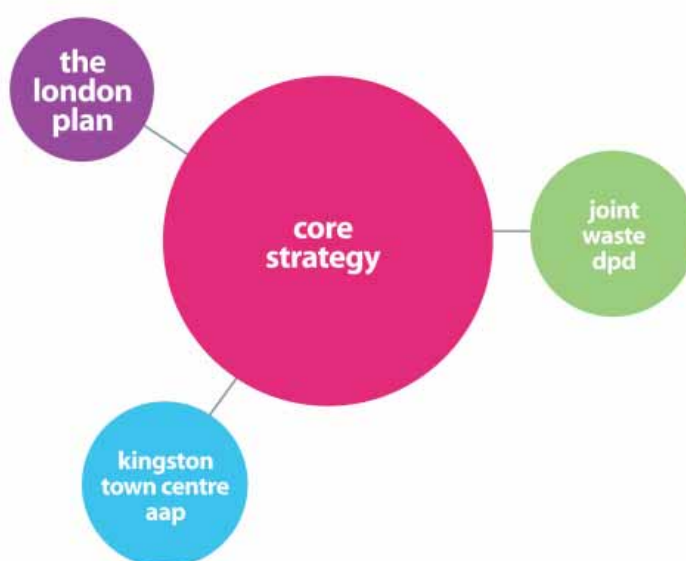
1.9 Kingston Borough includes four Neighbourhoods, each covering a different part of the Borough. The Neighbourhood system makes it easier for the Council to address different priorities in each area, and for local people to get involved. The Neighbourhood structure has been beneficial in enabling more meaningful engagement on an area basis and previous Core Strategy consultations have included a wide range of methods, such as local meetings and workshops, in all Neighbourhoods to ensure that local views were identified.

Sustainability Appraisal

1.10 A Sustainability Appraisal (SA) has been published at each stage of preparing the Core Strategy. This is a government requirement and helps to ensure that the strategy and associated guidance meets sustainability objectives. This allows assessment of social, economic and environmental

objectives and policies together to ensure consistency and that adverse impacts are avoided.

1.11 This appraisal process is carried out at each stage of preparing the Core Strategy to influence its development. It has enabled alternative options to be compared and policies to be amended where adverse impacts were identified.



Local Development Framework

2 Kingston Context

2.1 This section sets out the characteristics of the Borough, the internal and external influences for shaping the Borough, and the various challenges and opportunities that exist.

Kingston: The Place

2.2 The Borough has long been an attractive place to live and work, as well as having a reputation as one of the best places in the country for education and a significant retail, entertainment and leisure destination of choice. It is also consistently one of the safest boroughs in London. Kingston plays an important sub-regional role with strong road and rail links, as well as extensive bus coverage.

2.3 Kingston has a rich historic legacy stemming from its role as a crossing point for the Thames – the town's bridge was the first in London upstream from London Bridge. The Borough famously played host to the coronation of seven Saxon kings, who sat on the Coronation Stone which is now located in Kingston Town Centre. Close Royal links have subsequently been maintained and enhanced through various charters and the proximity of Hampton Court, and Kingston is one of only four Royal Boroughs in the UK.

2.4 Following its early beginnings as a Market Town, Kingston has undergone rapid transformation over the past 20 years. Kingston Town Centre is a thriving modern metropolitan centre with an extensive range of shops and services.

2.5 As a cultural centre, Kingston is home to Kingston Museum Art Gallery, Kingston Museum and the Rose Theatre. The Rose Theatre opened in January 2008 and its presence has

attracted a more diverse cross-section of visitors to the Borough, which in-turn has led to new types of amenities opening in the town. The wide range of bars and restaurants on offer contribute to Kingston's thriving night-time economy.

2.6 Kingston has an established past as a seat of learning, with a future that looks equally promising. Kingston College has nearly 10,000 students and attracts learners from across a wide area. Kingston University London has seven faculties serving over 20,000 students. Having these institutions in the Borough will help to ensure that future generations of Kingston's workforce have the right skills to suit the needs of future economies, and will allow the Borough to retain the talent nurtured in its high-performing schools. As the university also attracts students from across the country and the world, it serves to raise the profile of Kingston and makes a significant contribution to the Borough's economy. Both the college and university are valued partners who take an interest in many of the key issues that affect the Borough as a whole.

2.7 The Borough is made up of a range of locally distinctive areas providing local shops and services, bars and cafes, and a range of residential areas from the classically suburban, to areas with a village feel and areas of modern apartment living.

2.8 The mix of attractive residential areas, large areas of green space, high quality retail, cultural and education facilities, proximity to the Thames riverside and accessibility to central London and the Surrey countryside make the Borough a popular place to live, work and study.



Figure 2 Location of Kingston

Social Characteristics and Trends

2.9 In 2001 the population of the Borough was 147,000. The current population is estimated to be 157,000 by the Greater London Authority (2011). Recent population increase has primarily been due to a significant rise in the number of births. Births in the Borough have risen 30% from 2001 to 2009 and are expected to remain high for the next 10 years. Population projections for 2011 to 2026 vary upwards from 6.4% but they consistently project rises in the population which will result in significant implications for housing and community infrastructure.

2.10 According to the 2001 Census, with just under 65,000 households, and an average household size of 2.34, single person households form the largest group (32%), with 13% being lone

pensioners, followed by couples with dependent children (21%) and couples with no children (17%). Kingston (as for Greater London) has a higher proportion of younger residents aged 20-29 than the national average and a lower proportion of older people aged 60-84.

2.11 Overall the Borough has a low proportion of residents in minority ethnic groups, 16% in 2001 compared with 29% for London overall. Tamils and Koreans form the largest minority ethnic groups in the Borough. New Malden’s Korean population is the largest in Europe. Population projections up to 2026 indicate increased ethnic diversity in the Borough, with the minority ethnic population rising to 27% (39% in Greater London). ⁽¹⁾

1 Greater London Authority

2.12 The Borough has pockets of deprivation in Norbiton ward, focused on the Cambridge Estate, and in parts of Beverley ward in New Malden and Grove ward in Kingston. People living in the more deprived areas have a lower life expectancy than other more affluent parts of the Borough and this is a significant challenge that has been identified by the local strategic partners.

2.13 Owner-occupation and privately rented housing are the main forms of tenure. Property prices are high and many people cannot afford to live in the Borough, which makes the provision of affordable housing an important local issue. It also results in local recruitment problems and commuting. 64% of the housing stock is made up of houses and 36% flats. The Borough has a relatively small social housing sector with Council and Registered Provider housing making up around 12% of the housing stock.

Economic Characteristics

2.14 The Borough has a healthy economy generally, underpinned by high levels of productivity, knowledge driven employment and an enterprising business environment. Over the past 20 years the economy has transformed from a manufacturing sector base to one based on business and service industries and the public sector. The economically active population of the Borough was estimated at 95,000 in 2010. 61.5% of those working are employed in the top three socio-economic groups (managers, professionals and technical occupations), compared to 55% for London overall⁽²⁾. Despite roughly equal numbers of jobs and residents available for work, there is a significant imbalance between the types of jobs

available and the skills base of residents. The high proportion of lower level service jobs in the Borough results in a high proportion of residents commuting out of the Borough to work and large numbers of workers commuting into the Borough to work (high house prices contribute to the problem). This is highlighted in the difference between the average gross weekly income of £624 for those living in the Borough and £539 for those working in the Borough (2010).⁽³⁾

2.15 Kingston Town Centre, one of 11 Metropolitan Centres across London, is the Borough's main commercial centre and a sub-regional shopping centre, as well as being a significant cultural and leisure destination. The District Centres of Surbiton, New Malden and Tolworth cater for more everyday needs, supplemented by local shops. Together these centres provide over 50% of total employment in the Borough.

2.16 The Borough is also home to companies and organisations such as Crown and County Courts, Kingston Hospital, Surrey County Council and Chessington World of Adventures (a significant visitor attraction) as well as Kingston University which plays an important role in employment opportunities and graduate retention within the Borough.

2.17 Outside the main centres two Strategic Industrial Locations and seven Locally Significant Industrial Sites provide a range of business premises and employment opportunities.

2 Office of National Statistics Annual Population Survey

3 Office of National Statistics Annual Survey of Hours and Earnings

Physical Characteristics

2.18 Kingston's low rise suburban residential areas range from areas of large detached houses in landscaped settings, to the Victorian and Edwardian villas and terraces and post-war suburbs of semi-detached houses.

2.19 In order to gain a thorough understanding of the Borough's character, the Council has undertaken a Borough Character Study (See Annex 2). Through an analysis of the Borough by area, the study identifies the essential components that combine to give Kingston its particular sense of place. It identifies those areas of the Borough where the existing townscape is of high quality as well as those areas that are lacking in identity, where the quality of the townscape has deteriorated over time and would benefit from regeneration in order to achieve a higher quality environment.

2.20 The Thames is a prime asset for Kingston, but poor planning and industrial necessity has led to buildings facing away from the river and residents finding it hard to safely access the waterfront. By installing new safety features, and ensuring new developments were mindful of the need to harness the close proximity of the Thames, the river is now an accessible and valuable feature of Kingston.

2.21 The Borough is fortunate to be close to large open spaces in Richmond Park, Wimbledon Common, Hampton Court and Bushy Park, as well as having its own green spaces. Over a third of the Borough is open space, with large areas designated as Metropolitan Open Land (MOL) and Green Belt.

2.22 Kingston has a rich heritage and many Conservation Areas, mostly in Kingston and Surbiton, which contribute to its attractive and distinctive character.

2.2 Key features of the Borough's transport networks include:

- a strategic road network, including the A3 Kingston by-pass, that carries high levels of traffic passing through the Borough as well as local traffic and has a significant and detrimental influence on the local environment
- good rail services on the South West Trains mainline via Surbiton to Waterloo, but relatively poor suburban services on the Kingston loop, Shepperton, Hampton Court and Chessington railway lines
- a comprehensive bus network provided by Transport for London (TfL) London Buses, but poor cross-boundary bus services to Surrey Districts resulting in high car use to and from these areas
- a network of cycle routes (part of the London Cycle Network) though not all are completed or dedicated routes
- two strategic walks - the Thames Path National Trail and the Hogsmill Valley Walk (part of the London Loop)

Opportunities

2.24 In addition to the physical opportunities shown in Figure 4, embedded within the Borough characteristics are opportunities for:

- improving local areas, especially targeting areas of deprivation
- businesses to benefit from a skilled workforce trained at Kingston University and Kingston College
- widening the scope of jobs to meet the skills base of residents and to reduce the number of commuters into and out of the Borough

- promoting the Borough as a retail, cultural and leisure destination for a wide range of audiences
- maximising on the benefits of local transport links and Kingston's

sub-regional role

2.25 The Core Strategy will ensure the continued success of the Borough is managed in a sustainable way.

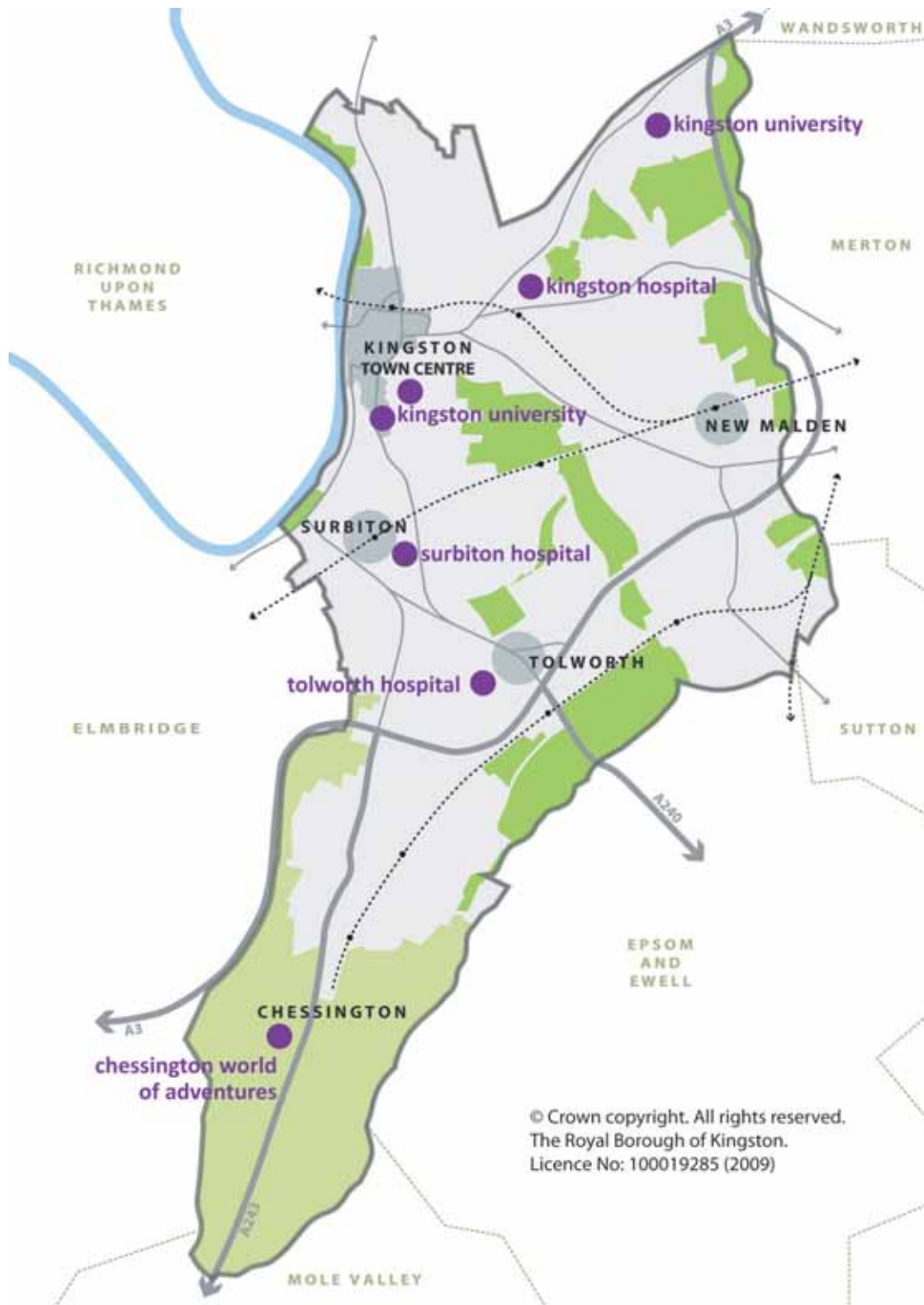


Figure 3 Key Features of the Borough

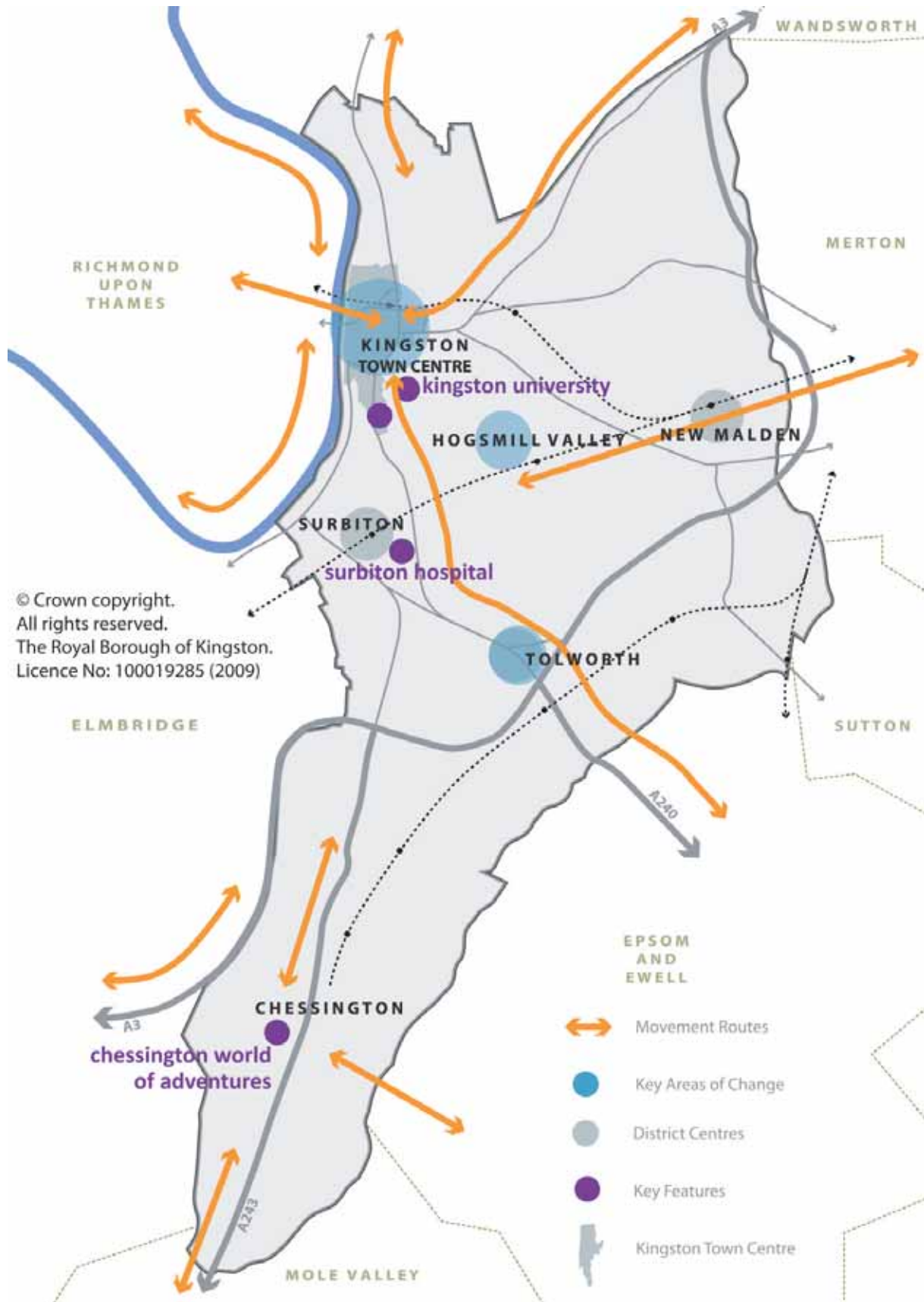


Figure 4 Opportunities in the Borough

Policy Context

2.26 To ensure that this Core Strategy is sound, and in accordance with government guidance, the Council has taken into account overarching national and regional policy and notes the importance of local strategies. Kingston's Core Strategy is set within the following national, regional and local context:

- The designation of Chessington Industrial Estate and Barwell Business Park as Strategic Industrial Locations (SILs)
- The Green Belt in the south and the Metropolitan Open Land (MOL) along the Hogsmill Valley and in the north of the Borough form part of London's strategic open space network

National Planning Policy

2.27 The Core Strategy must take account of and follow national planning policy, as set out in Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs), or any future national guidance prepared by the government.

2.28 The Government has set four aims for sustainable development:

- Social progress which recognises the needs of everyone
- Effective protection of the environment
- Prudent use of natural resources
- The maintenance of high and stable levels of economic growth and employment

The London Context

2.29 The London Plan (2011) forms part of the statutory Development Plan for the Borough and the Core Strategy has been prepared in accordance with its vision and objectives. The following aspects of the London Plan are of particular relevance to Kingston:

- Designation of Kingston Town Centre as a Metropolitan Centre (one of 11 across London)
- New Malden, Surbiton, and Tolworth are District Centres
- A strategic housing target of 3,750 for 2011-2021

The Kingston Plan (2008-2020)

2.30 This Core Strategy sets out the framework to deliver the spatial elements of the Kingston Plan (the Borough's Community Plan). The Kingston Plan has been developed by local partners and sets out a collective vision for the future of the Borough with a number of objectives and specific actions to achieve this.

2.31 The Core Strategy relates to the vision set out by local partners in the Kingston Plan. To ensure that the Core Strategy contributes to achieving the Kingston Plan objectives, the Core Strategy objectives and policies are aligned with the three themes.

Kingston Plan: Vision, Themes and Objectives

The Kingston Plan Vision is for the Borough to continue to be one of the very best places in which to live and work: *'We want Kingston to be a place where people are happy, healthy and enjoy a good quality of life, in a safe and tolerant environment, where business is prosperous, and where everyone in our community can contribute to our success and reach their own full potential.'*

Theme 1 - A Sustainable Kingston: protecting and enhancing the environment for us and for future generations

Objective 1 - Tackle climate change, reduce our Ecological Footprint and 'reduce, reuse and recycle'

Objective 2 - Ensure the sustainable development of our Borough and the promotion of sustainable transport

Objective 3 - Protect and improve the quality of our local environment

Theme 2 - Prosperous and Inclusive: sharing prosperity and opportunity

Objective 4 - Sustain and share economic prosperity

Objective 5 - Raise educational standards and close gaps in attainment

Objective 6 - Increase supply of housing and its affordability

Theme 3 - Safe, Healthy and Strong: preventing problems and promoting responsibility and independence

Objective 7 - Make communities safer

Objective 8 - Improve overall health and reduce health inequalities

Objective 9 - Support people to be independent

Objective 10 - Encourage people to take an active part in the social and cultural life of the community

Local Challenges

2.32 Kingston's spatial strategy needs to reflect both the strategic and area specific needs that have been identified. The main challenges for the strategy to address include:

Challenges for the Borough

Climate change

- Adapting to the effects of climate change and increased risk of fluvial flooding in key areas such as Kingston Town Centre and the Hogsmill Valley and surface water flooding
- Mitigating Kingston's contribution to climate change by adopting low carbon standards and sustainable designs for new development

Sustainable development and transport

- Accommodating new development whilst protecting the distinctive character of different parts of the Borough
- Improving orbital public transport connections and the frequency of rail services to central London
- Reducing the need to travel by locating new facilities and housing in accessible locations and town centres (Kingston Town Centre and Surbiton, New Malden and Tolworth District centres)
- Supporting sustainable forms of travel such as walking and cycling
- Delivering the proposals set out in the Kingston Town Centre Area Action Plan (K+20)

Meeting demands of population growth

- Accommodating housing growth and securing a mix of housing types without compromising the quality of life of existing residents or the character of the Borough
- Increasing affordable housing to meet local needs
- Accommodating school expansion requirements
- Providing improved local health facilities is a priority need
- Open spaces and recreation facilities need to be enhanced and contribute to health improvements and reduced health inequalities

Employment

- Realising Kingston's employment growth potential in expanding sectors such as education, environmental and creative industries and tourism
- Matching future jobs more closely to the skills and needs of residents many of whom are highly qualified

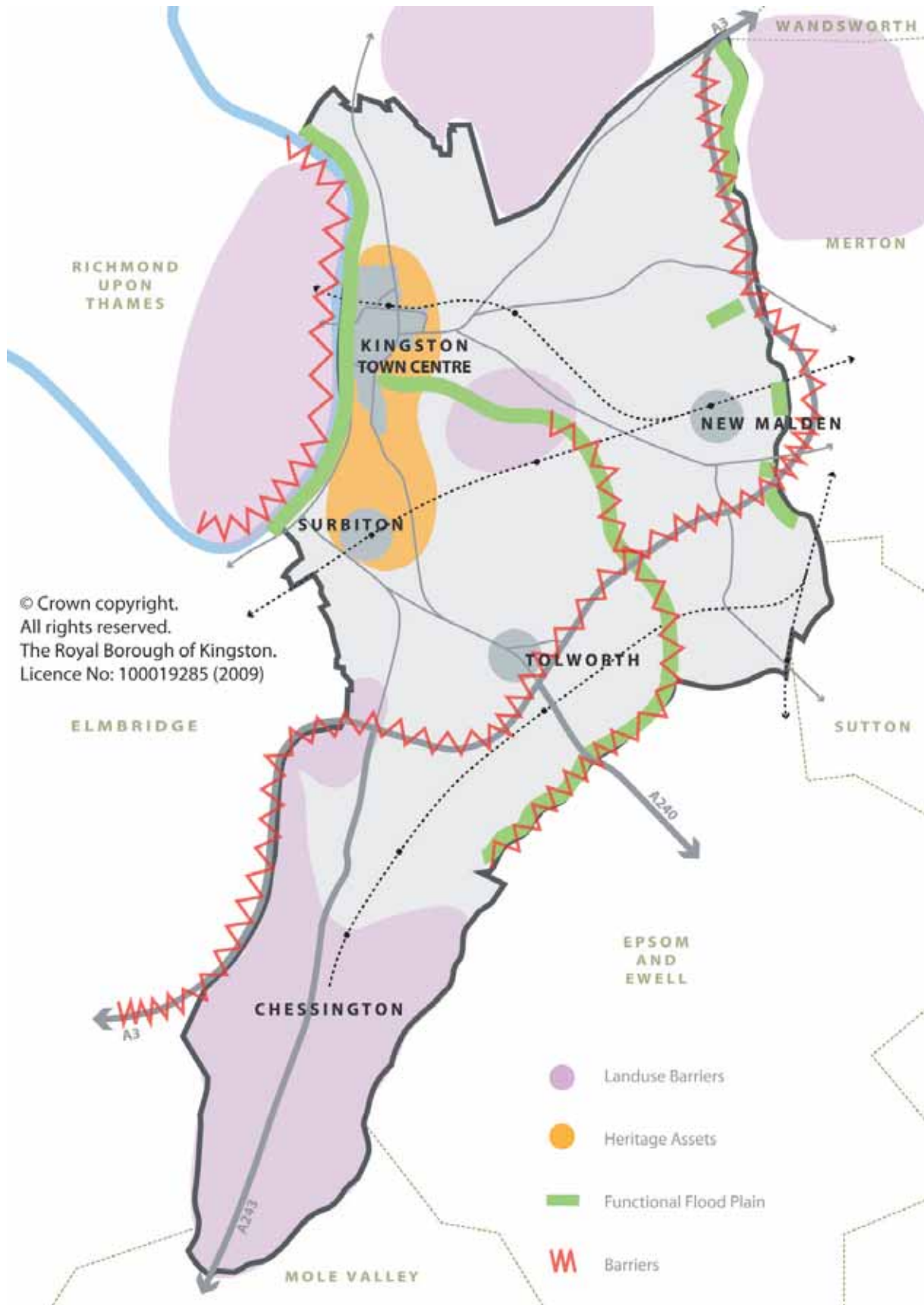


Figure 5 Constraints in the Borough

Working Towards Delivery

- 2.33** The Kingston Plan demonstrates successful partnership working with key stakeholders from a range of public sector, business and voluntary bodies and the successful delivery of the Core Strategy will be dependent on continued partnerships.
- 2.34** As well as external partnerships, it will be important for services across the Council to work together to ensure the needs of the local community can be met. Kingston has a Borough Investment Plan (September 2010) which sets out how the Council will deliver housing and infrastructure for its residents and provides linkages to the Core Strategy, which is a vital mechanism in the delivery of these needs. Both the Borough Investment Plan and Core Strategy recognise the importance of partnership working in assisting with achieving aspirations, including working with the Local Strategic Partnership and key stakeholders.
- 2.35** The Borough Investment Plan sets out Place-shaping Priority projects which align with the Core Strategy; Tolworth, Kingston Town Centre and the Hogsmill Valley are identified as Key Areas of Change in the Core Strategy, while each of the Neighbourhoods benefits from separate guidance. Each area has a Local Strategy for Delivery which often requires partnership working to achieve delivery.
- 2.36** Investment in infrastructure is a key need and investment streams identified in the Borough Investment Plan are reflected in the Core Strategy. The Implementation and Delivery section in this Core Strategy provides more detail on how the Council will engage with partners in order to ensure appropriate infrastructure can be achieved.
- 2.37** Opportunities to make the best use of Council assets, i.e. land and buildings, are also supported through planning policy, and cross-service working within the Council will assist with this. By encouraging the evaluation of the use of land and buildings infrastructure providers, including the Council, will be able to maximise the use of their property, encourage joined-up service delivery, reduce maintenance and management costs where services are co-located, and provide a better service.

3 Spatial Approach

3.1 The Core Strategy sets out a spatial strategy for Kingston over the next 15 years. This is very different to the land use planning approach of previous plans. It includes:

- a Vision for Kingston in 15 years time
- a set of objectives to guide delivery of the vision
- a locally distinctive strategy that recognises the different needs and

opportunities of different parts of Kingston

3.2 The Council's strategy is based on targeting future development in places where specific needs and opportunities have been identified. This approach seeks to accommodate economic and population growth with new housing and supporting infrastructure, whilst protecting and enhancing the attractive and distinctive character of the different areas of the Borough.

Vision for Kingston in 2027

Kingston will be better equipped to deal with the increasing effects of climate change. A low carbon, decentralised energy network of power and heat generation will have been established in Kingston Town Centre and the Council and its partners will have developed low carbon new buildings.

Kingston Town Centre will continue to thrive as a successful Metropolitan Centre with a wider range of facilities and services that includes improved links to the River Thames. The public realm will have improved. Over 1,500 new housing and student accommodation units will have been completed, adding to the diversity of the centre.

The character of the Borough's residential suburbs will have been enhanced and new developments targeted to areas with good accessibility and where investment is needed.

New residential units will have been built with a significant proportion for affordable housing and student accommodation. New housing will be of a high design quality with sustainable construction methods and high environmental standards.

To meet the needs of a growing population, new infrastructure will provide high quality buildings that serve multiple uses and act as community hubs. A new secondary school will be built in the north of the Borough.

Open spaces and parks will have been improved and their biodiversity protected. Opportunities for sport and recreation will be enhanced and increased local food grown with more allotments provided. The health of the Borough will be improved as health deprivation and inequalities are tackled.

The Hogsmill Valley will be transformed into a green public space with some new facilities and buildings such as student accommodation. Major investment in the infrastructure will have been funded in particular to upgrade access and to improve the Thames Water sewage works to a high environmental standard.

Kingston will have improved travel choices and improved provision for walking and cycling as priorities. Traffic levels and pollution will be reduced. Public transport links outside the Borough will have improved, in particular to Heathrow airport and Waterloo station.

Kingston's three District Centres at New Malden, Surbiton and Tolworth will be supported by 25 Local Centres to provide residents with a range of services and facilities that are needed locally. Each District Centre will have its own distinct character and function with new investment in food shopping, public realm and local community facilities.

Kingston's economy will have grown, in particular to reflect its strengths of a highly skilled labour force with growth focused on service industries, education, tourism and public services where Kingston provides a number of sub-regional facilities.

Strategic Objectives

3.3 The Core Strategy has 24 objectives aligned under the three Kingston Plan themes. These objectives provide the spatial expression of the Kingston Plan

objectives and provide the framework for the development of the spatial strategy and policy guidance.

Core Strategy Objectives		Core Strategy and Development Management Policies
Theme 1: A Sustainable Borough		
1	Reduce greenhouse gas emissions and the impacts of climate change by delivering low carbon development in accessible locations, developing district heating networks when major new development is undertaken, and by working with partners to develop a climate change adaptation strategy to include reducing the heat island affect that especially affects Kingston Town Centre.	CS1, CS2, DM1-DM4
2	Manage and reduce fluvial and surface water flood risk in the Borough by ensuring flood risk strategies are kept up to date, guiding new development to areas of low risk where possible and requiring mitigation measures such as Sustainable Urban Drainage Systems. Where development is required within flood risk zones such as Kingston Town Centre, mitigation measures will be required.	CS1, CS2, DM1-DM4
3	Improve the natural and green environment and local biodiversity through active management and enhancement of local sites and protect natural resources by designating suitable land, requiring new development to increase access to open space and protect and promote biodiversity by tree planting and landscaping.	CS1-CS4, DM3-DM7 & DM10
4	Promote sustainable waste management within the four borough waste partnership by preparing a Joint Waste Plan to identify suitable waste management sites to meet needs identified in the London Plan and policies to ensure high standards of development and to safeguard existing sites.	CS9

5	Promote and improve sustainable forms of travel, including through travel awareness and travel planning to reduce the need for car use by locating trip generating development in accessible locations, especially Kingston Town Centre and the three District Centres; and by working with partners to improve orbital public transport to these centres and other key trip generators in the Borough, such as Kingston University, the Courts and Kingston Hospital that serve sub-regional catchments.	CS5-CS7, DM8, DM9
6	Safeguard the distinctive character of the Borough and promote a high quality environment and street scene by guiding development to areas with opportunities for growth and change, such as the town centres, employment areas and the three Key Areas of Change, and by ensuring that new development creates locally distinct places and high standards of design.	CS8, DM8, DM10-DM12
7	Conserve, manage and enhance Kingston's heritage assets which reflect its rich and distinguished history as a Royal Borough and promote heritage-led regeneration, ensuring new development is designed to enhance historic buildings and maintains their public access and enjoyment.	CS8, DM10-DM12
8	Protect and enhance local spaces, Green Belt and Metropolitan Open Land including the extensive Green Belt in the south of the Borough, the River Thames and its environs and the Hogsmill Valley, by development management, and by improving access and the quality of facilities.	CS3, CS4, DM5-DM7
9	Protect and enhance the special character and environment along the River Thames and promote use of the river and the riverside by improving facilities and access, and protecting and enhancing biodiversity.	CS4, DM7
Theme 2: A prosperous and Inclusive Borough		
10	Maintain Kingston's position as a successful Metropolitan and Sub-regional Centre by providing a range of employment opportunities, education and community facilities, cultural, leisure and shopping attractions and new homes, through the implementation of the Kingston Town Centre Area Action Plan (K+20).	CS11, CS12, DM17, DM20
11	Maintain and improve the vitality and viability of Kingston's three District Centres and 25 Local Shopping Centres by designating these centres as the focus for new and improved facilities which support economic growth and regeneration.	CS11, CS12, DM17-DM20
12	Ensure that there is sufficient and appropriately located industrial land and buildings to support economic prosperity by building on the Borough's economic strengths to promote a diverse and flourishing economy and by designating the main employment areas and town centres as locations for employment use.	CS11, DM17, DM18
13	Support improvements to the quality of facilities for Higher and Further Education and the provision of additional student accommodation by partnership working with Kingston University and College to recognise their economic and cultural contributions, and to identify suitable policies/sites for their future growth.	CS10, CS15, DM13, DM23

14	Promote tourism and increase visitor accommodation and enhance/improve visitor attractions particularly in Kingston Town Centre and along the River Thames and at Chessington World of Adventures, by working with partners and supporting investment and new facilities.	CS3, CS4, CS11, CS12, DM5-DM7, DM17-DM20
15	Maximise opportunities for housing with associated infrastructure to meet the London Plan borough housing target, whilst maintaining borough character by identifying suitable locations, providing guidance on suitable housing typologies and densities and working with housing providers to deliver new homes and specialist housing.	CS8, CS10, DM10-DM16
16	Ensure the provision of an appropriate mix of dwelling sizes, types and tenures to help meet the full spectrum of local housing needs including first-time buyers, families, and students through higher density housing in Kingston Town Centre and the District Centres, and lower density in suburban areas, while protecting Swallow Park for Gypsies and Travellers. Affordable homes will be provided by partnership working and development management guidance.	CS10, DM13-DM16
Theme 3: A Safe, Healthy and Strong Borough		
17	Meet the significant future need for school places by identifying sites and expanding existing schools to meet identified needs, including a site for a new secondary school in the north of the Borough.	CS15, DM23
18	Improve overall health and well being and reduce health inequalities by partnership working with health providers, local strategic partners and the voluntary and community sector as appropriate to identify needs and by promoting an environment that supports active lives and takes account of the health impacts of new developments.	CS13, CS14, DM21, DM22
19	Facilitate the reorganisation and improvement of healthcare facilities and delivery of healthcare services at all levels by coordinating with health providers, including Kingston Hospital NHS Trust and South West London Mental Health Trust, to identify priorities for new facilities in accessible locations and promote their co-location to deliver the best range of health services at a local neighbourhood level.	CS13, CS14, DM21, DM22
20	Facilitate improvements to community, voluntary sector and faith facilities by working in partnership to monitor needs and developing policies and mechanisms to support future provision at a neighbourhood level. Provision of such facilities will be encouraged in the most accessible locations – Kingston Town Centre, the three town and local centres, and where appropriate through co-location.	CS16, DM24
21	Promote a wide range of actions and measures to diversify and improve cultural, leisure and recreation facilities by working with partners to identify suitable facilities and locate developments where they are accessible, particularly Kingston Town Centre, New Malden, Surbiton and Tolworth District Centres.	CS16, DM24
22	Make communities safer and reduce the fear of crime by suitable development management policies to promote a safe, secure and attractive environment, having regard to the most up-to-date best practice guidance and principles, and partnership working with the police, local strategic partners and stakeholders to manage potential nuisance generating activities, which are generally to be located within the Borough's town centres.	CS13, CS14, DM21, DM22

23	Ensure that necessary infrastructure and facilities are provided to support new development by implementing an Infrastructure Delivery Plan with partners that identifies priorities, timescales and delivery mechanisms. The Council will work with developers to ensure that infrastructure needs generated by the proposals are secured including by developing a Community Infrastructure Levy.	CS1-CS7, CS13-CS16, DM1-DM9, DM21-DM24, IMP1-IMP4
24	Promote good design of buildings and the public realm to meet the needs of a diverse community through suitable policies and guidance that deliver socially inclusive and accessible developments, recognising the anticipated changes to social characteristics within the Borough over the plan period.	CS6, CS8, DM8, DM10-DM12

3.4 Further guidance on how these objectives will be applied locally is set out in paragraphs 3.5 and 3.6 and regard should be given to these paragraphs when applying these objectives. The policies and guidance in the Core Strategy has taken account of both the objectives and the guidance in paragraphs 3.5 and 3.6.

Local Application of Objectives to Guide Core Strategy Policies and Actions

3.5 The targeted approach to change and development recognises that in an outer London borough like Kingston, there are a number of spatial 'fixes' which influence and limit the scope for change. These include:

- the broad distribution of residential areas across the Borough
- Kingston Town Centre's role as a Metropolitan Centre, with a core policy to maintain and enhance its position. Detailed policies are set out in the Kingston Town Centre Area Action Plan (K+20), adopted in July 2008, which forms part of the LDF
- maintaining the role of the three District Centres: Surbiton, New Malden and Tolworth to provide local services, with 'options' for potential growth, development and improvement to enhance their vitality and viability

- the protection of the Borough's open spaces (Local Open Spaces, Green Belt, Metropolitan Open Land, Sites of Importance for Nature Conservation and Nature Reserves). Some minor changes are proposed to MOL boundaries. Some changes are proposed to the way that school sites are treated.
- maintaining the broad distribution and protection of the main employment areas
- the role of Kingston Hospital as the major acute hospital and Tolworth Hospital's role for mental health services
- the role and location of Kingston University and Kingston College main teaching sites and existing campuses, which have significant potential for upgrading to provide improved facilities
- maintaining the role and distribution of the 25 Local Centres
- enhancing the use and the environment of the Thames and its riverside
- the main features of the Borough's transport networks, e.g. strategic roads, rail lines and stations

3.6 Local evidence suggests that the policy approach of this Core Strategy should:

- ensure that climate impact considerations are a priority and that Kingston will move towards

- resilience and will promote low carbon development
- prioritise sustainable travel and seek improvements to orbital access and improved access to central London
- protect the Borough's character and the location of new housing in areas in need of improvement and high accessibility. New housing should support the wider regeneration of district centres and housing estates
- diversify Kingston's economy and support growth sectors such as education and health and high skilled jobs that match the needs of local residents. Kingston University and College and Kingston Hospital provide sub regional facilities that need to be enhanced
- promote Kingston Town Centre's role as a sub-regional location for a wide range of town centre facilities; retail, employment and housing growth and the implementation of the Area Action Plan
- recognise the distinctive characteristics and needs of Kingston's three District Centres and support investment and new development that enhances their character and meets identified local needs
- focus regeneration and new housing around Tolworth District Centre where there is a need for significant investment in environmental improvement/public realm
- protect existing areas of open space and biodiversity and support improvements to meet health and climate change objectives
- meet affordable housing needs, which is a Council priority
- provide a variety of housing types and sizes, ensuring that family housing is available and specialist housing such as student housing is provided on sites in Kingston Town Centre and the Hogsmill Valley
- ensure the delivery of priority community facilities, including new and expanded schools and local health facilities. These should be integrated with other facilities to create community hubs.
- identify the Hogsmill Valley area as a strategic area for enhancement and regeneration with a wide range of facilities and improved public access

Structure of this Document

3.7 This document includes spatial objectives and strategic policies (both grouped under the three Kingston Plan themes) and identifies the broad location and amount of development being planned.

3.8 Area guidance has been prepared to show how change, at a local level, will reflect local circumstances and address local needs. These provide a locally distinctive aspect to the Core Strategy. The Thematic Policies, which apply across the Borough, have been prepared to manage this change in a sustainable and efficient way. They are split into Core Strategy policies, to direct the type of development that will be acceptable in the Borough, and Development Management policies, which assess the detail of planning applications.

3.9 In total, seven local areas have been identified. Four of the areas are based on the Neighbourhood administrative boundaries; places with their own character, where change will be more limited but where key sites and local changes are promoted:

- Maldens and Coombe Neighbourhood covering New Malden, Old Malden and Coombe
- Kingston Town Neighbourhood covering North Kingston, Kingston Hill and Norbiton
- Surbiton Neighbourhood covering Surbiton, Southborough and Berrylands
- South of the Borough Neighbourhood covering Chessington, Hook and Malden Rushett

3.10 Three Key Areas of Change have been identified as areas where change will be promoted to benefit local and wider needs:

- Kingston Town Centre
- Tolworth Regeneration Area
- Hogsmill Valley

3.11 The Core Strategy provides strategic policy guidance for the development and enhancement of Kingston Town Centre (a Metropolitan Centre), with details provided in the Kingston Town Centre Area Action Plan (K+20) (2008).

3.12 The Implementation and Delivery section sets out the Council's approach to ensuring that appropriate infrastructure can be provided to support the change that will happen over the next 15 years. The Infrastructure Delivery Schedule is important in demonstrating the specific projects that will be implemented over the lifetime of the plan to support the needs of the population.

4 Neighbourhoods

- 4.1** This chapter is divided into four sections, each covering one of the Borough's four Neighbourhood areas. Each Neighbourhood contains a Vision and a Local Strategy for Delivery. The Local Strategy for Delivery outlines local policies to support the delivery of the Thematic Policies within the locally distinctive characteristics of each Neighbourhood, as well as providing justification and delivery mechanisms for the policy.
- 4.2** The justification and delivery mechanisms for each Neighbourhood Policy are outlined in the table which follows the policy. Further justification for each policy is also contained in its equivalent Thematic Policy. Further information on delivering the Neighbourhood Visions and Local Strategy for Delivery is contained in Section 7 Implementation and Delivery.
- 4.3** Monitoring and performance information for each Neighbourhood Policy is outlined in the monitoring and performance framework for its equivalent Thematic Policy.
- 4.4** Neighbourhood policies provide more detailed local guidance to support the interpretation of Thematic Policies and are a policy consideration when assessing planning applications against the Core Strategy. For further information on assessing planning applications against the Core Strategy please refer to Section 7 Implementation and Delivery.



Figure 6 Neighbourhoods and Key Areas of Change

Kingston Town

Key Facts

- Area: 16% of the Borough
- Population: 39,515 (25%)
- Kingston Town has the most deprived area in the Borough (i.e. Norbiton)
- Kingston Town Centre has Metropolitan Town Centre status



Kingston Town Neighbourhood Highlights

Vision for the Neighbourhood

Kingston's Metropolitan Town Centre will be maintained and enhanced to provide a wide range of shops and services that will appeal to residents, visitors and tourists alike. It will continue to be the economic and employment focus of the Borough. To support the Town Centre's role, the Neighbourhood's eight Local Centres will provide everyday goods and services that are easily accessible to local residents.

With partners, the Council will play its part in maintaining the area's excellent reputation for educational facilities. Needs for additional school places and an additional secondary school will be accommodated as far as possible. With regards to Kingston College and Kingston University, they will continue to develop their range of further and higher education provision and play a greater role in the local economy.

Kingston Town's proximity to the River Thames is a great asset to the Neighbourhood and makes it a pleasant place to live and visit. It is important for many reasons, including its role as a biodiversity habitat, open space and resource for leisure, tourism and recreation. These and other factors will be recognised, valued and maximised. As far as possible the Council will mitigate flood risk in the Neighbourhood without limiting public access to the River.

The Neighbourhood's rich history, as well as important architectural features and buildings such as All Saints Church, Clattern Bridge, Kingston Bridge and the Market House will be protected for the enjoyment and benefit of future generations. The stock of attractive small and medium family housing with gardens will also be protected. It is typified by late Victorian terraced and semi-detached housing, with some 1930s developments in the north of the Neighbourhood.

Even though Kingston Town Centre will be the focus for new housing in the Neighbourhood, opportunities to address deprivation in Norbiton will be achieved through the regeneration of the Cambridge Road Estate. The loss of existing family housing (often associated with their conversion for student accommodation) will be minimised as student accommodation requirements will be better integrated in the Neighbourhood.

Local Strategy for Delivery

Policy KT1 Kingston Town Neighbourhood

The Council will:

- a. Assess and progress the feasibility of District Heat Networks in the Hogsmill Area and Kingston Town Centre
- b. Promote the use of Sustainable Urban Drainage Systems (SUDs) in new developments to reduce surface water run-off and apply the findings of the Strategic Flood Risk Assessment (SFRA) to reduce flood risk. In addition, the Council will

work with partners to mitigate effects in the areas associated with the highest flood risk, which are:

- Mill Street/Villiers Road area
 - Along the Hogsmill River and Thames Water Sewerage Works
 - Area adjoining Albany Mews
 - London Road
 - Gibbon Road
- c. Work with partners and landowners to protect and enhance the natural and green environment by:
- completing the Hogsmill Walk and balancing the land use needs in the Hogsmill Valley, as well as enhancing its environment and biodiversity and increase public access
 - enhancing the ecology and quality of open spaces in Canbury Gardens, Athelstan Recreation Ground, Latchmere Recreation Ground, Kingfisher and Kingston Road Recreation Ground
 - improving and/or expanding allotment facilities in line with the Council's Allotment Strategy, particularly in the Canbury area to address the deficiency in provision
 - progressing and implementing a Riverside Strategy
- d. Promote and enhance sustainable travel options by:
- working with partners to improve orbital links with other London boroughs
 - working with partners to enhance cycle and pedestrian routes along the Thames riverside and to the Royal Parks
 - improving the local network of pedestrian and cycle routes particularly to Kingston Town Centre, shopping parades, schools and other key facilities
 - working with the London Borough of Richmond to improve cross boundary links, particularly to address bus delays on Richmond Road
 - working with South West Trains to improve Norbiton Station including the provision of secure cycle parking and improved platform access
 - continuing to manage on-street parking to prevent commuter parking including on the outskirts of the Town Centre and Norbiton Station
- e. Maintain and improve the character, design, and heritage of the area by:
- protecting and enhancing the features that contribute positively to the character and identity of Kingston Town. For example:
 - the areas of high quality small-medium sized family housing
 - the quality of the Thames Riverside, particularly Canbury Gardens and the area north to the Richmond boundary
 - key views across the Neighbourhood, such as from Richmond Park towards Kingston Town Centre
 - small areas of amenity green space, e.g. grass verges in the Tudor area
 - improving attractiveness and safety of pedestrian links to the Hogsmill River
 - enhancing links with Athelstan Recreation Ground

- considering the following areas for public realm improvement:
 - Canbury Gardens
 - Lower Ham Road
 - Richmond Road
 - Coombe Road
 - Cobham Road
 - Church Road
 - Aldersbrook Drive
- considering extensions to the boundaries of the following Conservation Areas:
 - Riverside North
 - Kingston Old Town
- considering parts of Norbiton for Conservation Area status/special planning control
- f. Accommodate the majority of new housing in Kingston Town Centre. However the Council will also:
 - outside Kingston Town Centre, focus housing delivery in the Norbiton area and promote the regeneration of the Cambridge Road Estate
 - ensure that smaller "windfall" residential developments do not deplete the existing stock of small to medium sized family housing in the Kingston Town Neighbourhood
 - deliver circa 300 bedspaces and associated leisure, recreation/sport social facilities in the Hogsmill Valley
 - seek to meet needs for affordable housing and work with partners to identify suitable sites
- g. Enhance the economy and employment opportunities by:
 - working with partners in order to maximise employment opportunities for those residents who face barriers to employment, particularly in order to address disproportionately high levels of worklessness in the Norbiton area
 - working in partnership with Kingston University and Kingston College to enhance their facilities and their role in the local economy
- h. Maintain and enhance facilities and services in the Neighbourhood's Local Centres according to the recommendations below:
 - Cambridge Road - ensure a range of shops and services is retained to meet local needs
 - Coombe Road - support the addition of a suitably sized convenience store
 - Kings Road - retain a suitably sized convenience store so that it continues to trade successfully
 - Kingston Hill South/Park Road - ensure a range of shops and services is retained to meet local needs
 - Richmond Road - ensure a range of shops and services co-exist with the specialist stores

- Surbiton Road - resist the addition of any further A5 uses
- Tudor Drive - resist the addition of any further A5 uses
- i. Work with local health providers in order to identify opportunities for improved GP facilities in the Grove and Canbury areas; where current provision is considered to be below standard
- j. Work with the Metropolitan Police, property owners and developers to secure the provision of new patrol bases for the Norbiton police officers
- k. Improve education services and facilities by:
 - implementing plans for one new secondary school (potentially on the North Kingston Centre site)
 - working in partnership with Kingston University and Kingston College to enhance their facilities and their role in the local economy
- l. Improve community services and facilities by promoting the wider use of facilities such as schools for community based activities, and support partnership working to facilitate the co-location of a range of community facilities, e.g. All Saints Church.

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Climate Change and Sustainability		
KT1(a)	<p>Justification: This part of the Borough has been identified as having the most potential to accommodate District Heat Networks (DHNs).</p> <p>Also refer to paragraphs: 6.7 – 6.15</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Evidence Base Document • Royal Borough of Kingston upon Thames: Heat Mapping Study 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Adaptation Strategy • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Sustainable Design and Construction SPD • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Managing and Reducing Flood Risk		
KT1(b)	<p>Justification: Fluvial and surface water flooding are key issues in Kingston Town.</p> <p>Also refer to paragraphs: 6.21 – 6.26</p> <p>Evidence Documents:</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Surface Water Management Plan • Kingston Town Centre Area Action Plan (K+20) and Proposals Map

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> Strategic Flood Risk Assessments (Levels 1 and 2) Surface Water Management Plan (evidence base) Regional Flood Risk Appraisal Hogsmill River Integrated Urban Drainage DEFRA Pilot Study 	<ul style="list-style-type: none"> Kingston Town Community Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Strategic Flood Risk Assessment Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Natural and Green Environment		
KT1(c)	<p>Justification: The Kingston Town Neighbourhood is fortunate to have various types of open space, due to its proximity to the River Thames, Royal Parks and the Hogsmill Valley (identified as a Key Area of Change).</p> <p>Also refer to paragraphs: 6.31 – 6.40 & 6.45 – 6.50</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> Green Spaces Strategy Open Space Assessment Allotment Strategy Thames Landscape Strategy Rights of Way Improvement Plan Hogsmill Valley Walk Strategy Hogsmill Valley Walk Strategy Review Hogsmill Valley Stage 1 Masterplan and Development Appraisal Kingston Town Centre Area Action Plan (K+20) and Proposals Map Kingston upon Thames Mooring Business Plan Scoping Study 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> Green Spaces Strategy Kingston Town Centre Area Action Plan (K+20) and Proposals Map Thames Landscape Strategy RBK Rights of Way Improvement Plan South West London Greenways Network Expansion – Feasibility Report RBK's Second Local Implementation Plan Kingston Town Community Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Sustainable Travel		
KT1(d)	<p>Justification: In line with Kingston Town Centre's Metropolitan status, it has very good levels of public transport accessibility. Although, other than Kingston and Norbiton stations there are no other train stations serving the north of Kingston. Richmond Road runs through the area and provides good bus links for residents to Kingston Town Centre, as well as neighbouring Richmond Town Centre.</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> RBK's Second Local Implementation Plan Kingston Town Centre Area Action Plan (K+20) and Proposals Map South West London Greenways Network Expansion – Feasibility Report RBK Rights of Way Improvement Plan

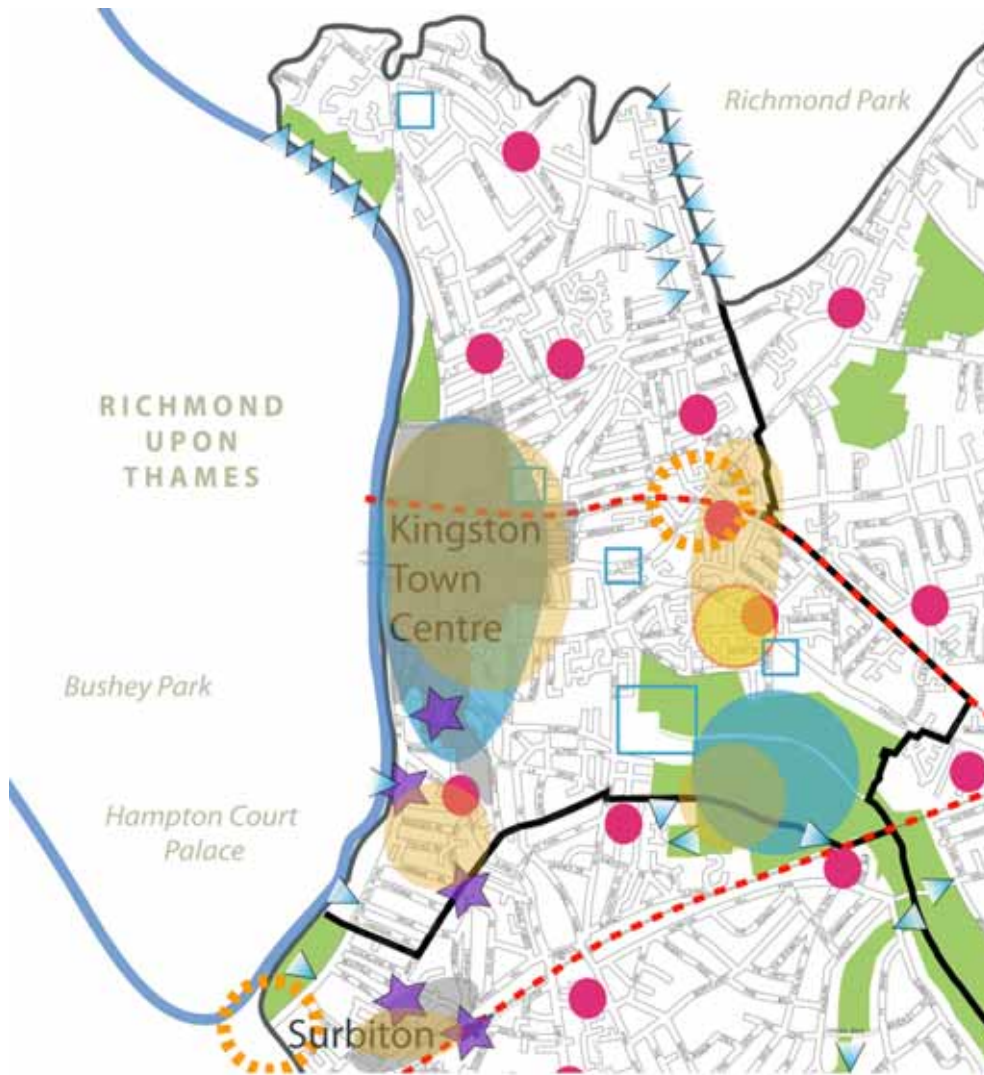
Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>Also refer to paragraphs: 6.56 - 6.61</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> ● RBK's Second Local Implementation Plan ● Rights of Way Improvement Plan ● South West London Greenways Network Expansion – Feasibility Report ● Green Spaces Strategy ● Thames Landscape Strategy 	<ul style="list-style-type: none"> ● Kingston Town Community Plan ● The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> ● Sustainable Transport SPD ● Planning Obligations SPD/CIL <p>The Council's Development Management service</p> <p>Other:</p> <ul style="list-style-type: none"> ● Government's High Level Output Specification (HLOS) ● South West Trains Forward Investment Plan
Character, Design and Heritage		
KT1(e)	<p>Justification: Kingston Town has nine Conservation Areas. A concentration of rich historical assets, many of which are protected under varying designations, can be found in Kingston Town Centre.</p> <p>Also refer to paragraphs: 6.67 - 6.71 & 6.78 - 6.82</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> ● Borough Character Study ● Conservation Area Appraisals and Management Plans 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> ● Kingston Town Centre Area Action Plan (K+20) and Proposals Map ● Conservation Area Appraisals and Management Plans ● Kingston Town Community Plan ● The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> ● Borough Character Study ● Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD ● Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Housing and Affordability		
KT1(f)	<p>Justification: The Kingston Town Neighbourhood has to accommodate the greatest proportion of housing development over the plan period (relative to the rest of the Borough). The Majority of housing will be accommodated within the Town Centre; however areas outside of the Town Centre also have a role to play in housing delivery.</p> <p>Also refer to paragraphs: 6.92 - 6.110</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Strategic Housing Market Assessment • Affordable Housing Viability Study • Housing Delivery on Small Sites 2005-2010 • Kingston's Housing Strategy 2011-2015 • London Plan 2011 • Borough Investment Plan • PPS3 – Housing • Hogsmill Valley Stage 1 Masterplan and Development Appraisal • Kingston Town Centre Area Action Plan (K+20) and Proposals Map 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • Kingston's Housing Strategy 2011-2015 • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Affordable Housing SPD • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Economy and Employment		
KT1(g)	<p>Justification: Kingston Town's economy is dominated by Kingston Town Centre. The wider area also has the largest concentration of Locally Significant Industrial Sites (LSIS) in comparison to the rest of the Borough. Even so, there are areas of deprivation in the Neighbourhood which need to be addressed.</p> <p>Also refer to paragraphs: 6.114 - 6.121</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Employment Land Review • The Kingston Plan • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • PPS4 – Planning for Sustainable Economic Growth • London Plan 2011 • Industrial Capacity SPG 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • Kingston Town Community Plan • The LDF Delivery Plan <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Retail and Town Centres		
<p>KT1(h)</p>	<p>Justification: With regards to retail and town centres, Kingston Town is dominated by Kingston Town Centre which has metropolitan status. In addition, the Neighbourhood has a total of eight Local Centres.</p> <p>Also refer to paragraphs: 6.129 - 6.133</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Retail Study • Retail Study Update • Retail Capacity Study Update • Local Centres' Study • MORI Survey of Residents' Use of Local Shopping Areas • London Plan 2011 • PPS4 – Planning for Sustainable Economic Growth • Kingston Town Centre Area Action Plan (K+20) and Proposals Map 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Update and implement Local Centres Study 2009 • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Healthy and Safer Communities		
<p>KT1(i) KT1(j)</p>	<p>Justification: With regards to healthcare provision, Kingston Town has identified needs for improvement. Local policing facilities are required throughout the Neighbourhood.</p> <p>Also refer to paragraphs: 6.139 - 6.147 & 6.148 - 6.149</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Health and Urban Planning Toolkit • Delivering Healthier Communities in London • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • The Kingston Plan • Infrastructure Delivery Plan • Safer Kingston Partnership Plan • GP Premises Summary 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • Primary Capital Programme • After Dark Strategy • Safer Kingston Partnership Plan • Kingston Town Community Plan <p>The Council's Development Management service</p> <p>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</p> <ul style="list-style-type: none"> • NHS Kingston Strategic Commissioning Plan 2008-2013 • Kingston Hospital NHS Trust Masterplan • Healthy Transport Strategy Update 2010+ Action Plan

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Education		
KT1(k)	<p>Justification: The Kingston Town Neighbourhood has identified needs for additional school places at both the primary and secondary level. However, it is also the principal location for centres of higher and further education such as Kingston College and Kingston University.</p> <p>Also refer to paragraphs: 6.157 – 6.164</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • North Kingston Centre Planning and Urban Design Brief • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • Kingston University Campus Development Plan • Building Schools for the Future 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • the Council's Capital Programme • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Community Facilities		
KT1(l)	<p>Justification: Community facilities can be found throughout the Kingston Town Neighbourhood.</p> <p>Also refer to paragraphs: 6.170 - 6.174</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames • The Kingston Plan • Kingston Town Centre Area Action Plan (K+20) and Proposals Map 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston Town Centre Area Action Plan (K+20) and Proposals Map • The Best Place to Live – A Cultural Strategy for Kingston upon Thames • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

4.5 Please refer to Section 7 (Implementation and Delivery) for further information on how the Vision and Local Strategy for Delivery for the Neighbourhood will be implemented, as well as background information on the LDF Delivery Plan.



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- Metropolitan Open Land
- Local Centres
- Key Areas of Change
- Priority area where barriers to employment are to be addressed
- Strategic Landmark
- District Centres
- Housing Opportunity Areas
- Locally Significant Industrial Site
- Gateway
- Key Views into and out of Open Space
- Major Movement Barrier

Figure 7 Kingston Town Neighbourhood

Maldens and Coombe

Key Facts

- Area: over one-third of the Borough
- Population: 31% of the Borough's residents (48,648)
- Age: highest proportion of 40+ residents in the Borough (47%)
- The South Korean population in New Malden is estimated to be the largest in Europe
- Pockets of some of the highest levels of worklessness and associated deprivation in the Borough



Maldens and Coombe Neighbourhood Highlights

Vision for the Neighbourhood

New Malden District Centre will be a thriving and attractive shopping destination with a good range of walk-to retail provision to meet the needs of the diverse local community. Redevelopment at Cocks Crescent and around New Malden train station will enhance the vitality of the District Centre. Local residents in the more suburban parts of the Neighbourhood will benefit from access to shops and services at Local Centres.

The diverse residential character of the Maldens and Coombe Neighbourhood will be maintained and enhanced, especially in the ten Conservation Areas. The large residential plots in Coombe Hill will continue to be a unique characteristic of the area.

Sustainable methods of travel will be promoted in order to facilitate movement through the Neighbourhood, and reduce traffic congestion, especially around the High Street, Burlington Road and Malden Road. Improved pedestrian and cycle networks will allow easy access to the Neighbourhood's key services, especially at the District Centre, Kingston Hospital and University. The local community at Old Malden will be better integrated with the rest of the Neighbourhood through safer and improved crossings of the A3.

The growth of employment opportunities will be supported at large organisations like Kingston Hospital and Kingston University, while the District Centre will provide local employment. St John's Industrial Area will benefit from redevelopment and strengthen as an employment location.

Education provision will meet the future needs of infant, primary and secondary level, through the expansion and remodelling of schools, while facilities at Kingston University's Kingston Hill campus will also expand.

Local Strategy for Delivery

Policy MC1 Maldens and Coombe Neighbourhood

The Council will:

- a. Seek to create a District Heat Network that links to the existing Combined Heat and Power facility at Kingston Hospital
- b. Manage and reduce the risk of flooding by:
 - protecting open spaces adjoining the Beverley Brook and Hogsmill River Corridor from future development
 - ensuring proposed redevelopment addresses the flood risk associated with Beverley Brook and Hogsmill River and include flood risk mitigation measures

- c. Maintain and improve access to open spaces through:
- implementing its Green Spaces Strategy, Parks Management Plans and associated Annual Implementation Plans in order to meet deficiency in publicly accessible natural/semi-natural open space and target qualitative improvements at:
 - Barton Green
 - Manor Park and Beverley Park for submission for Green Flag status
 - the public play area at Georgia Road
 - Dickerage Lane Recreation Ground
 - Blagdon Road Recreation Ground
 - exploring increased access to private open spaces, e.g. golf courses
 - seeking to retain large gardens and plot sizes, particularly in Coombe, where not only do they hold amenity value but also contribute towards meeting environmental needs, e.g. encouraging biodiversity, acting as natural drainage to reduce surface water run-off and flood risk, and supplementing allotments by providing land to grow food
 - targeting the deficiency in allotment provision across the Neighbourhood by improving/expanding allotment facilities in line with the Council's Allotment Strategy
- d. Promote and enhance sustainable transport options by:
- improving the local network of pedestrian and cycle routes particularly to New Malden, Local Centres, schools and other key facilities
 - working with the London Boroughs of Merton and Sutton to improve cross boundary links particularly to Worcester Park Station and District Centre from the surrounding residential areas
 - working with partners to provide fully secure cycle parking facilities at New Malden and Worcester Park Stations
 - working with partners to manage congestion whilst improving road safety, bus priority and pedestrian crossing opportunities on the A3, Burlington Road and Malden Road
 - better management of parking supply in New Malden District Centre especially at Blagdon Road Multi-Storey Car Park
 - working with Kingston Hospital, Kingston University and other large employers and trip generators to facilitate accessibility by sustainable transport to their sites, e.g. through the development of Travel Plans
- e. Reinforce the character and identity of Maldens and Coombe and enhance its attractiveness as a place to live, work and enjoy by:
- working with public, private and voluntary sector stakeholders and promoting and managing development opportunities, particularly in the Cocks Crescent area of New Malden District Centre
 - applying its high quality design principles to protect and enhance the features that contribute positively to the character of the Neighbourhood. In particular it will:
 - support designation of a gateway to the Borough from Worcester Park at Malden Green/Worcester Park Station

- seek to retain the characteristic of large residential plot sizes in Coombe Hill and encourage development in line with existing local character
 - support the identification of CI and Apex Towers as landmarks
 - support public realm improvements as follows:
 - in New Malden District Centre
 - to promote the village feel at The Triangle Local Centre
 - at Burlington Road Local Centre
 - around the Robin Hood Roundabout and the approach to the Robin Hood Gate entry to Richmond Park
- f. Welcome affordable housing across the Neighbourhood and work with developers and landowners to provide a range of new homes, including family housing with gardens outside New Malden District Centre and higher density homes within the District Centre
- g. Encourage employment opportunities in the Neighbourhood by:
- continuing to protect St John's Industrial Area through improvements and redevelopments to meet the needs of small and medium sized enterprises and to improve the layout and functions of the area
 - supporting a partnership approach to improvements at Kingston Hospital and Kingston University's Kingston Hill campus
 - focusing additional opportunities in New Malden District Centre, recognising the important role it plays in the economy through expansion and redevelopment of existing retail and business locations and opportunity sites such as Cocks Crescent
 - working with the University and other partners to create economic opportunities to retain the talent it develops
- h. Maintain and enhance retail in Maldens and Coombe Neighbourhood by:
- supporting in-principle additional food stores of an appropriate scale, within New Malden District Centre, to attract shoppers and help retain a greater proportion of local retail expenditure
 - welcoming proposals for appropriate development on opportunity sites. For example, the Cocks Crescent area of the District Centre has potential for a comprehensive mixed use redevelopment, including leisure and community uses, to enhance the vitality and viability of the District Centre. There is also some development potential on sites around the Railway Station, e.g. at Coombe Road.
 - favouring proposals for new, or changes of use to, A1 convenience shops in areas with poor access to Local Centres, especially in the Motspur Park area which has the greatest deficiency (see Figure 22)
 - improving Local Centres where necessary, in particular:
 - Burlington Road - where public realm improvements and diversification of uses is needed
 - Kingston Road East - where a limited amount of short-term parking is needed
 - Kingston Vale - expansion of the Local Centre

- i. Maintain and enhance health services by:
- working in partnership with local health providers and Kingston Hospital Trust to support the expansion of the hospital for operational reasons where necessary and to improve accessibility to Kingston Hospital
 - working with local health providers to upgrade, expand and redevelop new GP surgeries (in accessible locations) within Coombe Hill and Old Malden, where surgeries are at capacity, and encourage shared accommodation where practical
- j. Work with the Metropolitan Police, property owners and developers to secure the provision of a modern base for the Coombe Hill police officers within or closer to its policing area
- k. Facilitate the provision of education by:
- working in partnership with Kingston University to continue to improve facilities at the Kingston Hill campus to meet operational requirements. The needs of the University should be balanced with ensuring that development is sensitive to the character and environment of the campus and the surrounding area, which is a Conservation Area.
 - considering the expansion of Neighbourhood schools to provide sufficient school places to meet the increasing demand and changing needs, e.g.
 - the potential expansion of Coombe Boys, Coombe Girls, Holy Cross and Richard Challoner Schools
 - developing a new primary school (up to 4 forms of entry) off California Road, as part of the Hogsmill Valley Masterplan proposals

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Climate Change and Sustainability		
MC1(a)	<p>Justification: Maldens and Coombe has been identified as having the potential to link District Heat Networks to existing facilities. The existing Combined Heat and Power facility at Kingston Hospital has been recognised as such an opportunity.</p> <p>Also refer to paragraphs: 6.7 – 6.15</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Evidence Base Document • Royal Borough of Kingston upon Thames: Heat Mapping Study 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Adaptation Strategy • Maldens and Coombe Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Sustainable Design and Construction SPD • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Managing and Reducing Flood Risk		
MC1(b)	<p>Justification: Properties at risk of flooding in Maldens and Coombe are situated between Malden Golf Course and Beverley Brook, a small number within Motspur Park and Malden Green, due to their proximity to Beverley Brook, and properties next to the Hogsmill River which have experienced localised flooding.</p> <p>Also refer to paragraphs: 6.21 – 6.26</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Strategic Flood Risk Assessment • Surface Water Management Plan • Hogsmill Valley Walk Strategy and Review 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Surface Water Management Plan • Maldens and Coombe Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Strategic Flood Risk Assessment • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Natural and Green Environment		
MC1(c)	<p>Justification: There are a variety of public and private open spaces in Maldens and Coombe, while residential gardens play an active role in providing amenity green space.</p> <p>Also refer to paragraphs: 6.31 – 6.40 & 6.45 – 6.50</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Green Spaces Strategy • Kingston Open Space Assessment • Allotment Strategy • Borough Character Study 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Green Spaces Strategy • RBK Rights of Way Improvement Plan • South West London Greenways Network Expansion – Feasibility Report • RBK's Second Local Implementation Plan • Maldens and Coombe Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Sustainable Travel		
MC1(d)	<p>Justification: The Maldens and Coombe Neighbourhood benefits from being served by five railways stations in Zone 4 with services into London (two of which are within the Neighbourhood); a night bus service into London and a bus service to Heathrow airport. New Malden District Centre has one of the best levels of transport accessibility in the Neighbourhood, but other areas such as Kingston Hill have poor public</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • RBK's Second Local Implementation Plan • South West London Greenways Network Expansion – Feasibility Report • RBK Rights of Way Improvement Plan • Maldens and Coombe Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>transport. There are road transport and congestion issues around New Malden High Street, Burlington Road and the Malden Road approach to Worcester Park and the A3 creates a significant separation barrier that can make local cycling and walking trips more challenging.</p> <p>Also refer to paragraphs: 6.56 - 6.61</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> ● RBK's Second Local Implementation Plan ● Rights of Way Improvement Plan ● District Centres Parking Study 	<ul style="list-style-type: none"> ● Sustainable Transport SPD ● Planning Obligations SPD/CIL <p>The Council's Development Management service</p> <p>Other:</p> <ul style="list-style-type: none"> ● Government's High Level Output Specification (HLOS) ● South West Trains Forward Investment Plan
Character, Design and Heritage		
MC1(e)	<p>Justification: The Maldens and Coombe Neighbourhood has ten Conservation Areas. There is a diverse range of residential character including Edwardian and mid-Victorian, mixed with 1930s styles. A unique characteristic of the Neighbourhood is the exceptionally large plot sizes and low residential density in Coombe Hill.</p> <p>Also refer to paragraphs: 6.67 - 6.71 & 6.78 - 6.82</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> ● Borough Character Study ● Conservation Area Appraisals and Management Plans 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> ● Conservation Area Appraisals and Management Plans ● Maldens and Coombe Community Plan ● The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> ● Borough Character Study ● Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD ● Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Housing and Affordability		
MC1(f)	<p>Justification: The Maldens and Coombe Neighbourhood has a wide range of housing types from low density areas in Coombe Hill with large plot sizes, to flatted developments in more accessible areas, e.g. around railway stations. There is an abundance of family housing across the Neighbourhood and a feeling of residential suburbia.</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> ● Kingston's Housing Strategy 2011-2015 ● Maldens and Coombe Community Plan ● The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> ● Affordable Housing SPD ● Planning Obligations SPD/CIL

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>Also refer to paragraphs: 6.92 - 6.110</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Strategic Housing Market Assessment • Kingston's Housing Strategy 2011-2015 • London Plan 2011 • PPS3 Housing 	<p>The Council's Development Management service and Housing Department</p>
Economy and Employment		
MC1(g)	<p>Justification: There is one Locally Significant Industrial Site (LSIS), St John's Industrial Area, and two major employers in the Neighbourhood; Kingston Hospital and Kingston University.</p> <p>Also refer to paragraphs: 6.114 - 6.121</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Employment Land Review • Kingston Hospital NHS Trust Masterplan • PPS4 – Planning for Sustainable Economic Growth 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Maldens and Coombe Community Plan • The LDF Delivery Plan <p>The Council's Development Management service</p>
Retail and Town Centres		
MC1(h)	<p>Justification: New Malden District Centre has a unique abundance of ethnic food stores and restaurants. There are also ten Local Centres in the Neighbourhood offering retail provision away from the District Centre.</p> <p>Also refer to paragraphs: 6.129 - 6.133</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Retail Study Update • Local Centres Study • MORI Survey of Residents' Use of Local Shopping Areas • Cocks Crescent Development Brief 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Maldens and Coombe Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Update and implement Local Centres Study 2009 • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Healthy and Safer Communities		
MC1(i) MC1(j)	<p>Justification: There is a need to improve healthcare provision in Maldens and Coombe Neighbourhood in order for all residents to have access to healthcare services.</p> <p>Local policing facilities are required throughout the Neighbourhood.</p> <p>Also refer to paragraphs: 6.139 - 6.147 & 6.148 - 6.149</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> Kingston Hospital NHS Trust Masterplan Health and Urban Planning Toolkit Delivering Healthier Communities in London Infrastructure Delivery Plan Safer Kingston Partnership Plan GP Premises Summary 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> RBK - Primary Capital Programme After Dark Strategy Safer Kingston Partnership Plan Maldens and Coombe Community Plan <p>The Council's Development Management service</p> <p>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</p> <ul style="list-style-type: none"> South West London and St George's Mental Health Estates Strategy NHS Kingston Strategic Commissioning Plan 2008-2013 Kingston Hospital NHS Trust Masterplan Healthy Transport Strategy Update 2010+ Action Plan
Education		
MC1(k)	<p>Justification: The Neighbourhood has a full range of educational facilities from primary and secondary schools to higher education. The Council has identified a need for school place expansion at primary schools in the Neighbourhood while Kingston University has aspirations for development.</p> <p>Also refer to paragraphs: 6.157 – 6.164</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> Kingston University, Kingston Hill Planning and Urban Design Brief (SPG) Kingston University Campus Development Plan Phase 1 Report Building Schools for the Future Schools Capital Programme 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> Schools Capital Programme Maldens and Coombe Community Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

4.6 Please refer to Section 7 (Implementation and Delivery) for further information on how the Vision and Local Strategy for Delivery for the Neighbourhood will be implemented, as well as background information on the LDF Delivery Plan.



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Figure 8 Maldens and Coombe Neighbourhood

South of the Borough

Key Facts

- Area: approximately 1,205ha, 32% of the Borough
- Population: 29,203 (19% of the Borough's population)
- Deprivation: contains one of the areas facing the greatest barriers to housing and services
- 640ha of Green Belt



South of the Borough Neighbourhood Highlights

Vision for the Neighbourhood

The Borough's Green Belt will continue to be protected from inappropriate development and maintain a clear urban edge to this part of South West London. Access to and through the Green Belt, including walking routes and cycle greenways, will be improved and the Neighbourhood will offer enhanced opportunities for residents and visitors alike to enjoy this important natural resource.

Residents of South of the Borough will enjoy better access to local services and shops, with enhanced and improved facilities at Tolworth District Centre and at The Ace of Spades, North Parade and Hook Parade Local Centres. This provision will be complemented by a vibrant mix of local shops and services in the most accessible locations throughout the Neighbourhood. These improved local facilities will lessen the impact of a lack of dedicated district centre in the Neighbourhood.

Sustainable methods of travel and public transport services will be promoted in order to improve movement through the Neighbourhood, while reducing traffic congestion and associated air pollution.

South of the Borough will continue to provide some of most appropriate sites for industrial and business uses in the Borough through the protection of the Borough's two Strategic Industrial Locations (Chessington Industrial Estate and Barwell Business Park). Chessington World of Adventures will continue to play a vital role within the area as a major regional tourist attraction.

The South of the Borough will continue to be recognised for its outer suburban value and lower density built form, including family housing with gardens.

Local Strategy for Delivery

Policy SB1 South of the Borough Neighbourhood

The Council will:

- a. Mitigate and adapt to the effects of climate change by:
 - seeking to retain agricultural uses in the Green Belt land which presents opportunities for the implementation of measures to adapt to the effects of climate change, particularly through its potential to maintain a green environment and utilise its landscape to minimise the risk of flooding within the Borough
 - exploring potential for a District Heat Network at Chessington Industrial Estate
- b. Manage and reduce the risk of flooding by:
 - protecting open spaces next to the Hogsmill River corridor from future development
 - ensuring development proposals seek to reduce surface water run-off through the inclusion of Sustainable Urban Drainage Systems (SUDs)

- applying and implementing the recommendations of the borough-wide Strategic Flood Risk Assessment (SFRA) and Hogsmill Integrated Urban Drainage Study to manage and minimise the risk of flooding, paying particular attention to flood risk associated with the Bonesgate Stream and the Tolworth Brook/Surbiton Stream
 - working with partners to identify areas at risk of surface water flooding and develop actions to address these risks
 - working with partners and residents to mitigate and manage flood risk associated with the Bonesgate Stream and the Tolworth Brook/Surbiton Stream
- c. Manage, protect, and enhance the natural and green environment by:
- continuing to protect and enhance the Green Belt and provide good quality access to the open countryside on the urban fringe
 - continuing to treat Malden Rushett as a 'washed over' settlement and determine planning applications in accordance with national guidance (currently PPG2: Green Belts)
 - seeking to protect and enhance the strategic walking network through the Green Belt and along the Hogsmill River
 - maintaining and protecting access to the watercourses within the Neighbourhood, including the Hogsmill River and Bonesgate Stream
 - establishing and maintaining views to the Green Belt and open spaces along Leatherhead Road and near Green Lane, as per the Borough Character Study
 - seeking the enhancement of Mount Road Open Space Site of Importance for Nature Conservation (SINC), and improve and maintain the quality of all public green space in South of the Borough, particularly King Georges Field, Woodgate Avenue Open Space, Chessington Wood and King Edwards Recreation Ground which have been identified as having the best opportunities to implement change
 - treating, as a Major Developed Site, the land shown on the Proposals Map at Chessington World of Adventures. The Major Developed Site has been defined in accordance with national guidance (currently PPG2: Green Belts) and provides a boundary within which the existing land use as an amusement park has the benefit of being acceptable. Development within the Major Developed Site must meet criteria within PPG2 Annex C or any future policy guidance.
- d. Promote and enhance sustainable transport options by:
- seeking to address the poor levels of public transport provision in South of the Borough by working with partners to provide new or extended local bus services
 - working with TfL to manage congestion whilst improving road safety and crossing opportunities on the A3 and A243
 - improving the local network of pedestrian and cycle routes particularly to Hook and Chessington shopping parades, Chessington Community College, primary schools, the Hook Centre and other community facilities
 - making the most of the Neighbourhood's green spaces by enhancing the network of walking routes and cycle "greenways" to and through them
 - working with businesses, particularly in Chessington Industrial Estate to improve sustainable travel options for employees and reduce reliance on car travel through the development of travel plans and to manage freight movements to their sites to minimise the impact on surrounding residential areas

- e. Work to protect and enhance the following positive character, design, and heritage features:
 - views across open land into and out of the Green Belt
 - the large areas of established, high quality outer suburban character
 - front and back gardens
 - property boundaries
 - street trees (including opportunities for new street trees and planting)
 - the Scheduled Ancient Monument at Castle Hill

- f. Maintain and enhance housing options in the Neighbourhood by:
 - making the most of opportunities to develop family housing with gardens
 - working with developers to provide a range of new homes, including affordable homes, on Brownfield sites in and around Tolworth District Centre, including on the former Government offices, Toby Jug and Marshall House site
 - protecting and maintaining the established Gypsy and Travellers site at Swallow Park and taking opportunities to address unauthorised Gypsy and Traveller sites in the Neighbourhood
 - seeking to meet needs for affordable housing and working with partners to identify suitable sites

- g. Encourage employment opportunities in the Neighbourhood by:
 - continuing to protect Chessington Industrial Estate and Barwell Business Park as Strategic Industrial Locations and the Locally Significant Industrial Sites at Silverglade Business Park and Red Lion Industrial Estate
 - working with the Chessington Industrial Estate occupiers to deliver improvements to transport provision, the appearance of the area and enhanced facilities
 - supporting Chessington World of Adventures as a regional tourist attraction by partnership working with CWOA and the Local Community through the preparation of an appropriate planning document that supports planned investment. This planning document may include a review of the existing Major Developed Site boundary, which would be taken forward through the Development Plan process.

- h. Maintain and enhance the South of the Borough's retail, district and local centres' facilities and services by:
 - maintaining, enhancing and where appropriate expanding the local facilities and services of the Ace of Spades, North Parade and Hook Parade Local Centres
 - encouraging in the largest retail deficiency area, appropriate A1 convenience shops, or in special circumstances other retail uses where a benefit to the local residents can be demonstrated
 - supporting the implementation of improvements to Tolworth District Centre (see Section 5 for further details)

- i. Accommodate the need for additional or expanded healthcare facilities by:
- working with local health providers in order to identify and deliver suitable sites for the expansion and or replacement of GP premises, particularly in Chessington North, Tolworth and Hook Rise wards
 - supporting the establishment of dentistry practices and enhanced pharmacy and optical services in the Tolworth area
- j. Address the need to provide additional school places in the South of the Borough by:
- exploring opportunities to provide improved facilities for Southborough Boys and Tolworth Girls Schools
 - supporting the expansion of Lovelace and Ellingham Primary schools
- k. Ensure the continued provision of community facilities by:
- working to maintain and enhance access to community centres and libraries and explore opportunities for improved leisure facilities, including a new public swimming pool
 - working to maintain and enhance diversity and access to recreation and leisure opportunities in the area, including the Chessington Sports Centre, the golf course, the strategic walking network, football pitches and horse centres

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Climate Change and Sustainability		
SB1(a)	<p>Justification: Within this Neighbourhood, there are opportunities to use the existing landscape to adapt to the effects of climate change and potential to link to local energy networks.</p> <p>Also refer to paragraphs: 6.7 – 6.15</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Study 2010 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Adaptation Strategy • South of the Borough Community Plan • Infrastructure Delivery Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Sustainable Design and Construction SPD • Planning Obligations SPD/CIL <p>The Council's Development Management service.</p>
Managing and Reducing Flood Risk		
SB1(b)	<p>Justification: Localised drainage issues have been recorded at Clayton Road, two locations on the A243 and Filby Road. A large number of the</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Surface Water Management Plan • South of the Borough Community Plan

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>properties situated within uppermost reaches of Hogsmill River tributary, e.g. Hook and village of Malden Rushett are within Flood Zone 2.</p> <p>Also refer to paragraphs: 6.21 – 6.26</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Strategic Flood Risk Assessment • Surface Water Management Plan 	<ul style="list-style-type: none"> • Infrastructure Delivery Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Strategic Flood Risk Assessment • Planning Obligations SPD/CIL <p>The Council’s Development Management service</p>
Natural and Green Environment		
SB1(c)	<p>Justification: South of the Borough contains the greatest proportion of open land in the Borough, and in addition to smaller areas of open space, all of the Borough’s Green Belt land.</p> <p>Also refer to paragraphs: 6.31 – 6.40 & 6.45 – 6.50</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Green Spaces Strategy • Open Space Assessment • Allotment Strategy • Thames Landscape Strategy • Rights of Way Improvement Plan 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Green Spaces Strategy • Rights of Way Improvement Plan • South West London Greenways Network Expansion – Feasibility Report • Second Local Implementation Plan • South of the Borough Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council’s Development Management service</p>
Sustainable Travel		
SB1(d)	<p>Justification: South of the Borough has three train stations and is served by a number of bus routes, but public transport accessibility levels still tend to be significantly lower than in the rest of the Borough. The Neighbourhood is also prone to the effects of traffic and congestion particularly during peak periods on Kingston Road, Leatherhead Road, and the junctions of the A243 at Malden Rushett and the Tolworth and Hook junctions along the A3.</p> <p>Also refer to paragraphs: 6.56 - 6.61</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Second Local Implementation Plan • Rights of Way Improvement Plan 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Second Local Implementation Plan • South West London Greenways Network Expansion – Feasibility Report • Rights of Way Improvement Plan • South of the Borough Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs</p> <ul style="list-style-type: none"> • Sustainable Transport SPD • Planning Obligations SPD/CIL <p>The Council’s Development Management service</p> <p>Other:</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> South West London Greenways Network Expansion – Feasibility Report Green Spaces Strategy Thames Landscape Strategy 	<ul style="list-style-type: none"> Government's High Level Output Specification (HLOS) South West Trains Forward Investment Plan
Character, Design and Heritage		
SB1(e)	<p>Justification: Significant parts of South of the Borough are open land or Green Belt with a rural character. Within the developed area, South of the Borough is predominantly residential with an outer suburban character. Houses vary in age and style, however the majority of the residential area was built as pockets of development over a relatively short period of time between the late 1930s and 50s and then the 1970s. Houses are mostly semi-detached and short terrace housing, all generally laid out in generous curving street patterns. The South of the Borough is the only Neighbourhood in the Borough not to contain any conservation areas, and has relatively few Listed Buildings or Buildings of Townscape Merit.</p> <p>Also refer to paragraphs: 6.67 - 6.71 & 6.78 - 6.82</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> Borough Character Study Conservation Area Appraisals and Management Plans 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> Conservation Area Appraisals and Management Plans South of the Borough Community Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Borough Character Study Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Housing and Affordability		
SB1(f)	<p>Justification: Typical of an outer suburban area, South of the Borough contains substantial numbers of family houses with gardens, and relatively few flatted developments when compared with other parts of the Borough. The Neighbourhood also contains the Council's only authorised Gypsy and Traveller site, Swallow Park.</p> <p>Also refer to paragraphs: 6.92 - 6.110</p> <p>Evidence Documents:</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> Kingston's Housing Strategy 2011-2015 South of the Borough Community Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Affordable Housing SPD Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> Strategic Housing Market Assessment Affordable Housing Viability Study Housing Delivery of Small Sites Kingston's Housing Strategy 2011-2015 London Plan 2011 	
Economy and Employment		
SB1(g)	<p>Justification: This Neighbourhood contains significant amounts of protected industrial/employment land and contains the Borough's only two Strategic Industrial Locations (SILs).</p> <p>Also refer to paragraphs: 6.114 - 6.121</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> Employment Land Review 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> the Council's Capital Programme South of the Borough Community Plan Tolworth Strategy The LDF Delivery Plan <p>The Council's Development Management service</p>
Retail and Town Centres		
SB1(h)	<p>Justification: Although half of Tolworth District Centre sits within the northern boundary of the Neighbourhood, South of the Borough is distinct from the rest of the Borough in that it is not directly served by its own dedicated District Centre. As a result access to retail provision and services is limited for some residents - 43% of households in the area are further than 400metres from a food convenience store.</p> <p>Also refer to paragraphs: 6.129 - 6.133</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> Retail Study Retail Study Update Retail Capacity Study Update Local Centres Study MORI Survey of Residents' Use of Local Shopping Areas Surbiton, New Malden, and Tolworth Comparison and Convenience Catchment Statistics 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> South of the Borough Community Plan Tolworth Strategy The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Update and implement Local Centres Study 2009 Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Healthy and Safer Communities		
SB1(i)	<p>Justification: The South of the Borough Neighbourhood has an identified need for additional or expanded healthcare and community safety provision.</p> <p>Also refer to paragraphs: 6.139 - 6.147 & 6.148 - 6.149</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • South West London and St George's Mental Health Estates Strategy • Health and Urban Planning Toolkit • Delivering Healthier Communities in London • GP Premises Summary 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • RBK - Primary Capital Programme • After Dark Strategy • Safer Kingston Partnership Plan • South of the Borough Community Plan <p>The Council's Development Management service</p> <p>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</p> <ul style="list-style-type: none"> • South West London and St George's Mental Health Estates Strategy • NHS Kingston Strategic Commissioning Plan 2008-2013 • Kingston Hospital NHS Trust Masterplan • Healthy Transport Strategy Update 2010+ Action Plan
Education		
SB1(j)	<p>Justification: A need for additional school places has been identified in South of the Borough.</p> <p>Also refer to paragraphs: 6.157 – 6.164</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Building Schools for the Future 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • the Council's Capital Programme • South of the Borough Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Community Facilities		
SB1(k)	<p>Justification: Community facilities can be found throughout South of the Borough and continued provision is essential.</p> <p>Also refer to paragraphs: 6.170 - 6.174</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012 • South of the Borough Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

4 Neighbourhoods

4.7 Please refer to Section 7 (Implementation and Delivery) for further information on how the Vision and Local Strategy for Delivery for the Neighbourhood will be implemented, as well as background information on the LDF Delivery Plan.

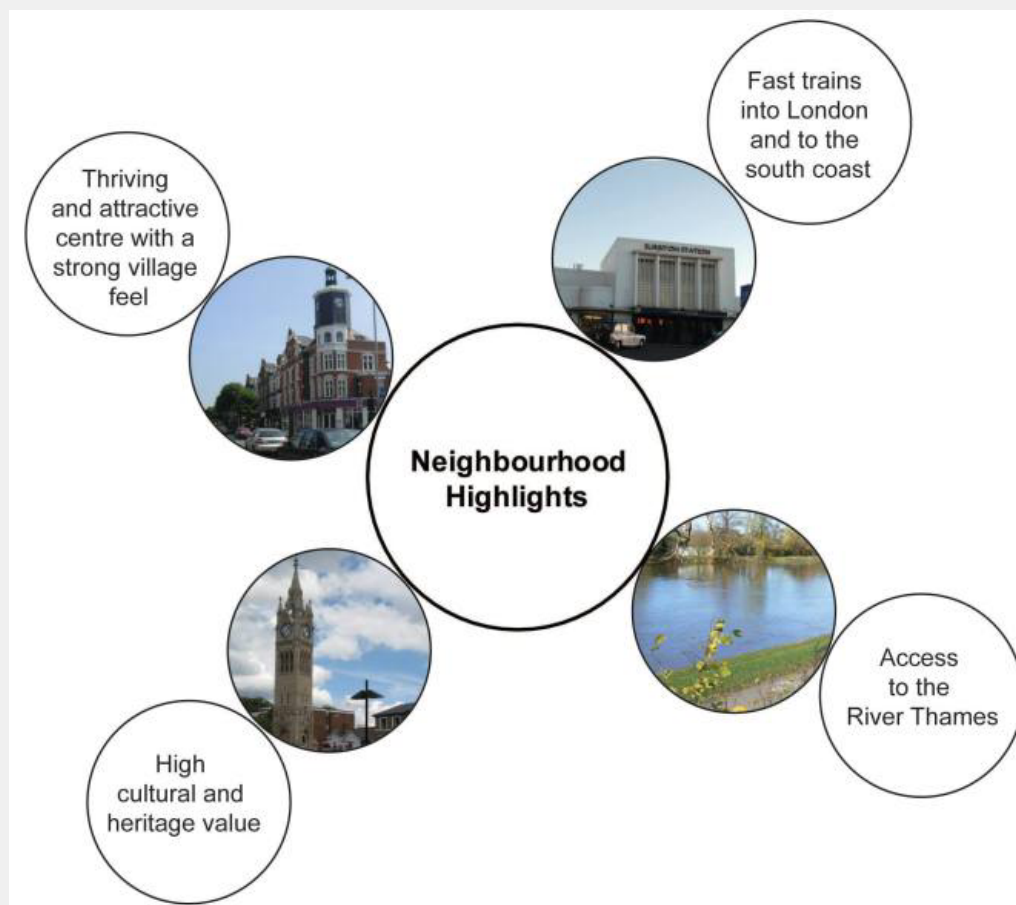


Figure 9 South of the Borough Neighbourhood

Surbiton

Key Facts

- Area: covers 19% of the Borough's area
- A classic London suburb that developed following the arrival of the railway to London in 1838
- Population: 25% of the Borough's residents (39,858)
- Age: Highest proportion of 20-34 year old residents in the Borough (31%)



Surbiton Neighbourhood Highlights

Vision for the Neighbourhood

Surbiton District Centre will continue to be a thriving and attractive District Centre providing a range of retail services, leisure facilities and office based businesses to meet the needs and aspirations of residents and visitors. The District Centre's public realm will have been improved to increase its visual appeal.

All new developments, particularly at Surbiton Station Car Park and Surbiton Hospital, will comprise of high quality design, high environmental performance and take advantage of opportunities to maximise energy efficiency and energy generated by renewable resources.

Surbiton residents will have access to a variety of housing types and tenures in suitable locations, including higher density homes in the District Centre and family homes outside the District Centre to match lifetime needs.

Biodiversity in the Surbiton Neighbourhood will have been enhanced and parks, play spaces, allotments and other green spaces will have been improved and made more accessible, particularly at the former Thames Water Filter Beds and the Hogsmill Valley, which will have public open space for outdoor recreation and leisure and an extension of the riverside walk.

Surbiton Hospital will be developed to provide residents with new social, health and educational facilities, which will be provided within the setting of a Community Hub.

Surbiton will be a place which treasures its rich cultural and architectural heritage and development proposals will have had regard to the features and local distinctiveness of the character areas thereby ensuring the sense of place is retained.

Local Strategy for Delivery

Policy S1 Surbiton Neighbourhood

The Council will:

- a. Assess and progress the feasibility of District Heating Networks at Surbiton Station Car Park and the Hogsmill Valley area
- b. Manage and reduce the risk of flooding by:
 - ensuring that any future development proposals around the River Thames, Hogsmill River and Surbiton Stream/Tolworth Brook incorporate appropriate flood mitigation measures and Sustainable Urban Drainage Systems (SUDs)
 - working in partnership with Thames Water, stakeholders and the local community to ensure that the former Thames Water Filter Beds and the Hogsmill Valley are enhanced to reduce flood risk and made safe for community use whilst taking account of nature conservation interests

- c. Seek to improve access to and the quality of the natural and green environment by:
- working with partners to provide for nature conservation, leisure and outdoor recreation and an extension of the riverside walk at the former Thames Water Filter Beds. Any proposed extension of the riverside walk shall include a full assessment of the potential impact on biodiversity and nature conservation interests including protected species.
 - enhancing the Hogsmill Valley Walk and biodiversity along the Hogsmill Valley
 - improving allotment facilities and expanding Tolworth Main Allotments
 - working with partners through the implementation of the Council's Green Spaces Strategy, Parks Management Plans and associated Annual Implementation Plans, to target qualitative improvements at:
 - Elmsbridge Avenue Open Space, Rose Walk Open Space, and Raeburn Avenue Open Space
 - Alexandra Recreation Ground and Victoria Recreation Ground to enable submission for Green Flag status
 - Public play areas at Alexandra Recreation Ground
- d. Make the most of public transport services at Surbiton District Centre and enhance local accessibility further by:
- implementing a major scheme in Victoria Road and around the railway station to enhance the public realm, making cycling and walking more attractive options
 - seeking increased train capacities and the rezoning of Surbiton Station in order to make prices fairer and more affordable and improve the attractiveness of the area as a business location
 - working with partners to improve integration at Surbiton Station with other modes of transport including providing adequate secure cycle parking facilities and improving signage to nearby bus routes and facilities
 - continuing to manage on-street parking to prevent commuter parking particularly around the Town Centre and railway station and support a reduction in parking capacity at the station
 - addressing poor levels of transport accessibility in Berrylands by improving local walking and cycling routes and working with partners to enhance local bus services
 - promoting the use of green vehicles and providing the appropriate infrastructure such as electric vehicle charging points around Surbiton District Centre
- e. Enhance and protect Surbiton's architecture and local identity by:
- ensuring that future development in Surbiton Neighbourhood relates to the existing character (set out in the Borough Character Study) in terms of design, scale, massing, height, density, layout, materials and colour. This will be achieved through joint working with public and private partners to promote and manage development opportunities, in particular at Surbiton District Centre, Surbiton Car Park, Surbiton Hospital, the Hogsmill Valley and Tolworth Broadway sites.
 - safeguarding and improving features that contribute positively to the leafy character of the Surbiton Neighbourhood by seeking to retain large gardens and plot sizes, and where appropriate, enhancing important ecological and landscape features, in

particular the River Thames, the former Thames Water Filter Beds, Alexandra Recreation Ground, Fishponds Park and Hogsmill Valley

- ensuring that future development relates to the existing natural and built environment, including important skyline views and landmarks such as the Clock Tower, Surbiton Railway Station and St Andrew's Church
- f. Enhance housing options in the Neighbourhood by:
- working with developers and landowners to provide a range of housing development sites, with higher density dwellings in and around Surbiton District Centre and railway station and lower density dwellings outside the District Centre
 - ensuring, through partnership working, that the demand for present and future student housing is met, through seeking limited opportunities at Seething Wells Campus and expansion adjoining Clayhill Campus in Hogsmill Valley area
- g. Work with partners to protect and deliver sufficient and appropriate employment land and premises by:
- supporting the retention and provision of smaller, stand alone employment sites in Surbiton and resisting changes of use in these areas
 - seeking to exploit rail connectivity to promote Surbiton District Centre as an area for economic growth
- h. Maintain and enhance Surbiton's Retail, District and Local Centres' facilities and services by:
- supporting in principle an increase in the range and quality of convenience goods in Surbiton District Centre
 - ensuring that the creation of a safe and attractive environment is delivered through implementation of the Surbiton Town Centre Improvement Strategy
 - improving the range of shops and the quality of the Local Centres at:
 - Chiltern Drive - Expansion of the catchment population and/or consolidation of the retail activity in a particular area
 - Berrylands Road - Expansion of retail or evening economy uses
 - Ewell Road North - Addition of a modestly sized foodstore
 - Ewell Road South - Addition of a suitably sized Convenience Store
- i. Work in partnership with local health providers to develop modern healthcare facilities and GP surgeries at Surbiton Hospital
- j. Accommodate additional school places at primary and secondary school level by:
- working with partners to support a delivery programme for expanding existing primary schools, recent examples include providing a new primary school at the Surbiton Hospital Site
 - supporting opportunities for the expansion of Hollyfield Secondary School

- k. Address the lack of community facilities by investigating the co-location of facilities and services within a Community Hub in the area, including potentially at Sessions House on Ewell Road

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Climate Change and Sustainability		
S1(a)	<p>Justification: There are areas in Surbiton targeted for change and future development which present opportunities to reduce carbon emissions and energy costs to help mitigate climate change and fuel poverty.</p> <p>Also refer to paragraphs: 6.7 – 6.15</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Study (2010) • Royal Borough of Kingston upon Thames: Heat Mapping Study • Evidence base for Hogsmill Valley • London Plan 2011 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Adaptation Strategy • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Sustainable Design and Construction SPD • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Managing and Reducing Flood Risk		
S1(b)	<p>Justification: There are opportunities to address the potential impacts of climate change, particularly in relation to flooding from the River Thames, Hogsmill River and Surbiton Stream/Tolworth Brook.</p> <p>Also refer to paragraphs: 6.21 – 6.26</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Strategic Flood Risk Assessment • Surface Water Management Plan • London Plan 2011 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Surface Water Management Plan • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Strategic Flood Risk Assessment • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Natural and Green Environment		
S1(c)	<p>Justification: Surbiton has a number of attractive open spaces and large mature landscaped gardens creating a green and leafy character, but there are areas that have sparse or inaccessible</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Green Spaces Strategy • Rights of Way Improvement Plan. • South West London Greenways Network Expansion – Feasibility Report

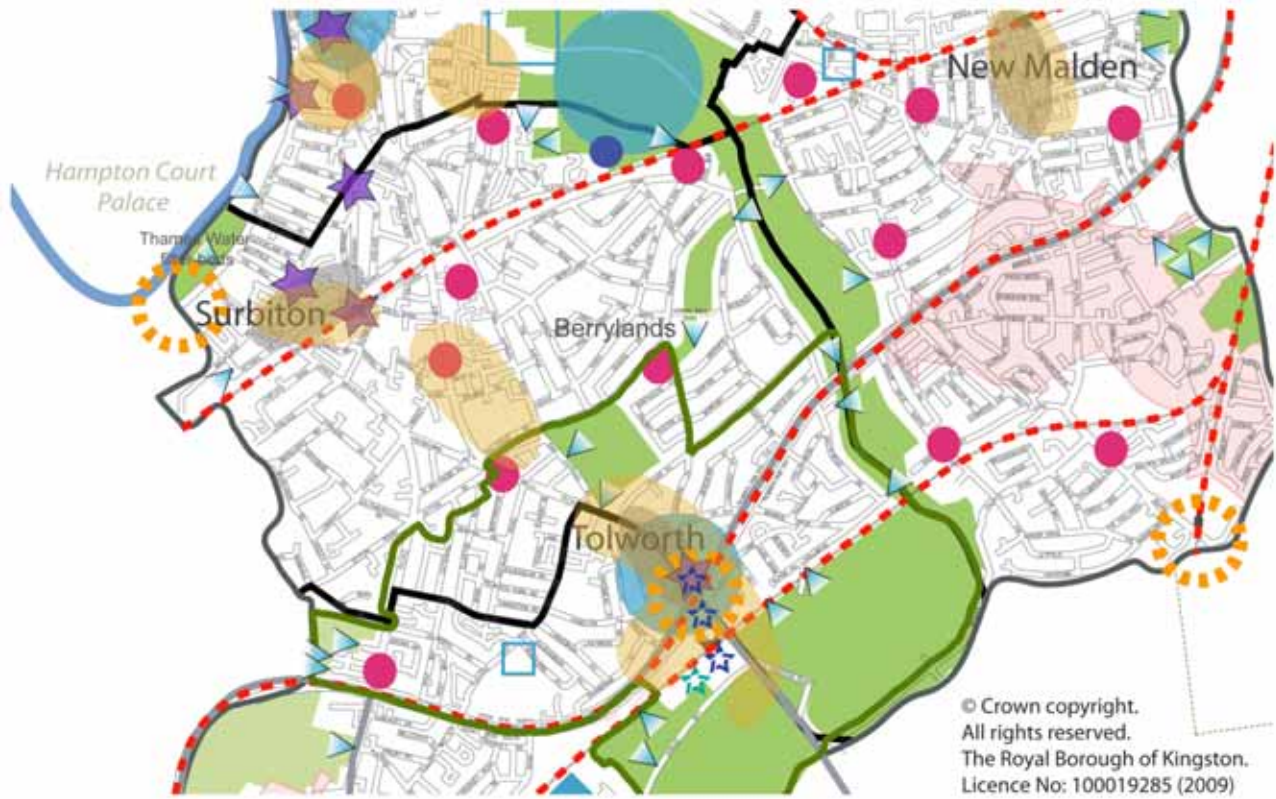
Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>open spaces (parks, play spaces, natural and semi natural green spaces and allotments).</p> <p>Also refer to paragraphs: 6.31 – 6.40 & 6.45 – 6.50</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Green Spaces Strategy • Open Space Assessment • Allotment Strategy • Thames Landscape Strategy • Rights of Way Improvement Plan • London Plan 2011 	<ul style="list-style-type: none"> • Second Local Implementation Plan. • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council’s Development Management service</p>
Sustainable Travel		
S1(d)	<p>Justification: Surbiton Town Centre has one of the best levels of public transport accessibility in the Borough, benefiting from frequent and fast train services to London and being served by a large number of bus services.</p> <p>Also refer to paragraphs: 6.56 - 6.61</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Second Local Implementation Plan • Rights of Way Improvement Plan • South West London Greenways Network Expansion – Feasibility Report • Green Spaces Strategy • Thames Landscape Strategy • London Plan 2011 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Second Local Implementation Plan • South West London Greenways Network Expansion – Feasibility Report • Rights of Way Improvement Plan • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Sustainable Transport SPD • Planning Obligations SPD/CIL <p>The Council’s Development Management service</p> <p>Other:</p> <ul style="list-style-type: none"> • Government’s High Level Output Specification (HLOS) • South West Trains Forward Investment Plan
Character, Design and Heritage		
S1(e)	<p>Justification: Surbiton benefits from 11 Conservation Areas, 24 Listed Buildings and 36 Buildings of Townscape Merit. It includes an interesting mix of architecture ranging from neo-gothic style of St Andrew’s Church, early to mid-Victorian buildings, some two-storey semi-detached artisan cottages, a few Edwardian buildings, Art-Deco courts, spacious and grand</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Conservation Area Appraisals and Management Plans • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>late-19th century townhouses and semi-detached 20th century housing estates.</p> <p>Also refer to paragraphs: 6.67 - 6.71 & 6.78 - 6.82</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Borough Character Study • Conservation Area Appraisals and Management Plans • London Plan 2011 	<ul style="list-style-type: none"> • Borough Character Study • Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD. • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Housing and Affordability		
S1(f)	<p>Justification: Surbiton Neighbourhood has some of the more expensive and exclusive homes in the Borough. A need for new and affordable homes and a concentration of certain types and tenures, in appropriate locations to meet future needs has been identified.</p> <p>Also refer to paragraphs: 6.92 - 6.110</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Strategic Housing Market Assessment • Affordable Housing Viability Study • Housing Delivery of Small Sites • Kingston's Housing Strategy 2011-2015 • London Plan 2011 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston's Housing Strategy 2011-2015 • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Affordable Housing SPD • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Economy and Employment		
S1(g)	<p>Justification: The high quality train services at Surbiton Station support the local economy particularly in Surbiton District Centre.</p> <p>Also refer to paragraphs: 6.114 - 6.121</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Employment Land Review • London Plan 2011 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Surbiton Community Plan • The LDF Delivery Plan <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Retail and Town Centres		
S1(h)	<p>Justification: Surbiton District Centre has a varied range of retail provision with small independent shops co-existing with high-street stores and supermarkets, while a bar and café culture thrives alongside older pubs and restaurants. Protecting and enhancing the vitality and viability of this District Centre and Surbiton's seven Local Centres is key in fulfilling the Council's objective for a prosperous and inclusive borough.</p> <p>Also refer to paragraphs: 6.129 - 6.133</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Retail Study • Retail Study Update • Retail Capacity Study Update • Local Centres Study • MORI Survey of Residents' Use of Local Shopping Areas • Surbiton, New Malden, and Tolworth Comparison and Convenience Catchment Statistics • London Plan 2011 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Update and implement Local Centres Study 2009 • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Healthy and Safer Communities		
S1(i)	<p>Justification: In Surbiton there are some GP practices that occupy buildings not appropriate for modern healthcare facilities.</p> <p>Also refer to paragraphs: 6.139 - 6.147 & 6.148 - 6.149</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • South West London and St George's Mental Health Estates Strategy • Health and Urban Planning Toolkit • Delivering Healthier Communities in London • London Plan 2011 • GP Premises Summary 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • RBK - Primary Capital Programme • After Dark Strategy • Safer Kingston Partnership Plan • Surbiton Community Plan <p>The Council's Development Management service</p> <p>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</p> <ul style="list-style-type: none"> • South West London and St George's Mental Health Estates Strategy • NHS Kingston Strategic Commissioning Plan 2008-2013 • Kingston Hospital NHS Trust Masterplan • Healthy Transport Strategy Update 2010+ Action Plan

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Education		
S1(j)	<p>Justification: A need for additional school places has been identified in Surbiton Neighbourhood.</p> <p>Also refer to paragraphs: 6.157 – 6.164</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Building Schools for the Future 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • the Council's Capital Programme • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Community Facilities		
S1(k)	<p>Justification: A need for additional community facilities has been identified in Surbiton Neighbourhood.</p> <p>Also refer to paragraphs: 6.170 - 6.174</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012 • Surbiton Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

4.8 Please refer to Section 7 (Implementation and Delivery) for further information on how the Vision and Local Strategy for Delivery for the Neighbourhood will be implemented, as well as background information on the LDF Delivery Plan.



- Metropolitan Open Land
- Green Belt
- Local Centres
- Key Areas of Change
- Retail Deficiency Areas
- Strategic Landmark
- District Centres
- Housing Opportunity Areas
- Potential Area of New Managed Student Housing
- Locally Significant Industrial Site
- Strategic Industrial Location
- Gateway
- Key Views into and out of Open Space
- Strategic Rail Freight Site
- Major Movement Barrier
- Development Areas

Figure 10 Surbiton Neighbourhood

5 Key Areas of Change

5.1 Three Key Areas of Change have been identified as areas where change will be promoted to benefit local and wider needs:

- Kingston Town Centre
- Tolworth Regeneration Area
- Hogsmill Valley



Figure 11 Key Areas of Change

Hogsmill Valley



5.2 The Hogsmill Valley is located at the very heart of the Borough, and is centred on Thames Water's Sewage Treatment Works. The Council is the other major landowner in the area with ownership of cemeteries, allotments, recreation grounds and the Kingsmeadow Stadium.

5.3 Whilst the majority of the Hogsmill Valley has the status of Metropolitan Open Land, the land is mostly poor quality and largely inaccessible to the public, and therefore fails to provide adequately for the open space needs of Kingston communities, and does not accord with the purposes of Metropolitan Open Land. This is to provide access to open space for recreational purposes which will improve quality of life, support biodiversity and benefit health.

5.4 Both the Thames Water and Council-owned land offers opportunity to improve public accessibility on foot or by other non-motorised means of transport, and there are opportunities to make much better use of the area by relocating some facilities such as the youth club facilities, which are housed in substandard

accommodation, and by providing other facilities such as student halls of residence, a primary school, an enlarged stadium and Multi-use Games Areas to address local or Borough-wide needs.

5.5 The close proximity of the Hogsmill Valley to the Norbiton communities also provides opportunity to improve accessibility to open space, sport and recreation facilities, with associated health benefits for residents in the most deprived wards in Kingston (Norbiton has a large concentration of social housing which is among the top 10-15% most deprived areas nationally).

Key Facts

- 74 hectares of largely poor quality, inaccessible Metropolitan Open Land at the heart of the Borough
- Two main ownerships - Thames Water and the Council
- A key sub-regional utility with current and future operational needs
- Large tracts of either disused or under-utilised land
- The Hogsmill River flowing through the site
- An area adjacent to the Hogsmill that is identified as a Site of Nature Conservation Importance

Context and Background

5.6 Thames Water's Sewage Treatment Works, is a key utility serving a sub-regional catchment. It has undergone considerable facility upgrades in recent years, which has reduced the overall area of operational land. Further modernisation and change, including improvements to odour management, will continue to be required over the plan period to meet

the demands for higher water quality treatment, operational best practice and distribution needs. However, advancements in technology means that the extent of landholding that Thames Water may need to retain for future operational flexibility could be reduced. Beyond the Thames Water current operational area there are large tracts of land within Thames Water's ownership that were formerly used for sewage treatment. Whilst this remains operational land, Thames Water has advised that this could remain unused for the next 30 – 40 years. All these areas are currently inaccessible to the public. Some areas are separated from the main operational works by the Hogsmill River and Lower Marsh Lane, but there are other areas abutting the core operational area that are currently areas of nature conservation. It is the areas north of the Hogsmill River and south of Lower Marsh Lane where there is scope for change and public access.

5.7 The Council-owned allotments, recreation grounds and the Kingsmeadow Stadium are generally poor quality, poorly arranged and, in the case of the recreation grounds, underused. There is opportunity to reconfigure the location of these activities and introduce new facilities.

5.8 Given the location is right at the heart of the Borough improved accessibility would improve connections between a wide range of facilities and areas. Berrylands Station is located on the southern boundary of the Hogsmill Valley, but has no direct connections to the north. The Kingsmeadow stadium could be accessed within a 10-minute walk of Berrylands Station, thereby helping to minimise the number of supporters coming by car if a route linking the two could be introduced. To the immediate south of the station is

the Chiltern Drive Local Centre, which is the Borough's poorest performing centre, and which would benefit from connections with locations to the north.

Key Challenges

- Delivering sufficient enabling development to release land for new facilities and greater public access
- Ensuring that Thames Water's operational needs are not compromised by opportunities for the provision of new facilities in the area
- Introduce safe and accessible footpath/cycle links around the operational Sewage Treatment Works, and in particular introduce links between Berrylands Railway Station and the Kingsmeadow Stadium/sports hub, helping to minimise the number of supporters coming by car
- Accommodating a proportion of Kingston University's outstanding need for managed student halls of residence to meet the existing 2,500 bedspace shortfall
- Reducing the adverse impacts on the local community associated with the existing Clayhill halls through the provision of on-site leisure and recreation opportunities and making the whole campus car free except for essential operational requirements and emergency vehicles with improved bus provision
- Accommodating an expanded Kingsmeadow Stadium (currently the stadium accommodates 4,500, with planning permission to increase to 6,000) capable of holding around 10,000 spectators, which will be required should AFC Wimbledon make progress up the Football League

5 Key Areas of Change

- Satisfactorily managing the transport implications of an enlarged stadium facility
- Reconfiguring the existing sports and leisure provision on the Council-owned land to provide opportunity for the local community through the development of a sporting hub (football stadium, multi-use games area and athletics track)
- Relocating and, where possible, co-locating community facilities such as the youth club and other clubs
- Reconfiguring/relocating the Kingston Road allotment gardens within the area to accommodate additional plots to meet increasing demand, and to facilitate a better configuration of other uses
- Accommodating a new primary school (up to 4 form entry) to provide the required additional long term capacity need to meet future projected demographic growth
- The need to reconcile need/opportunities for change with protecting around 10.4ha for nature conservation/wildlife habitat (i.e. Surbiton Lagoon, western scrub and eastern mound/Hogsmill River corridor)
- The need to find alternative premises for any displaced employment use, potentially including Arrow Plastics, the Borough's largest employer in the industrial sector
- The need to improve odour management at the Sewage Treatment Works

Vision for the Area

To make the area the 'heart of the Borough' in terms of providing important utilities, social, leisure, economic and green infrastructure for the Borough that serves its adjacent communities and upgrades the quality and connectivity of the Green Chain.

The Sewage Treatment Works will continue to provide a vital utility for Kingston and the wider sub-region with scope to upgrade and increase the capacity of its facilities.

A Hogsmill riverside walk will be introduced on the northern bank of the river through out the area, which will complete a linear riverside walk through Hogsmill/Bonesgate Valley.

Access across and within the area will be provided by footpaths and cycle links connecting the various existing and new facilities, and in particular there will be a direct footpath/cycleway link between Berrylands Railway Station and the Kingsmeadow Stadium.

In the area south of Lower Marsh Lane there will be an expanded Clayhill campus to accommodate an additional circa 300 student bedspaces with student sport and recreation facilities in close proximity

In the area north of the Hogsmill River there will be:

- a sports/community hub – comprising an enlarged Kingsmeadow Stadium and associated sports facilities;

- a primary school (up to 4 form entry) to cater for the projected demographic growth, and;
- expanded allotment gardens.

Improved access to nature will be provided chiefly through the riverside walk, but also through access into the Western Scrub.

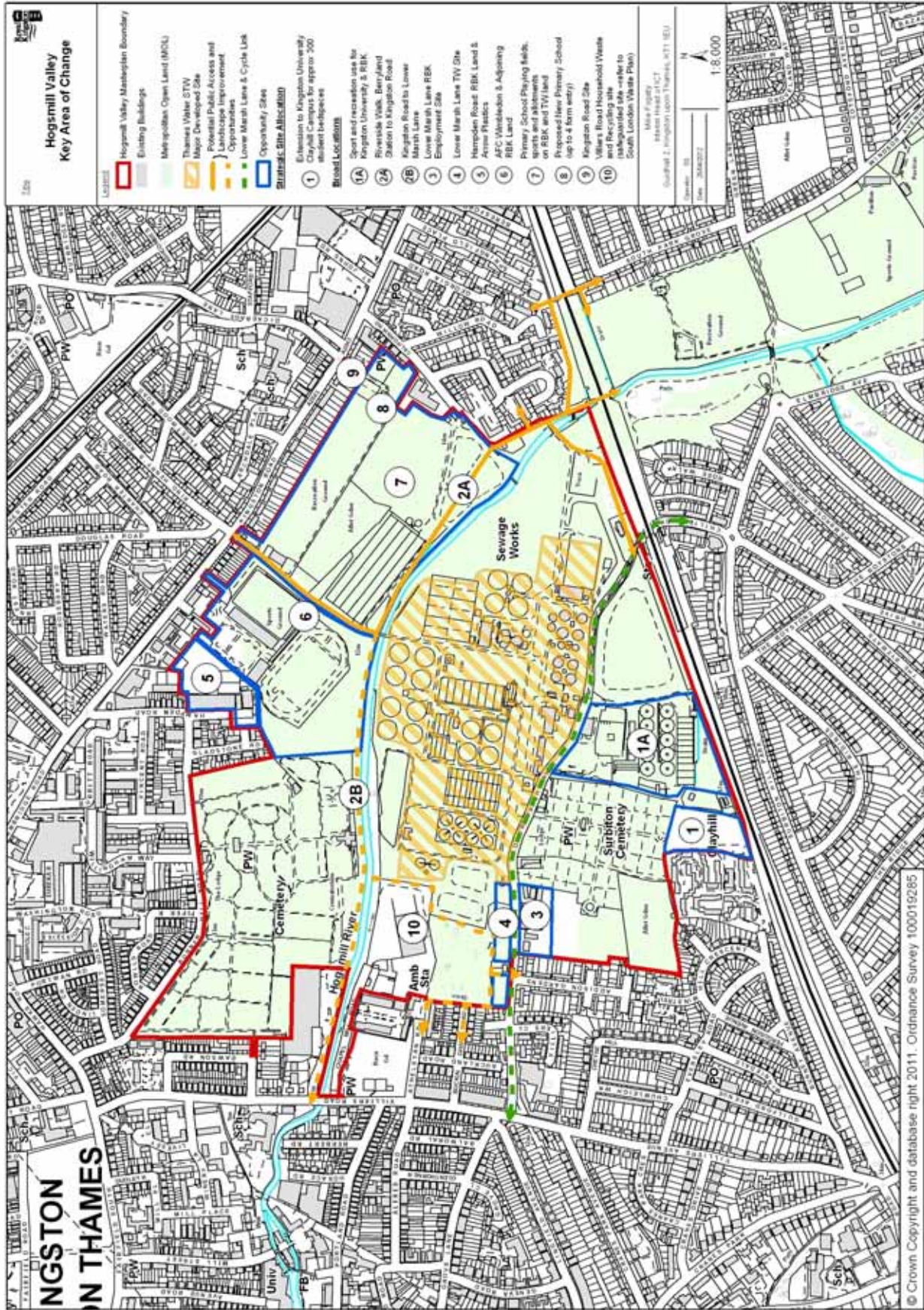


Figure 12 Hogsmill Valley Key Area of Change

Local Strategy for Delivery

Policy HV1 Hogsmill Valley Key Area of Change

The Hogsmill Valley area defined on Figure 12 and the Proposals Map shows the existing MOL designation and opportunities for change. The boundaries shown on Figure 12 are not prescriptive, but intended as a guide for future DPD consideration.

The Proposals Map shows the Hogsmill Valley area of search, which is defined as a Broad Location Designation with a specific strategic site allocation for student housing on the Kingston University existing open recreation/amenity land within the Clayhill Campus (proposal to include replacement open informal recreation/amenity space within the Clayhill Campus) and the preferred site for new Kingston University ancillary sport and recreation. The Council will work with stakeholders and local strategic partners to prepare a Hogsmill Site Specific Allocation of Land development plan document (including a comprehensive Masterplan) that brings forward a range of viable improvements and new facilities/infrastructure to the area that achieves the vision for the area and meets its key challenges.

HV1A Strategic Allocation

The Council will:

- designate approximately 1ha of Metropolitan Open Land within the Kingston University Clayhill Campus for around 300 managed student bedspaces and support upgrades to the quality of the external spaces on the existing campus for ancillary amenity and social meeting spaces
- negotiate with Thames Water the use of part or all of the former Surbiton Sewage Treatment Works (STW) for sport and recreational uses to serve the expanded Kingston University Clayhill Campus together with additional areas of nature conservation. If this cannot be achieved, the Council will alternatively seek to provide facilities for shared University/community use north of the Hogsmill or another suitable location.
- designate the development envelope of the Hogsmill Sewage Treatment Works as a Major Developed Site in Metropolitan Open Land
- support the provision of circa 300 new managed student bedspaces on the site of the existing open amenity land within the Clayhill Campus. This is dependent on the provision of replacement informal recreation/amenity space, and on it being available prior to first occupation of the student bedspaces. The replacement open space may be provided in phases with each opening phase of the student accommodation. Such open space must be provided within close and easy reach of the students living at the Clayhill Campus and be of an overall size that serves the needs of the whole campus. The removal of non-operational vehicle parking within the existing Clayhill Campus will provide opportunity for new informal recreation/amenity space, and upgrades to the quality of the existing external spaces will be supported.

HV1B Broad Location

(The following also applies, where relevant, to the Strategic Site Allocation uses notably a and b)

The Council will:

a. **Climate Change and Sustainability:**

- ensure all new development is carbon neutral
- ensure the proposed new student halls of residence and the existing Clayhill Campus are car free (except for essential operational, emergency and disabled vehicles)
- promote energy from waste/decentralised energy as part of development proposals
- explore opportunities for Combined Cooling and Heating Plant and setting up a District Heat Network with connections e.g. into the Cambridge Estate and new student housing development
- enabling development should be a Kingston exemplar for low/zero carbon or carbon neutral development

b. **Managing and Reducing Flood Risk:**

- seek improved drainage infrastructure in the area to ensure land is capable of productive and beneficial use
- reduce flooding by creating a floodplain and 'naturalising' the river corridor with additional wetland areas either side

c. **Natural and Green Environment:**

- assess the potential for an expanded AFC Wimbledon stadium and/or new sporting hub centred on the stadium, limiting any new developments to the edge of the built up urban fringe:
 - increase the amount of publicly accessible Metropolitan Open Land and public pedestrian and cycle access routes through and across it
 - promote the use of unused Thames Water Metropolitan Open Land for open leisure/sporting uses (for use by Kingston University and the local community), additional allotments, and parkland compatible with its Metropolitan Open Land designation
 - seek environmental/biodiversity improvements in addition to those permitted in 2007 (the Surbiton Lagoon, the eastern Mound/Hogsmill River corridor and western lagoons) and secure greater public access to them subject always to giving priority to protecting local wildlife interests
 - retain cemeteries and include 0.5ha of unused land to the rear of Addison Gardens for planned expansion of Surbiton cemetery. This 0.5ha will be added to the area of Metropolitan Open Land.
 - retain the Addison Gardens allotments

d. **Sustainable Travel:**

- create a permeable and legible network of high quality, safe footpaths, and cycle ways, i.e. to, from and through the area, including north-south links to areas either side of the Hogsmill River between Berrylands Station and Kingston Road. Enabling development will be expected to fund these.
- increase public access to sporting facilities north of Hogsmill by providing north-south cycle and walking links from Berrylands Station
- fulfil a long-held ambition of the Council to progress/complete the Hogsmill Valley Walk ⁽⁴⁾ between Kingston Cemetery and recreation grounds to the south of the railway line to deliver a linear riverside walk through the Hogsmill/Bonesgate Valley
- upgrade/improve security of pedestrian/cycle route between Lower Marsh Lane and Berrylands Station
- seek improvements to Berrylands Station and its use as a transport hub for the local area. Explore opportunities with South West Trains for increasing the frequency of stopping trains at Berrylands Station, and the possible use of Surbiton Station car park for Park and Ride, e.g. to serve the football stadium on match days.

e. **Character, Design, and Heritage:**

- transform the area's poor quality environment and develop the area's character by introducing new recreation and leisure facilities and pedestrian and cycle routes
- ensure the Hogsmill River, that bisects the area, is utilised to establish a character for the area, balancing opportunities for access with the needs of habitat protection

f. **Housing and Affordability:**

- support the principle of some limited enabling residential development in Lower Marsh Lane and industrial land at the southern end of Hampden Road subject to suitable alternative land being identified for existing businesses to relocate

g. **Economy and Employment:**

- assess the opportunities to improve employment opportunities in the Hogsmill Valley area and to relocate existing businesses to sites elsewhere in the general area which more closely meet their aspirations to expand or upgrade their premises

h. **Local Centres:**

- support initiatives which improve the economic viability and vitality of the Chiltern Drive shopping centre

i. **Healthy and Safer Communities:**

Promote the principle of:

- a new leisure/sporting hub on the land to the north of the Hogsmill River focused on an expanded Kingsmeadow Stadium (home of AFC Wimbledon and Kingstonian) for 10,000 spectators (incorporating leisure-related uses)

4 See Hogsmill Walk Strategy 2006

- the provision of access to recreation and sporting facilities for all, but especially those in the neighbouring areas of high deprivation
 - connections for pedestrians and cyclists across the area to encourage trips by non-motorised transport
 - partnership working with Thames Water to bring unused operational land into viable open leisure and recreation use, compatible with the Sewage Treatment Works' MOL designation and to improve odour management at the Sewage Treatment Works
- j. **Education:**
- support a primary school (up to 4 form entry) with playing fields (including floodlit and multi-use games areas)
- k. **Community Facilities:**
- Support:
- replacement youth club/community facilities for displaced clubs located closer to the Cambridge Road Estate with access off Hampden Road and Gladstone Road
 - opportunity for other community facilities to be co-located in the new sports hub
- l. **Waste:**
- safeguard the Villiers Road waste site for waste management purposes in accordance with guidance in the South London Waste Plan

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Climate Change and Sustainability		
HV1(a)	<p>Justification: Within this area, there are opportunities to adapt to the effects of climate change, including through building design and the potential to link to local energy networks. It is consistent with Policy DM2 which seeks to develop a district heat network in the Hogsmill Valley Area and there are opportunities to link with Kingston Hospital CHP and create energy by combining the output from the Hogsmill STW and the Villiers Road Waster Transfer Station, using the Cambridge Road estates and the Clayhill campus (existing and expanded) as anchor heat loads. This can also be used beneficially to reduce fuel poverty to neighbouring areas of Norbiton, including the Cambridge Road Estates, which fall in one of the most deprived areas in the Borough and the country.</p> <p>Also refer to paragraphs: 6.7 – 6.15</p>	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Adaptation Strategy • Kingston Town Community Plan • Surbiton Neighbourhood Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>Evidence Documents:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Evidence Base Document • Hogsmill Valley Masterplan 	<ul style="list-style-type: none"> • Sustainable Design and Construction SPD • Planning Obligations SPD/CIL <p>The Council's Development Management Service</p>
Managing and Reducing Flood Risk		
HV1(b)	<p>Justification: There are opportunities to address the potential impacts of climate change, particularly in relation to existing flooding from the Hogsmill River. The Environment Agency supports delivery of the Hogsmill strategy as a high priority and an opportunity to develop a long term flood risk management and climate change plan to deliver improvements to the Hogsmill River and wider environment across Kingston.</p> <p>There has been close partnership working between Thames Water, the Environment Agency and the Council to agree details in respect of s106 works to the Hogsmill River corridor, which include re-profiling the banks to create more storage capacity and installing deflectors to increase speed of river flow during periods of high rainfall to alleviate flooding. New developments will be expected to incorporate SUDs to manage surface water run-off more effectively.</p> <p>Also refer to paragraphs: 6.21 – 6.26</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Strategic Flood Risk Assessment • Regional Flood Risk Appraisal • Surface Water Management Plan 	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Surface Water Management Plan • Kingston Town Community Plan • Surbiton Neighbourhood Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs including:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management Service</p>
Natural and Green Environment		
HV1(c)	<p>Justification: Large tracts of MOL fail to meet the designation criteria set out in Policy 7.17 of the London Plan. By defining a Major Developed Site (MDS) boundary around the Hogsmill STW to restrict and minimise its building footprint and by locating proposed new enabling developments at the edges of the existing built area, the future openness of the MOL is safeguarded and the width of the green corridor either side of the STW is maximised. The Hogsmill Valley Area offers a huge opportunity to open up and upgrade a large area of presently inaccessible MOL in the heart of the Borough to the</p>	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Hogsmill Valley Walk Strategy</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Hogsmill Valley Walk Strategy Review

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>public and to address a wide range of local community needs (recreational, sporting, leisure, allotments, health and well being etc), as well as wider Borough needs. It also offers further opportunities to enhance local biodiversity and wildlife habitat.</p> <p>Also refer to paragraphs: 6.31 – 6.40 & 6.45 – 6.50</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> ● PPG2 – Green Belts ● Green Spaces Strategy ● Kingston Open Space Assessment ● Allotment Strategy 2008 - 2018 ● Rights of Way Improvement Plan ● Good Practice Guide: Biodiversity and the Planning Process in Kingston upon Thames ● Hogsmill STW Ecology and Landscape Proposal ● S106 legal agreement for Planning Application (Ref. 07/12357 Dated: 27/09/2007) regarding Hogsmill STW ecology enhancement works, relevant Committee reports and written correspondence ● Landscape and Ecology Management Plan submitted under Planning application ref. 11/12417 	<ul style="list-style-type: none"> ● GLA East London Green Grid Framework ● Open Space Strategies – Best Practice Guidance (GLA/CABE, 2009) ● Allotment Strategy ● Green Spaces Strategy ● Playing Pitch Strategy ● Rights of Way Improvement Plan. ● South West London Greenways Network Expansion ● Second Local Implementation Plan ● Kingston Town Community Plan ● Surbiton Neighbourhood Plan ● The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> ● Planning Obligations SPD/CIL <p>The Council's Development Management Service</p>
Sustainable Travel		
<p>HV1(d)</p>	<p>Justification: There are opportunities to improve footpath and cycle linkages across the Hogsmill Valley. Implementing the section of the Hogsmill Walk going through the Hogsmill Valley will complete an important section of the 'town to downs' strategic footpath network and contribute to the emerging All London Green Grid SPG.</p> <p>Improved footpath links between the sporting hub (including the stadium) and Berrylands Station will provide an alternative choice to Norbiton Station. The fact that both are located on different main line routes will help provide an attractive alternative means of travel minimising the numbers of football supporters etc. using their cars, particularly if this is also part of a wider strategy to improve train frequency and provide Park and Ride facilities at Surbiton Station. (Further measures such as CPZs can be introduced if and when required).</p>	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> ● Second Local Implementation Plan ● South West London Greenways Network Expansion – Feasibility Report ● Rights of Way Improvement Plan ● Kingston Town Community Plan ● Surbiton Neighbourhood Plan ● The LDF Delivery Plan

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>There will be opportunities to create a car free Clayhill campus (on both the existing and expanded campus). There will still be the need to accommodate essential operational servicing (including the student free bus), disabled and emergency vehicles. This will result in considerably fewer on-site parking spaces and fewer vehicles using the residential roads to the west of the campus, including Burney Avenue which is the main access road to the campus off Villiers Avenue.</p> <p>The reduction in on-site parking offers the opportunity to convert parking areas around the campus buildings to create some attractive, much needed additional communal amenity and sitting out space. The evening bus service piloted as a Safer Transport Initiative by the Metropolitan Police in early 2011 is being extended to the whole academic year from 11:30pm–3:30am (every 45 minutes Monday, Wednesday and Friday) to minimise late night traffic movements (and thus noise and disturbance).</p> <p>Providing on-site student social and leisure/sporting facilities close to the campus will help to reduce journeys to and from the campus.</p> <p>Also refer to paragraphs: 6.56 - 6.61</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Second Local Implementation Plan • Rights of Way Improvement Plan • South West London Greenways Network Expansion – Feasibility Report • Green Spaces Strategy • Hogsmill Valley Stage 1 Masterplan & Development Appraisal • Traffic Statement 	<p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Sustainable Transport SPD • Planning Obligations SPD/CIL <p>The Council's Development Management Service</p> <p>Other:</p> <ul style="list-style-type: none"> • Government's High Level Output Specification (HLOS) • South West Trains Forward Investment Plan
Character, Design and Heritage		
HV1(e)	<p>Justification: Much can be done to improve the open and green spaces and the Hogsmill River to realise the Area's potential as an important local and strategic asset. One of the aims of the Masterplan is to define a strategy to improve links into and through the area and to upgrade the quality, usage, functional and visual integration and visual amenities of the area.</p> <p>Also refer to paragraphs: 6.67 - 6.71 & 6.78 - 6.82</p>	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston Town Community Plan

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>Evidence Documents:</p> <ul style="list-style-type: none"> Borough Character Study Hogsmill Valley Stage 1 Masterplan & Development Appraisal 	<ul style="list-style-type: none"> Surbiton Neighbourhood Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Borough Character Study Develop/update: Residential and Sustainability Design SPD; Guidance for Tall Buildings and Key Views; Landscape Design SPD. Planning Obligations SPD/CIL <p>The Council's Development Management Service</p>
Housing and Affordability (Strategic Site Allocation)		
<p>HV1(f)</p>	<p>Justification: To compete and survive in changing times and to continue to be able to provide and increase the substantial economic and cultural benefits it presently offers to the Borough, the University must continue to attract new students and to support them in their studies. This includes providing adequate managed student residential accommodation that is supported by suitable social and recreational/sporting facilities.</p> <p>There is a demonstrable need for more student housing accommodation. As the University has grown, the demand for additional student accommodation over the last 20 years has become ever more pressing, yet very few additional spaces have been created in recent years, due both to a lack of suitable sites and competition from other land uses.</p> <p>The University would like to be able to offer accommodation for all first year students and for postgraduates and overseas students which the University has been seeking to 'grow' in number. There are social, economic and practical, logistical benefits to locating new student housing adjacent to the existing student housing.</p> <p>The addition of 300 student bedspaces will contribute to reducing the significant shortfall of student bedspaces (conservatively estimated at 2,500 bedspaces), which has accrued in recent years in the Borough.</p>	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Strategic Housing Market Assessment</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> Kingston's Housing Strategy 2011-2015 Kingston Town Community Plan Surbiton Neighbourhood Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Affordable Housing SPD Planning Obligations SPD/CIL London's Strategic Housing Land Availability Assessment and Housing Capacity Study <p>The Council's Development Management Service</p> <p>Kingston University Campus Development Plan</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>This shortage of bedspaces has resulted in many privately rented and family-size houses in the area around the Clayhill Campus and those around the nearby Penrhyn Road and Knights Park campuses in Kingston being occupied by students. Whole residential areas have become 'studentified' due to landlords acquiring homes to let to students, which is very unpopular with local residents and compromises family housing provision in the Borough. Providing halls of residence is consistent with London Plan Policy 3.8 which recognises the need to work closely with Higher Further Education stakeholders to provide student housing and the link between new provision and a reduction in pressure on other elements of the housing stock currently occupied by students, especially in the private rented sector.</p> <p>It is essential that informal recreation/amenity space of an appropriate size(s) and in an appropriate location(s) on the Clayhill Campus forms part of the proposal for the circa 300 student bedspaces to replace the existing open space to be lost by the proposed development. Planning permission for these new bedspaces is dependent on this open space being provided on a scale to serve the needs of all the students living on the campus, i.e. existing and new. The details of the size and location of this replacement open space will form part of pre-application discussions with the Council and will be part of the conditions or legal agreement associated with any permission for the new bedspaces.</p> <p>Also refer to paragraphs: 6.92 - 6.110</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> ● Strategic Housing Market Assessment ● Affordable Housing Viability Study ● Housing Delivery of Small Sites ● Kingston's Housing Strategy 2011-2015 ● London Plan 2011 ● Kingston University Accommodation Strategy ● Kingston University Extract from Residential Accommodation Strategy ● Hogsmill Valley Stage 1 Masterplan & Development Appraisal ● Kingston University Campus Development Plan 	

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Economy and Employment		
HV1(g)	<p>Justification: The University makes a substantial contribution to the local economy. The role of the University includes supporting the high skilled requirements of the sub-regional economy. The business community recognises the benefits that an expanding knowledge sector can provide in terms of attracting businesses and high quality jobs to the Borough for the future. 55% of graduates end up being employed locally.</p> <p>Arrow Plastics in Hampden Road is the Borough's largest manufacturing employer and is known to be looking for better, more efficient premises. Most of the businesses in Lower Marsh Lane are due for lease renewals in the short-term. This offers the Council an opportunity to secure enabling development – however, mindful of the useful local employment opportunities they offer, the Council would like to assist these businesses in identifying alternative premises.</p> <p>Also refer to paragraphs: 6.114 - 6.121</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Employment Land Review 	Hogsmill Valley Masterplan The Hogsmill Development Partnership Agreement Other Council Strategies and Delivery Plans: <ul style="list-style-type: none"> • Kingston Town Community Plan • Surbiton Neighbourhood Plan • The LDF Delivery Plan The Council's Development Management Service
Local Centres		
HV1(h)	<p>Justification: The 300 additional student bedspaces will provide some additional catchment population for the local shopping centre at Chiltern Drive, particularly when added to the increased catchment population generated by the new sports hub north of the Hogsmill, access to and from which will be made much easier by the proposed new footpath and cycle links between it and Berrylands Station.</p> <p>Also refer to paragraphs: 6.129 - 6.133</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Local Centres Study • MORI Survey of Residents' Use of Local Shopping Areas 	Hogsmill Valley Masterplan The Hogsmill Development Partnership Agreement Other Council Strategies and Delivery Plans: <ul style="list-style-type: none"> • Kingston Town Community Plan • Surbiton Neighbourhood Plan • The LDF Delivery Plan Additional studies, SPDs, site specific planning briefs: <ul style="list-style-type: none"> • Update and implement Local Centres Study 2009 • Planning Obligations SPD/CIL The Council's Development Management Service

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Healthy and Safer Communities		
HV1(i)	<p>Justification: There is a need to upgrade sports facilities in this part of the Borough, which is one of the most deprived areas, with the poorest quality of life, greatest health inequalities and lowest life expectancy.</p> <p>There is well documented evidence of the links between poor health and lack of access to sporting and leisure activities. The release of MOL provides a catalyst and opportunities to upgrade existing facilities and create more.</p> <p>It is desirable to provide sport and recreation facilities for the existing and new students living on the Clayhill Campus. The extent and siting of these is dependent on the outcome of negotiations with Thames Water.</p> <p>There will be opportunities for the local community to share sporting and recreational facilities provided by Kingston University and AFC Wimbledon and there will be benefits to the students who will have facilities on their doorstep instead of having to travel off-site to access them. In this regard, there is a need to provide sport and recreation space close to the Clayhill student campus. The preferred location is on Thames Water land south of Lower Marsh Lane, possibly secured on a rolling leasehold basis to protect Thames Water's long-term abilities to provide future sewage infrastructure to meet potential operational needs – this will be the subject of future negotiations with Thames Water.</p> <p>The additional recreation, sporting and social facilities, including a re-provided youth club more suited to local needs, will also help to provide centres of activity for young people in the area, which in turn will help improve community safety and reduce perceived fears of crime.</p> <p>Footpath and cycle links (both existing and proposed) will need to be located and designed such that users feel safe to use them at all times in accordance with design for safety guidance.</p> <p>Also refer to paragraphs: 6.139 - 6.147 & 6.148 - 6.149</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> ● London Plan 2011 	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> ● RBK - Primary Capital Programme ● Safer Kingston Partnership Plan ● Kingston Town Community Plan ● Surbiton Neighbourhood Plan <p>The Council's Development Management Service</p> <p>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</p> <ul style="list-style-type: none"> ● NHS Kingston Strategic Plan 2009/10 – 2014/15 ● The SWL Cluster Strategic Plan ● The PCT's QIPP (Quality, Innovation, Productivity and Prevention) plan ● GP Commissioning Strategies ● Kingston Plan

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> • Health Issues in Planning – Best Practice Guidance (GLA 2007) • Delivering Healthier Communities in London (NHS HUDU) • Planning for Health in London (NHS HUDU) • Health and Urban Planning Toolkit • Core Data Set - Joint Strategic Needs Assessment • RBK Health Profile, July 2010 • Sustainability and Health Joint Annual Public Health Report for Kingston 2009/10 (NHS Kingston/RBK) • The Health Impacts of Spatial Planning Decisions • Kingston Plan • NHS Kingston Strategic Plan 2009/10 – 2014/15 	
Education		
<p>HV1(j)</p>	<p>Justification: A new primary school up to 4FE is required in this area due to the rising birth rate and the lack of capacity or suitability of existing schools in the area to accommodate the projected demand for school places. This is consistent with Policy 3.18 of the London Plan. Also, most of the new housing growth during the Plan period will be taking place in the Kingston/Norbiton and Tolworth areas of the Borough. Norbiton is within walking distance of the proposed 4FE primary school site and the areas around the Hogsmill Valley have high proportions of family housing. There is also evidence that smaller 1 and 2-bed flats are now accommodating families due to the lack of affordable family housing.</p> <p>The proposed school site has the advantages of being in the Council's ownership, is located within the likely catchment area and there are opportunities to provide school playing fields (i.e. a MOL compatible use) adjacent to it. It is also the only realistic site available. The provision of north-south footpath links across the Hogsmill area will make the new school more accessible to children in the catchment area of projected need.</p> <p>Also refer to paragraphs: 6.157 – 6.164</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Primary Strategy for Change/ Primary Capital Programme • RBK Building Schools for the Future (June 2008) 	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Primary Schools Expansion Programme • Kingston Town Community Plan • Surbiton Neighbourhood Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management Service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Community Facilities		
HV1(k)	<p>Justification: Promotion to the Football League in 2011 has changed AFC Wimbledon's momentum for a new stadium. Despite incremental ground improvements since 2002, the ground is of relatively poor design and layout with limited flexibility to accommodate the changing demands of the Club and the increasing expectations of its growing fan base. The existing stadium does not provide sufficient capacity for peak games, especially as AFC is now playing larger clubs that attract more away fans. Failure to expand could prejudice its ability to attract new supporters.</p> <p>A new stadium offers opportunities to co-locate existing community facilities which may be displaced, such as the nursery on Hampden Road and the Council's Kingsmeadow Fitness and Athletic Centre to avoid duplication and provide additional sources of revenue.</p> <p>However, the Club has and continues to explore options to move back to the London Borough of Merton. The Club is expected to make a decision in 2012 about whether it intends to remain and expand on the Kingsmeadow site or return to the London Borough of Merton.</p> <p>Either way, AFC Wimbledon will retain a long-term presence at the Kingsmeadow site until at least 2018 to cover the estimated period required to deliver a new stadium in Kingston or the London Borough of Merton. During that time, the Council will discuss with AFC Wimbledon their future plans for the Kingsmeadow site and how they can be aligned with the Council's Asset Management Plan and accommodated within the new sports hub designed to open up other much needed opportunities for community use. The current stadium and leisure centre falls short of the facilities that are required particularly for the youth in the nearby social housing estates where there is a need to increase accessibility to sporting and recreational facilities.</p> <p>Also refer to paragraphs: 6.170 - 6.174</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012 • Safer Kingston Partnership Plan • Playing Pitch Strategy 	<p>Hogsmill Valley Masterplan</p> <p>The Hogsmill Development Partnership Agreement</p> <p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012 • Kingston Town Community Plan • Surbiton Neighbourhood Plan • Safer Kingston Partnership Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management Service</p>

5 Key Areas of Change

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> Green Spaces Strategy Open Space Assessment 	
Waste		
HV1(l)	<p>Justification: The site is required to be safeguarded in line with London Plan Policy 5.17 and PPS10</p> <p>Also refer to paragraphs: 6.85 - 6.86</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> European Directive on the Strategic Environmental Assessment or 'SEA Directive' (2001/42/EC) Directive on the Promotion of the Use of Energy from Renewable Sources (2009/28/EC) Directive on the Landfill of Waste (1999/31/EC) Waste Framework Directive (2006/12/EC) PPS10 – Planning for Sustainable Waste Management Mayor's Draft London Climate Change Mitigation and Energy Strategy Draft Joint Municipal Waste Management Strategy South London Waste Plan London Plan 2011 	<ul style="list-style-type: none"> South London Waste Plan South London Waste Partnership Developers, landowners and waste operators

5.9 Please refer to Section 7 (Implementation and Delivery) for further information on how the Vision and Local Strategy for Delivery for the Key Areas of Change will be implemented, as well as background information on the LDF Delivery Plan.

Kingston Town Centre



Key Facts

- Area: 2% of the Borough
- Kingston Town Centre has Metropolitan Town Centre Status
- The entire Town Centre is designated as an Area of Archaeological Significance
- Kingston Town Centre was the UK's first Business Improvement District (BID)
- The Town Centre has been awarded Purple Flag status for its excellent standard of night-time management

5.10 Kingston Town Centre is one of London's most successful Metropolitan Town Centres and is a popular regional shopping destination, attracting around 18 million visitors a year from a wide catchment area. It plays a vital role in the local economy providing around 17,000 jobs in 700 businesses. Not only is it a significant hub for culture, entertainment and leisure, with a vibrant Evening and Night Time Economy (ENTE), it is also a growing

centre for higher and further education. Kingston Town Centre is home to Kingston University and Kingston College, as well as legal (Crown and County Courts), business and public administration services.

Context and Background

5.11 In 2001 it was recognised that there was a need to shape the future development and regeneration of the Town Centre. This was due to concerns about its attractiveness and vitality following a decline in daytime visitors and an increasingly vibrant night-time economy. At that time there was pressure for development in the area, following the completion of several large schemes, but a shortage of land and premises. In 2002 the Council's Executive endorsed the proposal to prepare a new strategy and policies in the form of an Area Action Plan called K+20.

Key Challenges

- Maintain the Town Centre's Metropolitan status
- Ensure that economic growth is supported by improved orbital transport infrastructure
- Improve the Town Centre's status as an office centre
- Continue to address problems associated with the vibrant evening and night-time economy in order to retain Purple Flag status
- Ease traffic congestion at peak times
- Address car parking issues
- Improve poor approaches/gateways to the Town Centre
- Enhance areas of poor quality streetscape

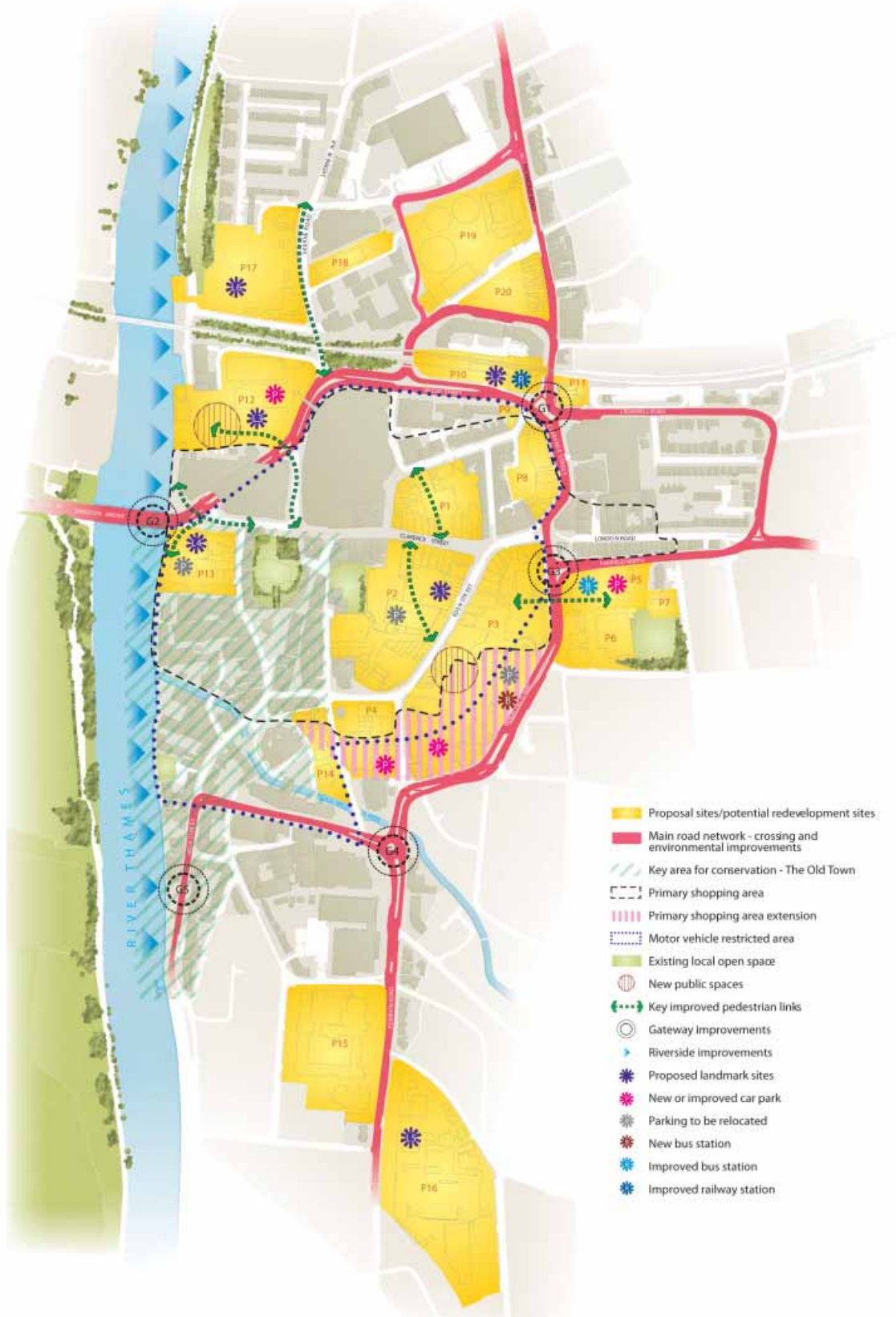


Figure 13 Extract from Kingston Town Centre Area Action Plan

Vision for the Area

A thriving Metropolitan Town Centre serving the needs of its catchment and providing a sustainable and enhanced range of town centre services including retail, leisure, employment, education and community facilities, as well as new homes and improved job opportunities, in a high quality environment, that is safe, clean, and easily accessible to all.

High quality new development will maximise the potential of vacant, outmoded and underused sites. With partners, economic growth will be supported by improved orbital transport infrastructure.

Kingston's distinctive character, especially its historic environment and riverside, will be safeguarded and enhanced. A range of improvements to transport, access, public spaces and the natural environment will enhance its attractiveness for residents, businesses, workers, shoppers, students and visitors, in the daytime and in the evenings.

Local Strategy for Delivery

5.12 The strategy for delivering the objectives for Kingston Town Centre is detailed in the Town Centre Area Action Plan (K+20).

5.13 Overall, the delivery of the Area Action Plan (AAP) is dependent upon the development of proposal sites and other 'windfall' sites, together with an integrated approach to the public realm and access improvements.

5.14 For the Eden Quarter, the delivery strategy principally involves a planning-led approach, working with a strategic development partner alongside key stakeholders. However, the Council recognises that, over time alternative delivery mechanisms may emerge.

5.15 The broad scope of development in the Town Centre includes:

- up to 50,000m² (gross) additional retail floorspace by 2016
- around 1,000 new homes and 500 student bed spaces
- new and upgraded offices, including small business space
- new facilities for Kingston University and Kingston College
- enhanced cultural, leisure and entertainment facilities, including the theatre and an improved library/museum
- a high quality full service hotel
- enhanced Court facilities
- improved facilities for the faith, community and voluntary sector
- protection and enhancement of the Old Town Conservation Area and other areas of historic interest and the designation of Old London Road and Castle Street as Areas of Special Character
- significant improvements to the quality of buildings and spaces, the approaches to the town centre, landscape, signage, public art and lighting
- improved facilities for recreation and leisure along the riverside and environmental improvements
- a new bus station to enable the removal of buses from Eden Street; improvements to the Fairfield Bus Station and Kingston

5 Key Areas of Change

Train Station; new and improved car parks to maintain around 7,000 parking spaces; improved walking and cycling routes and secure cycle parking; and a potential permanent park and ride facility

5.16 Please refer to Section 7 (Implementation and Delivery) for further information on how the Vision and Local Strategy for Delivery for the Key Areas of Change will be implemented, as well as background information on the LDF Delivery Plan.

Tolworth



5.17 Tolworth is an established area focused on the District Centre with surrounding residential areas and large peripheral green spaces. The District Centre stretches out along Tolworth Broadway and Ewell Road with formal shopping parades dating from the 1930s and 1950s. The 22 storey Tolworth Tower (offices) at the end of the Broadway is a dominant landmark. Outside the District Centre, the prevailing character is two storey semi-detached housing with gardens and flats along the main roads and above shops. Along Kingston Road and the A3, there are disparate uses and frontages and sites awaiting redevelopment, the largest of which is the cleared government offices, Toby Jug and Marshall House site which has the potential to provide significant new housing, plus community uses.

Key Facts

- Over 19,000 residents
- Over 7,000 households
- Average household size of 2.57 (borough average of 2.34) i.e. high proportion of families with children
- Straddles two Council Neighbourhood areas - Surbiton and South of the Borough

Context and Background

5.18 The presence of the A3 and the A240 strategic roads with their high levels of traffic (112,000+ vehicles in each direction on the A3, 54,000 on Kingston Road and 29,000 on Tolworth Broadway) has a significant effect on Tolworth. They act as barriers separating residential areas, the District Centre, Tolworth Station, leisure facilities and green spaces.

5.19 There are poor connections for pedestrians and cyclists across the A3/A240 intersection which is grade separated with the A3 in an underpass, a signalised roundabout and unpopular pedestrian subways under the roundabout and a bridge over the A3.

5.20 Tolworth is well served by buses (six routes), especially links to Surbiton and Kingston town centres but has a poor direct bus services to Chessington. The rail service could also be improved; Tolworth Station is located some 300m south of the District Centre, with half hourly rail services up to 9pm and hourly thereafter on the Waterloo to Chessington South branch line.

5.21 With respect to the local economy there is a limited range of shops in Tolworth District Centre with a low proportion of multiple retailers, and a lack of clothing stores. Tolworth attracts only 20-30% of convenience goods expenditure from

within its catchment area. There are approximately 60 office based businesses; a third based in Tolworth Tower, with the remainder in Tolworth Close, Tolworth Rise South and above shops. The vacancy level is relatively high at around 30% overall.

5.22 The mix of land uses within the concentrated area of Tolworth means that there are significant opportunities for social, economic and physical regeneration to enhance its quality and attraction.

Key challenges

- Reinforcing Tolworth's character, identity and attraction
- Reducing the barrier and adverse environmental effects of the A3 and A240 by improving connections for pedestrians and cyclists
- Enhancing the vitality and viability of the District Centre through improving the diversity of shops and services and the public realm along the A240 corridor
- Attracting new businesses to reduce vacant office space and increase employment opportunities
- Managing opportunities to secure high quality development and improvements on the following sites: government offices, Toby Jug, Marshall House; Tolworth Tower; Red Lion PH; Tolworth Station; 12 Kingston Road; Jubilee Way/Kingston Road corner and Tolworth Close area
- Securing significant new housing with a range of types, unit sizes and tenure
- Improving the range, quality and accessibility of leisure facilities and green spaces
- Improving Tolworth Station and lobbying for better rail services
- Providing sufficient short stay parking to support the District Centre
- Improving servicing provision to reduce conflict between vehicles and pedestrians

Vision for the Area

Tolworth will be a vibrant and attractive centre as the role of the District Centre is strengthened and more competitive with a diversified retail offer (especially on the Tolworth Tower site) and services attracting more shoppers and spend to enhance its vitality and viability. Local Centres on Ewell Road (South) and Alexandra Drive will continue to provide for day-to-day needs.

Tolworth will be a more attractive place to live, work and visit with high quality new development and a high quality public realm.

The Tolworth Tower complex and the redeveloped government offices, Toby Jug and Marshall House site will have De-centralised Energy Networks significantly reducing carbon emissions. Drainage improvements and SUDs will reduce the risk of surface water flooding.

The dominance and severance effect of the A3 and A240 strategic roads will be reduced through public realm improvements along the A240 corridor, the removal of the central barrier along Tolworth Broadway and better connections for pedestrians and cyclists across Tolworth Broadway and Tolworth roundabout.

Tolworth Station will have been improved and the 281 bus service will have been extended to serve the Station and areas south of the A3.

There will be significant new housing development on the government offices, Toby Jug and Marshall House site; the Tolworth Tower complex and the Red Lion site, to provide a range of new homes including houses with gardens, flats and affordable housing.

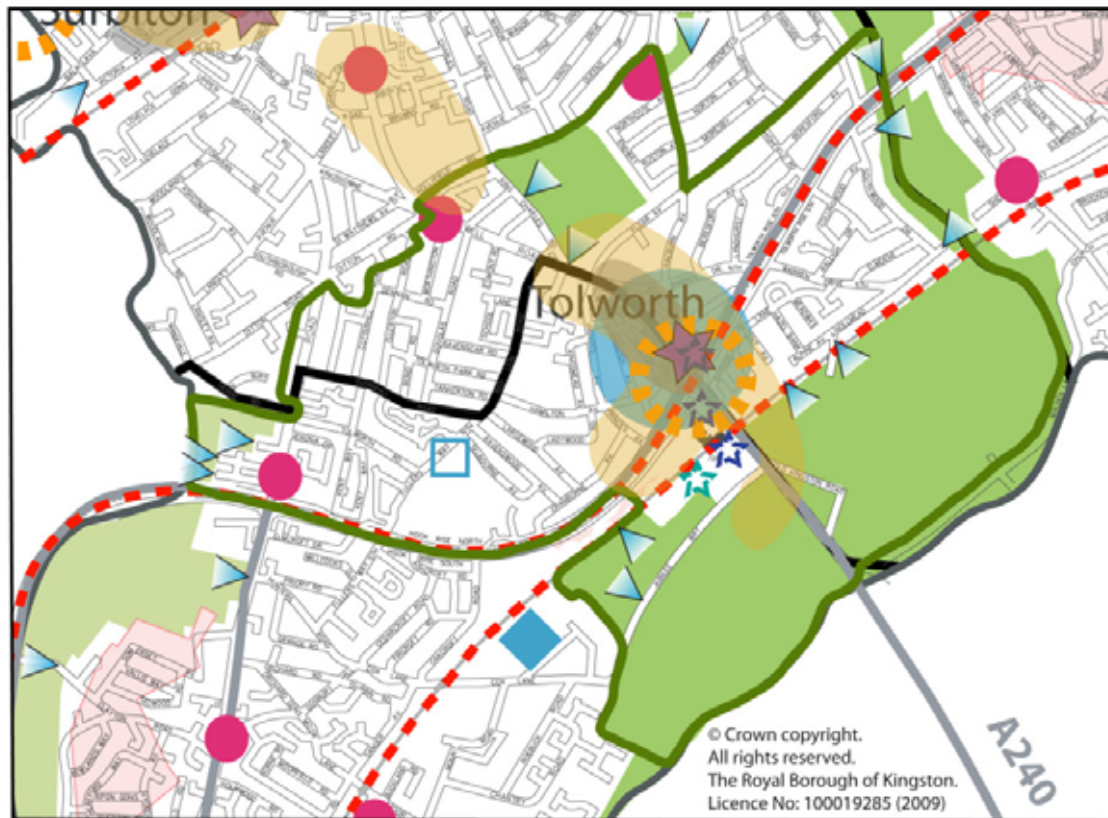


Figure 14 Tolworth Key Area of Change

Local Strategy for Delivery

Policy T1 Tolworth Key Area of Change

The Council will:

a. **Climate Change and Sustainability:**

- assess the potential for District Heat Networks within the Tolworth Tower complex and on the government offices, Toby Jug and Marshall House site

b. **Managing and Reducing Flood Risk:**

- implement the recommendations of the SFRA, related studies and surface water management plans, working with the Environment Agency, Thames Water and developers to reduce surface water flooding, particularly in the area of the Sunray Estate

c. **Natural and Green Environment:**

- work with partners and operators to promote and improve the range and quality of provision for leisure, recreation and play through the provision of information; the implementation of the Green Spaces Strategy and its Annual Implementation Plans, including:
 - improving Alexandra Recreation Ground, especially play facilities for a wider age group
 - continuing to improve King George's Field through: improvements to changing facilities and pitch drainage; considering options for the disused bowling green and more planting to enhance biodiversity
- progress action plans for allotments at Tolworth Main, Knollmead and Ladywood Road to implement the objectives of the Council's Allotment Strategy
- protect and enhance biodiversity through:
 - continuing to manage Tolworth Court Farm Fields as a Local Nature Reserve
 - progressing the designation of Tolworth Court Farm Manor site as a Local Nature Reserve and implementing the approved Management Plan
 - planting and habitat creation on other green spaces, e.g. meadow and tree planting at King George's Field
 - protecting and improving connections between green spaces (green corridors) to allow species to move and spread

d. **Sustainable Travel:**

- reduce the dominance and severance effect of the A240 and A3 strategic road network on Tolworth and the adverse impact of traffic and congestion through:
 - partnership work with TfL and the preparation and implementation of a public realm design strategy for the A240 corridor and the careful design of pedestrian,

- cycling, parking and servicing facilities on Tolworth Broadway, Ewell Road and Kingston Road
- improvements to the quality and convenience of connections for pedestrians, people with disabilities and cyclists, including across Tolworth Broadway, by removing the central barrier, across the Tolworth Tower site from Ewell Road to Tolworth Broadway and across the A3 and Tolworth roundabout
- measures to improve the safety and efficiency of the A240 corridor, e.g. crossing and junction improvements, smarter travel initiatives, including workplace and school travel plans, and provision of car club bays to encourage mode shift and reduce car use
- promote public transport improvements through lobbying and partnership work with transport providers (TfL, South West Trains and Network Rail) including:
 - the extension of the 281 bus service from the rear of Tolworth Tower across the A3 to serve Tolworth Station, housing and facilities south of the A3
 - more frequent trains, including after 9pm
 - improvements to the appearance and functioning of Tolworth Station and forecourt, access to the platforms, interchange between bus and rail services and secure cycle parking
- maintain on-street parking capacity in the District Centre and introduce a user hierarchy
- work with Tolworth Tower owners to rationalise the parking regime, reduce long-stay office parking and increase public short-stay shopper/visitor parking
- provide convenient secure cycle parking for short and long-stay use, and motorcycle parking including at Tolworth Tower, Tolworth Station and along Tolworth Broadway/Ewell Road
- increase provision of continuous segregated cycle routes including along the A240 corridor, between Red Lion Road and King Charles Road, on the south side of Jubilee Way, and between schools and housing
- reduce delivery, servicing and road user conflict by improving the provision of on-street loading bays, the functioning of rear and off-street service areas, e.g. at Tolworth Close, Broadoaks and Tolworth Tower, and information/signage
- improve connections between leisure facilities/green spaces and housing, including a new pedestrian route from Knollmead (Sunray Estate) to Kingston Road
- continue to work in partnership to secure improvements to the Hogsmill Valley Walk and along the Bonesgate Stream
- retain and recognise the strategic importance of the Strategic Rail Freight Site located south of Tolworth station off Kingston Road for the sustainable movement of aggregates and its significance for aggregate supply to London and Surrey. Future use should enhance the use of the railhead to reduce road movements of aggregates.
- e. **Character, Design, and Heritage:**
 - reinforce the character and identity of Tolworth to enhance its attraction as a place to live, work and enjoy through public realm improvements and promoting and managing development opportunities on the government offices, Toby Jug and Marshall House site, sites along Kingston Road and within the Tolworth Tower complex

- adopt and implement a public realm and urban design strategy to significantly improve the appearance and attractiveness of the A240 corridor (from Red Lion Road along Ewell Road, Tolworth Broadway, Tolworth roundabout and Kingston Road to Jubilee Way), in particular restoring Tolworth Broadway into a more people friendly street, improving the approaches to Tolworth and pedestrian connections and integrating new development so that it contributes to the overall enhancement of the area
- seek to retain the prevailing character of Tolworth's residential areas with their large areas of family houses with gardens
- retain the Aggregates Depot, Kingston Road, Tolworth with vehicle access to the site from Kingston Road. Any future development on the site should make effective use of the rail head and be designed to minimise its visual impact and noise and disturbance outside the site on Metropolitan Open Land and on residential properties north of the railway. Very high quality landscaping will be required on the southern perimeter of the site.
- require any residential development on the 'government offices, Toby Jug and Marshall House site' to be planned, laid out, and designed to take into account surrounding land uses and, in particular, it should not prejudice the existing or permitted use and operation of the Aggregates Depot, Kingston Road, Tolworth which comprises a Strategic Rail Freight Site.

f. **Housing and Affordability:**

- work with developers and landowners to provide a range of new homes, in particular on the government offices, Toby Jug and Marshall House site; on the Tolworth Tower complex and on the Red Lion PH site, to include family housing with gardens outside the District Centre and higher density flats with amenity space within the District Centre

g. **Economy and Employment and Town Centres:**

- work with partners to promote Tolworth as a business location, attract new businesses to strengthen the local economy, reduce the level of vacant floorspace and increase job opportunities
- seek to strengthen the vitality and viability of the District Centre through work with private sector land and property owners to improve the diversity of shopping and local services, enhance its attraction and competitiveness, increase visitor numbers, dwell time and spend. There are particular opportunities on the Tolworth Tower complex and the Ewell Road/Red Lion Road corner for mixed-use development. New housing will also generate additional population and spend
- increase visitor accommodation including through the provision of a new hotel on the 12 Kingston Road site

h. **Local Centres:**

- continue to protect the designated Local Centres on Ewell Road (South) and Alexandra Drive

i. **Healthy and Safer Communities:**

- work with local health providers to expand and improve GP provision which is at capacity and in need of upgrading through the provision of a new facility (for relocated practices), e.g. on the Toby Jug/government offices site or the Tolworth Tower complex, and the improvement of existing facilities, e.g. on the Sunray Estate
- support the development of the Surbiton Hospital site to provide a range of healthcare services including diagnostics, out-patients and GP provision
- support in-principle the upgrading of facilities for mental health services at Tolworth Hospital
- work with the Metropolitan Police and the private sector to secure the provision of a base for the Tolworth and Hook Rise police officers within or closer to its policing area, e.g. on or near to Tolworth Broadway

j. **Education:**

- expand and remodel schools to provide sufficient school places to meet increasing demand and changing needs including the expansion of Tolworth Infants and Junior School and the potential remodelling/rebuilding of Southborough Boys and Tolworth Girls

k. **Community Facilities:**

- investigate opportunities to provide additional meeting space/space for classes, youth facilities, indoor leisure and recreation facilities (to address deficiencies in provision for badminton, squash, fitness and swimming) through:
 - adapting/improving existing facilities
 - providing new facilities on development sites, e.g. former government offices, Jubilee Way site
 - co-locating facilities

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Climate Change and Sustainability		
T1(a)	<p>Justification: The Climate Change Evidence base report identifies these sites as potential opportunities for decentralised energy generation to deliver low carbon energy generation. As one of the Borough's Key Areas of Change and regeneration, opportunities will exist for large scale renewable or decentralised energy generation.</p> <p>Also refer to paragraphs: 6.7 – 6.15</p> <p>Evidence Documents:</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Energy Strategy (and AIPs) • Climate Change Adaptation Strategy • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Sustainable Design and Construction SPD • Planning Obligations SPD/CIL

5 Key Areas of Change

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> Energy Strategy (and AIPs) Climate Change Evidence Base Document 	The Council's Development Management service
Managing and Reducing Flood Risk		
T1(b)	<p>Justification: The Council's Strategic Flood Risk Assessment makes a number of recommendations for Tolworth including surface water flooding in the areas of the Sunray Estate. In addition public consultation carried out to produce the Tolworth Regeneration Strategy identified surface water flood risk as a local issue.</p> <p>Also refer to paragraphs: 6.21 – 6.26</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> Strategic Flood Risk Assessment Surface Water Management Plan The Tolworth Regeneration Strategy 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> Surface Water Management Plan Kingston Town Community Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Strategic Flood Risk Assessment Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Natural and Green Environment		
T1(c)	<p>Justification: The Kingston Open Space Assessment identified a deficiency in either the quantity or quality of local open spaces in terms of leisure, recreation and play (at Alexandra Recreation Ground and King George's Field) and food producing sites (at Tolworth Main Allotments, Knollmead, and Ladywood Road). As a designated Local Nature Reserve, the Council has a duty to protect and enhance the Tolworth Court Farm Fields site.</p> <p>The Tolworth Manor Farm site was identified locally being a potential location for protected species/habitats and as such the Council produced a management plan to effect its designation as a Local Nature Reserve.</p> <p>Also refer to paragraphs: 6.31 – 6.40 & 6.45 – 6.50</p> <p>Evidence Documents:</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> Green Spaces Strategy Thames Landscape Strategy Rights of Way Improvement Plan South West London Greenways Network Expansion – Feasibility Report (March 2010) Second Local Implementation Plan Kingston Town Community Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> • Green Spaces Strategy • Open Space Assessment • Allotment Strategy • Thames Landscape Strategy • Rights of Way Improvement Plan • Tolworth Court Farm Fields/Tolworth Court Manor Site Management Plans 	
Sustainable Travel		
T1(d)	<p>Justification: The Tolworth Regeneration Strategy identified transport, access and connectivity issues following extensive community consultation. In particular poor public realm and a lack of connectivity due to the heavily trafficked A3 and A240 were cited as major local issues. Background studies which support the strategy identified a number of other issues such as local car parking; and the need for improvements to arrangements for deliveries and servicing.</p> <p>Also refer to paragraphs: 6.56 - 6.61</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Second Local Implementation Plan • Rights of Way Improvement Plan • South West London Greenways Network Expansion – Feasibility Report • Green Spaces Strategy • Thames Landscape Strategy • Tolworth Regeneration Strategy 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Second Local Implementation Plan • South West London Greenways Network Expansion – Feasibility Report • Rights of Way Improvement Plan • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Sustainable Transport SPD • Planning Obligations SPD/CIL <p>The Council’s Development Management service</p> <p>Other:</p> <ul style="list-style-type: none"> • Government’s High Level Output Specification (HLOS) • South West Trains forward Investment Plan
Character, Design and Heritage		
T1(e)	<p>Justification: The Tolworth Regeneration Strategy and Borough Character Study set out the context for regeneration noting that although the area features some areas of good quality suburban housing, the built environment (particularly around the A3) offers significant opportunities for redevelopment and enhancement. The strategy also details the potential for</p>	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Conservation Area Appraisals and Management Plans • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Borough Character Study

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>development and improvement of the area which could be brought through several large opportunity sites.</p> <p>Also refer to paragraphs: 6.67 - 6.71 & 6.78 - 6.82</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Borough Character Study • Conservation Area Appraisals and Management Plans • Tolworth Regeneration Strategy 	<ul style="list-style-type: none"> • Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD. • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>
Housing and Affordability		
T1(f)	<p>Justification: The Tolworth Regeneration Strategy identified a number of vacant, underused sites which would be suitable for residential development. As a local centre Tolworth is one of the preferred locations in the Borough for housing provision given that it is privileged with excellent transport links but also recognised as needing improvement in both the Tolworth Regeneration Strategy and Borough Character Study.</p> <p>The Tolworth Area of change straddles the South of the Borough and Surbiton Neighbourhoods. As such, consultation with local community members through the South of the Borough Neighbourhood Community Plan revealed that the provision of housing developments with little to no outdoor amenity space was an area of local concern.</p> <p>Similarly, residents raised concern over the lack of small family housing in the Surbiton Neighbourhood Community Plan.</p> <p>Also refer to paragraphs: 6.92 - 6.110</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Strategic Housing Market Assessment • Affordable Housing Viability Study • Housing Delivery of Small Sites 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston's Housing Strategy 2011-2015 • South of the Borough Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Residential Design Guide SPD • Affordable Housing SPD • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> • Kingston's Housing Strategy 2011-2015 • London Plan 2011 • South of the Borough Neighbourhood Community Plan • Surbiton Neighbourhood Community Plan 	
Economy and Employment		
T1(g)	<p>Justification: The Tolworth Regeneration Strategy identifies that Tolworth suffers from significant 'leakage' of convenience goods expenditure and that at least 3600m² of additional comparison goods floorspace is required up to 2031. In order to improve the vitality and viability of this centre, and the other local centres in Tolworth investment in them is needed. The strategy also recognises Tolworth's under provision in hotel accommodation yet its accessible location makes it a suitable location for additional hotel accommodation.</p> <p>Also refer to paragraphs: 6.114 - 6.121</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Employment Land Review • Tolworth Regeneration Strategy 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston Town Community Plan • The LDF Delivery Plan <p>The Council's Development Management service</p>
Local Centres		
T1(h)	<p>Justification: The Ewell Road and Alexandra Drive local centres were identified in the Tolworth Regeneration Strategy as having a good range of shops and services and as such would benefit from continued protection as designated local centres.</p> <p>Also refer to paragraphs: 6.129 - 6.133</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • Retail Study • Retail Study Update • Retail Capacity Study Update • Local Centres Study 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Update and implement Local Centres Study 2009 • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> MORI Survey of Residents' Use of Local Shopping Areas Surbiton, New Malden, and Tolworth Comparison and Convenience Catchment Statistics 	
Healthy and Safer Communities		
T1(i)	<p>Justification: The four NHS GP practices that serve Tolworth are at capacity and require upgrading to meet capacity.</p> <p>In terms of safer communities the current Community Policing teams are based outside their respective policing areas creating a need for alternative local facilities to be found to provide a base for their local operations.</p> <p>Also refer to paragraphs: 6.139 - 6.147 & 6.148 - 6.149</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> South West London and St George's Mental Health Estates Strategy Health and Urban Planning Toolkit Delivering Healthier Communities in London Tolworth Regeneration Strategy 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> RBK - Primary Capital Programme After Dark Strategy Safer Kingston Partnership Plan Kingston Town Community Plan <p>The Council's Development Management service</p> <p>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</p> <ul style="list-style-type: none"> South West London and St George's Mental Health Estates Strategy NHS Kingston Strategic Commissioning Plan 2008-2013 Kingston Hospital NHS Trust Masterplan Healthy Transport Strategy Update 2010+ Action Plan
Education		
T1(j)	<p>Justification: There is an identified deficiency in school places in Tolworth which will need to be addressed through expansion of existing schools and the provision of a new school at Surbiton Hospital.</p> <p>Also refer to paragraphs: 6.157 – 6.164</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> Building Schools for the Future 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> Building Schools for the Future Kingston Town Community Plan The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs</p> <ul style="list-style-type: none"> Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Community Facilities		
T1(k)	<p>Justification: Feedback from the local community gathered whilst producing the Tolworth Regeneration Strategy recognised that better community facilities are needed particularly for teenagers and for meetings and classes.</p> <p>Also refer to paragraphs: 6.170 - 6.174</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012 	<p>Other Council Strategies and Delivery Plans:</p> <ul style="list-style-type: none"> • The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012 • Kingston Town Community Plan • The LDF Delivery Plan <p>Additional studies, SPDs, site specific planning briefs:</p> <ul style="list-style-type: none"> • Planning Obligations SPD/CIL <p>The Council's Development Management service</p>

5.23 Please refer to Section 7 (Implementation and Delivery) for further information on how the Vision and Local Strategy for Delivery for the Key Areas of Change will be implemented, as well as background information on the LDF Delivery Plan.

6 Thematic Policies

- 6.1** This chapter sets out the Thematic Policies to deliver the spatial strategy and manage development. Under each there are Core Strategy Policies which set the general direction for how the Council wishes to shape the Borough, while the Development Management Policies are the detailed policies. Both types of policy are applied in the Development Management process.
- 6.2** Policies are set out under each of the Kingston Plan Themes.

Theme 1: A Sustainable Kingston

Climate Change and Sustainability

Tackling Climate Change

- 6.3** There is general consensus that human activity is altering the global atmosphere and causing changes to the world's climate. Climate change is recognised as a significant environmental challenge. The burning of fossil fuels (oil, coal and gas) which releases greenhouse gases into the atmosphere, particularly carbon dioxide (CO₂), is the main cause of climate change. Ignoring climate change could have adverse economic, social and environmental consequences. Kingston residents are likely to experience increased frequency and severity of flooding, water shortages, hotter summers, rising energy costs and increased risk of damage to homes, health and infrastructure. We need to plan for development that will help to slow the rate of, and be resilient to the effects of climate change.
- 6.4** Sustainability in the broadest terms involves ensuring well-being and quality of life for everyone, now and for future generations, by meeting social and economic needs as well as environmental needs. Over the next fifteen years the Borough will experience population and economic growth, which will be constrained by the availability of resources. If no action is taken it will lead to further rises in greenhouse gas emissions.
- 6.5** Increasing renewable energy generation, the installation of energy efficiency measures and use of low carbon generating technologies will all have a role in the reduction of CO₂ emissions. Renewable energy is commonly defined as energy produced from virtually inexhaustible resources and is derived from the sun, wind, water and the earth. These energy sources have fewer emissions than from fossil fuels and many renewables produce no carbon dioxide emissions in operation.
- 6.6** The current approach of using electricity from fossil fuel stations connected to the National Grid is inefficient because up to two-thirds of the primary energy input is lost, largely in the form of waste heat through the cooling towers of large power plants. Losses are also made in the transmission of energy to the point of use, although the vast majority of this is in the local distribution network. Decentralised systems can minimise these inefficiencies by generating

energy closer to the point of use to slightly reduce transmission losses and re-using the heat generated by this process if they are powered by thermal plant. A range of technologies are suitable for use in decentralised energy systems including combined heat and power, solar thermal, waste to energy

systems, wind turbines and photovoltaics. Figure 15 shows opportunities for potential decentralised energy projects in Kingston upon Thames based on heat loads, heat supply plants and networks in the Borough.

Policy CS 1

Climate Change Mitigation

The Council will:

- a. **direct new development, including housing, employment, services and leisure to previously developed sites in accessible locations such as Kingston Town Centre, Surbiton, Tolworth and New Malden to reduce greenhouse gas emissions and energy used by transport**
- b. **ensure that all development (including extensions, refurbishments and conversions) is designed and built to make the most efficient use of resources, reduce its lifecycle impact on the environment and contribute to climate change mitigation and adaptation by:**
 - **reducing CO₂ emissions during construction and throughout the lifetime of the development**
 - **building to the highest sustainable design and construction standards**
 - **minimising water consumption**
 - **using sustainable materials**
 - **reducing levels of pollution; air, water, noise and light**
 - **planning for increased flood risk**
- c. **optimise opportunities for retrofitting existing buildings with energy efficiency measures and low and zero carbon energy technologies**

The Council aims to:

- d. **identify areas suitable for designation as low carbon zones**
- e. **identify and take forward opportunities for large scale renewable and decentralised energy generation to deliver low CO₂ emissions resulting from energy generation within the Borough**

Policy CS 2

Climate Change Adaptation

The Council will:

- a. **adapt to the effects of current and predicted climatic changes by working with its partners to develop a Climate Change Adaptation Strategy which will identify priorities for the Borough and future work programmes**
- b. **work towards minimising the urban heat island effect and prioritise areas**
- c. **ensure that future development takes into consideration the following:**
 - **hotter summers and therefore increased cooling demands**
 - **warmer, wetter winters and increased flood risk**
 - **water shortages and drought**
 - **urban heat island effect**
 - **subsidence**
- d. **continue to work in partnership with the Environment Agency and other key stakeholders to address flooding from the River Thames and its tributaries and surface water flooding, as shown on Figure 16**
- e. **promote local food growing by encouraging development proposals to include appropriate spaces for residents to grow their own food and the establishment of community gardens for community food growing**

Policy DM 1

Sustainable Design and Construction Standards

The Council will require all new residential developments to achieve successively higher levels of the Code for Sustainable Homes Level category for energy/CO₂ in accordance with the following timeline:

- **Up to 2016: Code for Sustainable Homes Level 4**
- **From 2016: Code for Sustainable Homes Level 6**

Major developments should meet Code level 5 from 2013.

Residential developments are encouraged to meet the other Code for Sustainable Homes Level categories (water, materials, surface water run-off and waste) as well.

Where appropriate, other new build developments over 500m² including conversions, refurbishments, extensions and changes of use are encouraged to achieve higher levels of the appropriate BREEAM standard in accordance with the following timeline:

- **Until 2013: BREEAM 'Excellent'**
- **From 2013 onwards: BREEAM Outstanding**

Buildings that are undergoing refurbishment or extension, but where the alterations are too small to be assessed under BREEAM are encouraged to comply with the policies for existing buildings set out in the Council's Sustainable Design and Construction SPD.

Where it is not possible to meet the standards, compelling reasons must demonstrate that achieving the sustainability standards outlined in policies DM1 to DM3 would not be technically feasible or economically viable, the Council will negotiate planning contributions with developers to fund other methods to offset the environmental impact of the development. Further guidance on the level of contributions expected will be outlined in the Council's Planning Obligations SPD, or Community Infrastructure Levy charge, in line with Policy IMP3.

New development should minimise air, noise and contaminated land impacts in line with industry best practice. Development proposals for contaminated land should include remediation measures.

Monitoring Emissions

The Council will promote good carbon management by monitoring CO₂ emissions to ensure the development is operated within the CO₂ emissions standards of the as-built specification and those outlined within the Council's Sustainable Design and Construction SPD. Measures to ensure these standards are maintained will be monitored by the Council.

Policy DM 2

Low Carbon Development

Independent Renewable Energy Generation

The Council will consider all applications for independent renewable energy installations favourably, subject to other Core Strategy policies.

The development of energy generating infrastructure will be fully encouraged by the Council providing that any opportunities for generating heat simultaneously with power are fully exploited.

District Heating Networks

The Council will seek to develop District Heating Networks in the following areas identified as being suitable for the establishment of a combined heat and power network as outlined in Figure 15:

- **The Hogsmill Valley Area**

- Kingston Town Centre
- Tolworth Regeneration Area

Where relevant, development proposals in these areas should undertake the following when a District Heating Network is:

Not in place – Major developments should undertake a detailed investigation into the feasibility of establishing a District Heating Network with the proposed development as an anchor heat load or contribute towards such feasibility work.

Planned – make all reasonable efforts to ensure the proposed development will be designed to connect to the planned District Heating Network without any major changes to the development. When the network is in place, the development should be connected, unless it can be demonstrated that there is insufficient heating demand for an efficient connection.

Present – connect to the District Heating Network and make all reasonable attempts to connect existing developments in the vicinity to the network, unless it can be demonstrated that connection of existing developments will not result in CO₂ savings.

Policy DM 3

Designing for Changing Climate

Design proposals should incorporate climate change adaptation measures based on the type and extent of the main changes expected in the local climate throughout the lifetime of the development, this is likely to require a flexible design that can be adapted to accommodate the changing climate, e.g. provision of additional shading or cooling.

Where relevant, development proposals will need to take into consideration the requirements for climate change adaptation in the following ways:

- design of streets and siting of buildings
- incorporation of green and blue infrastructure
- building density
- reduction of potable water consumption

All developments should provide communal or private spaces for residents and the community that:

- ameliorate the urban heat island effect
- provide flooding attenuation if required
- increase biodiversity

Further details on adaptation measures will be provided in the Sustainable Design and Construction SPD.

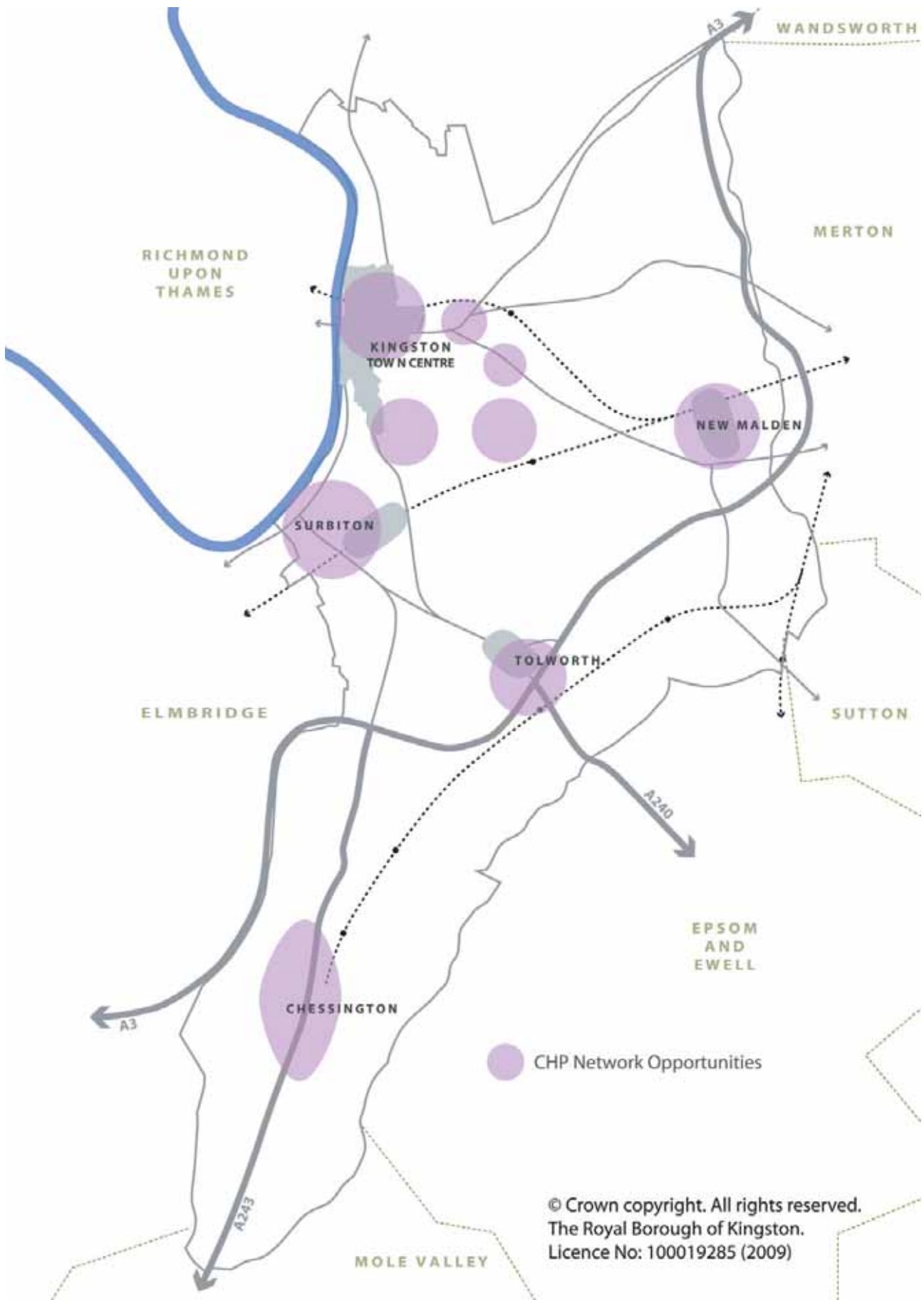


Figure 15 CHP Network Opportunities

- 6.7** The Climate Change Act 2008 sets out targets for net UK carbon emissions. The target is to reduce emissions to at least 80% lower than the 1990 baseline by 2050, with a reduction of at least 26% by 2020. In order to meet the requirements of the EU Renewable Energy Directive, the UK must achieve a target of 15% of energy from renewables by 2020.
- 6.8** Planning Policy Statement 1: Delivering Sustainable Development (PPS1) requires development plans to address the causes and potential impact of climate change through policies that reduce energy use, reduce emissions, promote the development of renewable energy resources and take climate change impacts into account in the location and design of development. Planning authorities should require new development to incorporate the highest viable energy efficiency mechanisms.
- 6.9** The London Plan requires that development makes the fullest contribution to the mitigation and adaptation to climate change including:
- ensuring development meets the highest standards of sustainable design and construction throughout the lifetime of the development
 - the consideration of the impact of new developments on London's natural resources
 - requiring developments to achieve a reduction in CO₂ emissions of 20% from on-site renewable energy generation wherever feasible
 - reduction target of 60% CO₂ by 2025
 - for residential buildings to be zero carbon from 2016 and for non-domestic buildings to be carbon zero from 2019
- decentralised energy systems to provide 25% of heat and power by 2025
 - development proposals to follow the energy hierarchy: be lean, be clean, be green
- 6.10** The Council signed the Nottingham Declaration on Climate Change in 2007 committing to various actions including reducing CO₂; developing plans with partners to address the causes and impacts of climate change; assessing risks; and, monitoring progress. In 2009, the Council adopted an Energy Strategy which aims to significantly reduce carbon emissions and energy use from Council operations. The Core Strategy confirms this commitment which will be further expanded by a Climate Change Adaptation Strategy which the Council is preparing.
- 6.11** The Code for Sustainable Homes is the Government's adopted rating system for the design and construction of new homes. BREEAM is a national sustainable design and construction standard and is an environmental assessment for all other types of developments. They both ensure low environmental impact buildings by requiring developments to include energy and water efficiency measures, climate change adaptation measures and use of less polluting materials. Adopting these standards enables the Council to deliver on national and London Plan targets. Policy DM1 is likely to be subject to change as legislation, policy and technology is continually changing in this area. Therefore the Council will review and update this as and when required.
- 6.12** Sustainable Design and Construction guidance will set out detailed guidance for developers and planning applicants on how to implement the policies set out above.

- 6.13** The Kingston Plan seeks to implement low carbon zones to reduce the carbon footprint of an area. Within these low carbon zones, the Council will seek to reduce CO₂ emissions from existing building stock through the delivery of energy efficiency programmes, and will seek energy efficiency and low carbon technology improvements in new buildings, building extensions and alterations through the planning process.
- 6.14** The Council will identify and develop low carbon heat network opportunities and local, low carbon energy supply opportunities (including gas-fired CHP, biomass, and advanced energy from waste technologies). It will work with other public and private organisations to collaborate on feasibility and delivery (Kingston Primary Care Trust, Kingston Hospital, Kingston University, Kingston College, Thames Water, developers). The planned regeneration and development of Kingston Town Centre as part of the Kingston Town Centre Area Action Plan (K+20) offers significant opportunities to establish a large scale decentralised network and will be the primary focus for such an initiative. Mixed use development on major sites within the District Centres (including Tolworth Tower, Cocks Crescent in New Malden and Surbiton Station car park) also offer opportunities. The Joint South London Waste Plan promotes sustainable energy recovery by setting out proposed policy requirements.
- 6.15** The promotion of local food growing in the Borough will have numerous benefits for residents and supports the objectives of the Kingston Plan. It will reduce the carbon footprint of food production by minimising CO₂ emissions produced from transporting food and therefore is beneficial for air quality and the reduction of pollution levels. It supports healthy living by enabling residents to make more sustainable food choices, protects local ecosystems and helps generate new communities.

Water Management and Flood Risk

- 6.16** According to the UK Climate Projections 2009, the most significant climate change impacts likely to affect Kingston will be water stress, overheating and extreme weather events. Extreme flood events are predicted to occur more frequently in the future. These changes will have significant consequences for the Borough's residents through flooding, water shortages, increased risk of damage to infrastructure, homes and health. Planning has a key role to play in managing and reducing flood risk.
- 6.17** Kingston upon Thames is affected by both fluvial and pluvial flooding. Figure 16 shows the areas subject to fluvial flood risk from the River Thames and its tributaries. These cover most of Kingston Town Centre; land along the Thames; the Hogsmill Valley; the Bonesgate Stream through Surbiton; and, the Beverley Brook along the Borough's eastern boundary.
- 6.18** A Strategic Flood Risk Assessment (SFRA) has been prepared for the Borough to enable a better understanding of flood risk. It sets out an assessment of all the sources of flooding in the Borough, to provide a basis for the application of the sequential test and therefore guide future development to locations of minimal flood risk.

6.19 Flooding can occur away from the flood plain as a result of development where off-site infrastructure is not in place ahead of development. Therefore sewage infrastructure/adequate sewage capacity must be in place prior to development taking place.

6.20 Under the Water Framework Directive (WFD), rivers and river bodies have been assessed on their water quality. The assessment classified the River Thames as having a poor ecological status and the Hogsmill River as having a moderate status. The WFD has set the objective for these to achieve a good status or good potential by 2027.

Policy DM 4

Water Management and Flood Risk

The Council will:

- a. **require development to be designed to take account of the impacts of climate change including: water conservation, the need for summer cooling and increase flood risk from fluvial and surface water flooding**
- b. **consider development proposals in accordance with national guidance (currently PPS25), the Borough SFRA and related studies including the surface water management plans. The Kingston Town Centre Area Action Plan (K+20) Policy K24 Flood Risk Management will be taken into consideration in the assessment of development proposals within Kingston Town Centre.**
- c. **require a Flood Risk Assessment for major development proposals within Flood Zone 1 of one hectare or more and all new development in Flood Zones 2 and 3. It should address all sources of flooding, the future impact of climate change and take into account the findings of the SFRA, national guidance (currently PPS25) and good practice guidance.**
- d. **require development proposals to include Sustainable Urban Drainage Systems (SUDs) to manage and reduce surface water run-off unless it can be demonstrated that such measures are not feasible. SUDs techniques include: rainwater recycling; soak-aways; porous surfacing and features to retain water on site (ponds and green spaces). Development proposals will need to be in line with the Mayor of London's drainage hierarchy. They should also demonstrate that there is adequate public sewerage capacity to serve their development and deal with surface water run-off.**
- e. **require development proposals to demonstrate that there is no adverse impact on the quantity or quality of water resources and, where possible, they should seek to improve water quality**
- f. **encourage efficient water use and for water conservation measures to be included in development proposals**

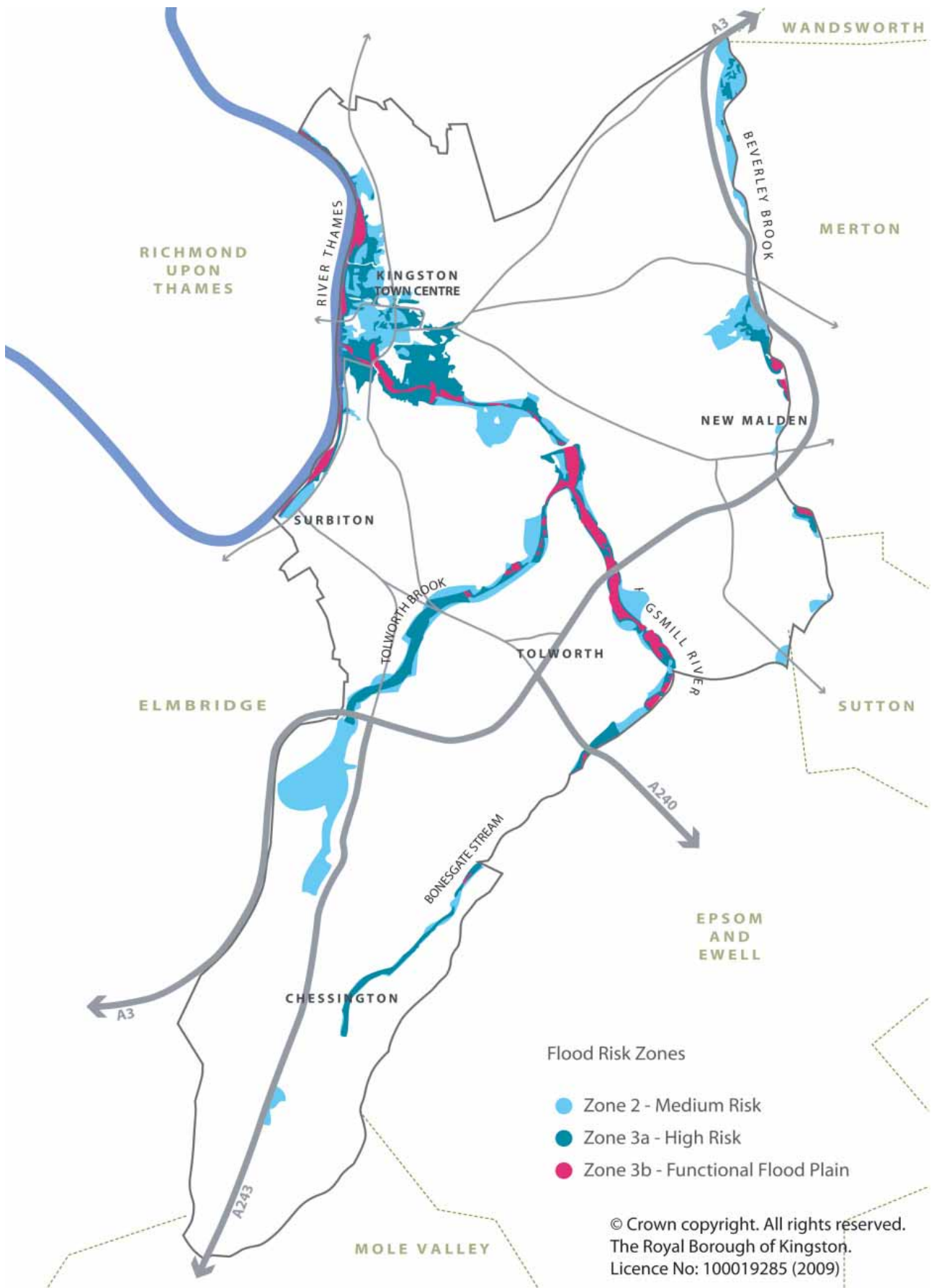


Figure 16 Water Management and Flood Risk

- 6.21 The responsibilities for water management and flood risk are shared across many different Services in the Council including Planning, Emergency Planning, Green Spaces, Climate Change and Highway Assets.
- 6.22 The Council is legally required to take a lead role in managing local flood risk under statutory responsibilities of the Flood and Water Management Act 2010. Therefore it will continue to work in partnership with the Environment Agency, developers, landowners and other key stakeholders.
- 6.23 Government policy set out in PPS25 Development and Flood Risk, advises that development should be directed to the areas of the lowest probability of flooding, by applying the 'Sequential Test' and taking into account the flood risk vulnerability of proposed land uses. If following the application of the 'Sequential Test', when it is not possible to locate development in areas of low flood risk then the 'Exception Test' can be applied. In order to minimise flood risk, development must be in conformity with PPS25 and the SFRA.
- 6.24 In areas which are susceptible to flooding, development proposals should ensure that the buildings are designed to be flood compatible or incorporate flood resilient measures to mitigate flood risk.
- 6.25 Further guidance and detail on appropriate SUDs measures will be provided in a Sustainable Design and Construction SPD.
- 6.26 The London Plan requires boroughs to assess flood risk in line with PPS25, promote flood resilient design of buildings, manage surface water run off, follow the SUDs drainage hierarchy, to protect and improve water quality, ensure adequate sewage infrastructure and conserve water supplies. These policies have also taken into account the London Regional Flood Risk Appraisal 2009, Thames Catchment Flood Management Plan 2009 and the Thames Estuary 2100 project and are supportive of their objectives.

Monitoring and Performance
Spatial Objectives:
<p><u>Kingston Plan</u></p> <p>1- Tackle climate change, reduce our ecological footprint and 'reduce, reuse and recycle'</p> <p>2- Ensure the sustainable development of our borough</p>
<p><u>Core Strategy</u></p> <p>1- Reduce greenhouse gas emissions and the impacts of climate change by delivering low carbon development in accessible locations, developing district heating networks when major new development is undertaken, and by working with partners to develop a climate change adaptation strategy to include reducing the heat island affect that especially affects Kingston Town Centre.</p> <p>2- Manage and reduce fluvial and surface water flood risk in the Borough by ensuring flood risk strategies are kept up to date, guiding new development to areas of low risk where possible and requiring mitigation measures such as Sustainable Urban Drainage Systems. Where development is required within flood risk zones such as Kingston Town Centre, mitigation measures will be required.</p>
<p><u>Sustainability Appraisal</u></p> <p>1- To reduce poverty and social exclusion</p> <p>5- To improve the population's health and reduce inequalities in health</p> <p>7- To make the most efficient use of buildings and previously developed land (providing this does not harm its biodiversity value) before Greenfield sites and safeguard soil quality and quantity</p> <p>8- To reduce the need to travel and promote modes of travel other than the car</p>

<p>9- To protect and enhance wildlife species and habitats which are important on an international, national and local scale</p> <p>11- To manage new and existing development in order to reduce flood risk</p> <p>12- To protect and enhance the availability and quality of water resources</p> <p>13- To improve air quality</p> <p>14- To address the causes of climate change through reducing greenhouse gas emissions</p> <p>15- To promote the efficient use of resources and minimise the need for energy, through an increase in energy efficiency and use of renewable energy</p> <p>16- To promote sustainable waste management, reducing the generation of waste and maximising re-use and recycling</p>	
Indicator	Target/Direction
MI1 - % of new residential developments that meet required sustainability standards set out in Policy DM1	100% of new residential developments to meet targets set out in Policy DM1 under Code for Sustainable Homes
MI2 - % of all other new build developments that meet required sustainability standards set out in Policy DM1	100% of all other new build developments to meet targets set out in Policy DM1 under BREEAM
MI3 - CO ₂ reduction from local authority operations	Kingston Council to reduce CO ₂ emissions by 24% by March 2015, based on a 2008/09 figures
MI4 - All development proposals to incorporate SUDs	100% planning applications to incorporate SUDs unless there are practical reasons for not doing so
MI5 - Environment Agency water quality River Classification targets	To improve the water quality of River Thames from poor ecological status to good status or good potential and Hogsmill River from moderate status to good status or good potential by 2027, in line with Water Framework Directive targets
Delivery Body(ies):	
RBK Planning, RBK Climate Change & Sustainable Travel Team, Environment Agency, Private Sector, GLA, Thames Water	

Natural and Green Environment

6.27 Kingston upon Thames is often referred to as a 'green and leafy' suburb of Greater London, it consists of over a third of open land and is fortunate to have a variety of green spaces (see Figure 17), such as:

- Metropolitan Open Land (MOL) which protects strategically important open spaces within the Borough's built environment
- Green Belt (in the South of the Borough) which plays an important part in keeping land open and free from development, thereby preserving the distinct character of Kingston
- Sites of Importance for Nature Conservation (SINCs) - According to Greenspace Information for Greater London (GiGL) Kingston has 39 SINC sites. There are also nine Local Nature Reserves. The Borough's SINC and Nature Reserve sites are mainly fragments of spontaneous semi-natural vegetation and each site presents a set of particular features that gives Kingston a mosaic of habitats.
- Green Chains which are defined as a series of elongated MOL surrounding the Borough's major watercourses linking the Green Belt and broader areas of open

land within the urban area. Green Corridors, which are relatively continuous areas of open space that run through the Borough's built environment, consisting of railway embankments and cuttings, roadside verges, canals, parks, playing fields and rivers which links sites to each other. These Green Chains and Corridors allow animals and plants to be found further into the built up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

- Other open spaces important to meeting local needs, in Kingston there are public parks which make up the largest area at 19% of total open space, followed by golf courses (15%); private playing fields (14%); natural/semi-natural spaces (12%), public playing fields (10%) and allotments (5%)

6.28 In Kingston, designated MOL and Green Belt land is subject to growing pressure. The Council has proposed a Major Developed Site at the Thames Water Sewage Treatment Works and is seeking limited releases of MOL in the Hogsmill Area which will be

promoted for regeneration, infrastructure upgrades and environmental improvements, in view of its strategic location.

6.29 Although the Borough is fortunate to have over a third of open land some of this is taken up by highly managed private gardens, private playing fields, golf courses, small farms and occasional pockets of privately owned semi-natural land. Kingston's Open Space Assessment (2006) identifies that there is potential for enhancement, increased provision and access to public open spaces such as: parks, play provision for children and teenagers, allotments and natural and semi-natural green spaces for biodiversity.

6.30 The importance of providing new or enhanced public open space can be highlighted by the number of benefits that they can bring, open spaces in Kingston have many roles including providing for recreation and physical activity; encouraging social interaction; promoting health and well-being and quality of life; providing facilities for the development of children; encouraging walking and cycling; reducing flood risk; and safeguarding biodiversity.

Policy CS 3

The Natural and Green Environment

The Council will protect and improve Kingston's valued natural and green environment by:

- seeking to ensure that residents have access to an interconnected network of safe, well managed and maintained areas of open space through the implementation of routes in the 'South West London Greenways Network Expansion - Feasibility Report', Kingston's Green Spaces Strategy, Park Management Plans and Annual Implementation Plans**
- protecting Kingston's open space network from inappropriate development through its open spaces designations; Green Belt, Metropolitan Open Land (MOL), Thames Policy Area, Sites of Importance for Nature Conservation (SINCs), Local Nature Reserves, Local Open Space, School Open Spaces,**

Green Corridors, Green Chains and Allotments, as shown on the Proposals Map

- c. **facilitating regeneration, infrastructure upgrades and environmental improvement to the Hogsmill Environs**
- d. **incorporating appropriate elements of public open space into new developments and/or making a financial contribution to improving existing open spaces, with additional facilities and better management to Green Flag standards**
- e. **promoting the management of biodiversity in light of the threats arising from climate change and future development growth, by working in partnership with a range of organisations on projects to protect and enhance Kingston's Open Space Network. This will not only provide increased wildlife habitats, but will also link wider parts of Kingston, allowing easier movement and reducing isolation of habitats.**
- f. **protecting and enhancing Kingston's playing fields and ensuring that opportunities for the extension of existing provision or new recreation, children's play and sports facilities are encouraged; especially those that meet identified needs**

Policy DM 5

Green Belt, Metropolitan Open Land (MOL) and Open Space Needs

The Council will:

- a. **only allow development on sites adjacent to the Green Belt, MOL or other open space designation that does not have a detrimental impact on its visual amenities and respects the size, form and use of that open space, in accordance with national guidance (currently PPG2)**
- b. **ensure new development contributes to the provision and improvement of the quality, quantity, variety and accessibility of public open space, play and sports facilities, to meet the needs it generates in accordance with the local provision and accessibility standards set out in Annex 3 and the Planning Obligations SPD, or Community Infrastructure Levy charge**
- c. **ensure that development proposals do not result in the whole or partial loss of public open space, outdoor recreation facilities or allotments unless a replacement site or facility provides a net benefit to the local community and visitors in terms of the quality, availability and accessibility of open space or recreational opportunities**
- d. **ensure that development proposals do not harm open spaces which:**
 - i. **contribute to the character, appearance and heritage value of the Borough's open space network**
 - ii. **create focal points and valuable amenity space within the built up area**
 - iii. **form part of an area of value for wildlife, sport or recreation**
- e. **ensure all new provision of sports and play meet qualitative standards and optimise accessibility to all users, including the local community and visitors**

Policy DM 6

Biodiversity

The Council will:

- a. **ensure new developments protect and promote biodiversity as part of sustainable design, through the inclusion of sustainable drainage, tree planting, soft landscaping, habitat enhancement and/or improvement, green roofs and new or improved semi-natural habitats, where appropriate**
- b. **require an ecological assessment on major development proposals, or where a site contains or is next to significant areas of habitat or wildlife potential. This should be completed before design work or submission of the planning application.**
- c. **ensure that new development does not result in a net loss of biodiversity and, where appropriate, should include new or improved habitats and provision for natural and semi-natural public green space, as set out in the Planning Obligations SPD or Community Infrastructure Levy charge.**

6.31 The London Plan states any alterations to the boundary of MOL should be undertaken by boroughs through the Local Development Framework (LDF) process, therefore boundary changes to the Hogsmill Valley Area ensures that its designation is robust and defensible and secures improvements to the Hogsmill environs. The Thames Water Sewage Treatment Works, also located in the Hogsmill Valley Area, is designated a major developed site within the MOL to ensure expansion and infrastructure improvements to enable it to cope with future development within its catchment area (See Hogsmill Valley Masterplan).

6.32 Existing green infrastructure should be protected and enhanced, whilst additional provision should be made in conjunction with new developments. This follows national guidance (currently PPG17) which requires local planning authorities to undertake robust assessments of existing and future needs of the Borough's open space. It also states that existing open space should not be built upon unless an

assessment has been undertaken which proves the area to be surplus to requirements.

6.33 Kingston's Open Space Assessment (May 2006) found that:

- overall, the Borough has a relatively low quantity of public park provision for an outer London Borough, with 1.12ha of public park provision per 1000 population
- there are areas deficient in access to public parks
- there are significant deficiencies in play provision for children and teenagers, for both informal and dedicated play areas, to meet current national standards
- there were 41.7ha of land being actively managed for allotments, with 23 active sites, 980 plots, average occupancy of 80% and seven sites fully occupied
- provision of natural/semi-natural green space is adequate, but not all residents have access to such areas within close proximity to home



Figure 17 Green Belt and Metropolitan Open Land

- 6.34** The Open Space Assessment does not identify any surplus in public open space and demonstrates that the Borough will need to retain and use all existing open space more effectively and create additional areas of open space by 2026. Policies CS3 and DM5 therefore seek the retention and creation of new public open space to ensure this finite resource is kept and enhanced to meet the needs of future generations.
- 6.35** A strategy document has also been published (RBK Green Space Strategy 2008-2018), to help ensure the issues and opportunities identified in the Open Space Assessment are addressed. One of the recommendations made was that new development should contribute to a net gain in the quantity and/or quality of green infrastructure assets to meet existing and future needs of a growing population. It is vital that the appropriate infrastructure is in place to support the growth of Kingston, not only for such things as transport, health and education, but also for all open space of public value. Policies CS3, DM5 and DM7 will ensure that new developments will not only provide new public open space or make a financial contribution towards the open space network, but will also increase opportunities for pursuing a healthy lifestyle, by providing and enhancing recreation opportunities. The Council's Planning Obligations SPD and CIL charging schedule will provide details of the scope and scale of contributions that will be sought, including contributions towards sports and play space, which will be assessed separately.
- 6.36** PPG17 Paragraph 16 states that the recreational quality of open spaces can be eroded by in-sensitive development. It states that local authorities should seek to ensure that all proposed development takes account of, and is sensitive to, the local context. The trend for higher-density development can lead to a number of insensitively sited buildings close to existing open space designations. In Kingston, extensive grounds in Warren Cutting projects into the Coombe Hill Golf Club MOL and, although not designated MOL, it contributes to its open character. Policies CS3 and DM5 seek to ensure that the intention to protect the essentially open quality of MOL, Green Belt and other open space designation is supported by the extension of the protection to land immediately adjacent. Proposed development that results in encroachment, including visual encroachment, on the essentially open character of these designated areas, would not be permitted.
- 6.37** Open spaces on Kingston's school sites have a separate designation from Local Open Space. It is considered that a detailed criteria based approach would be more beneficial in balancing the need to protect open space and the need for flexibility to re-organise school sites to meet current requirements. For details on the criteria based approach see Policy DM23 Schools.
- 6.38** All local authorities have a duty under the Natural Environment and Rural Communities Act 2006 to have regard to the conservation of biodiversity when exercising all their functions. The duty aims to make biodiversity conservation an integral part of policy and decision making. This is also reflected in Planning Policy Statement 9 (PPS9) on Biodiversity and Geological Conservation which states that planning decisions should prevent harm to biodiversity and geological conservation interests. London Plan Policy 7.19 requires actions to be taken to improve biodiversity and access to nature. It is therefore important that

development not only respects and protects existing habitats and wildlife but also contributes to enhancing the local environment and helping to improve access to nature. Certain habitats or development features such as green roofs can assist in reducing the impact of water run-off and trees can provide a valuable shading effect in summer and insulation effect in winter.

6.39 Policies CS3, CS4, DM5, DM6 and DM7, support the need for biodiversity improvements and seek to integrate biodiversity into planning and development proposals, including those which extend key habitats, reduce the isolation of existing areas of habitat, and improve 'local biodiversity' close to where people can appreciate it on a daily basis. The policies also seek to protect and create a network of safe green links, connecting green spaces with each other and the built environment; thereby contributing to biodiversity and landscape quality.

6.40 A development proposal that could affect a site of value for biodiversity or geological conservation should be accompanied by a detailed ecological/geological impact assessment. The ecological assessment should include all target habitats and species and provide mitigation that protects and promotes biodiversity and helps to deliver the national and regional biodiversity action plans priorities and/or the Green Spaces Strategy biodiversity priorities. Mitigation or compensation would be secured by condition or through planning obligations/CIL. It should be noted that knowledge of wildlife sites and their condition is constantly changing and decisions will be based on the most up-to-date information available. When producing an assessment of habitats and species and details of any

mitigation or enhancement the Council's Biodiversity Checklist: Good Practice Guide, 'Biodiversity & The Planning Process in Kingston upon Thames' should be referred to.

Thames Policy Area

6.41 Kingston has almost three miles of one of the most attractive stretches of the River Thames. The River Thames is a major linear resource of strategic importance that runs along the Borough's north western boundary and is highly valued for its outstanding landscape and multi-functional role for recreation, leisure and nature conservation.

6.42 Kingston's origins and development are inextricably linked to the River Thames which has a major influence over the character of the areas close to it (including the historic royal palaces, parks and gardens, town centre and residential areas) and in line with the London Plan, the Borough has designated a Thames Policy Area.

6.43 One of the more picturesque natural features in Kingston is the Hogsmill River, which winds along the Hogsmill Valley until it reaches the Thames in Kingston Town. The Hogsmill River tributaries include the Bonesgate Stream, which links the Hogsmill River to open agricultural land in the south of the Borough, and the Surbiton Stream (known locally as Tolworth Brook), which links the Hogsmill River through the Berrylands area to the new Millennium Green and Alexandra Park.

6.44 The attractions, on and off the water, remain undiminished, but there are still opportunities to capitalise on the river corridor, its tributaries and riverside as a very special asset by improving biodiversity, the riverside walk and facilities for boat users, while

maximising its potential for sport, recreation, leisure, tourism and

educational activities.

Policy CS 4

Thames Policy Area

The Council, through actions identified in an adopted Mooring Business Plan, and through partnership working with the Thames Landscape Strategy and other agencies, will continue to protect and enhance the special character and environment of the River Thames and its tributaries, and will promote and enhance the use of the river and the riverside by:

- a. **improving infrastructure and facilities for boat users that provide access to the river and the foreshore; such as, piers, jetties, wharfs, moorings, slipways, steps and stairs**
- b. **encouraging and supporting new facilities for river-buses and river-bus services at pier and wharf locations identified in the Kingston Town Centre Area Action Plan (K+20)**
- c. **supporting opportunities to improve the riverside walk to, and develop links from, the Hogsmill River and Thames River Corridor to other green networks in and out of the Borough**
- d. **improving river-based and riverside recreation and leisure activities and attractions**
- e. **protecting and enhancing the Thames River Corridor and its tributaries as a valuable resource for biodiversity and wildlife (wildlife corridor), and as a valuable part of the Blue Ribbon Network**

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Policy DM 7

Thames Policy Area

Proposals for riverside development and improved facilities will need to demonstrate that there will be no unacceptable impact upon navigation, biodiversity and flood risk.

Development proposals on the riverside should preserve or enhance the waterside character, heritage value and setting, and provide physical and visual links with the surrounding areas (including views along the river).

Where appropriate, in new developments, the Council will seek financial contributions towards improving the quality of the riverside environment including river infrastructure, open spaces, biodiversity, riverside walks, and links to the riverside from other open space networks in line with an adopted Mooring Business Plan, Policy IMP3 and the Kingston Town Centre Area Action Plan (K+20) Policy K13.

Proposals for river based passenger or tourist services should utilise those pier or wharf locations identified as suitable in the Kingston Town Centre Area Action Plan (K+20).

6.45 London Plan policies on the Thames Policy Area and Blue Ribbon Network require boroughs to take action in protecting the River Thames as part of London's open space network by improving riverside access, enhancing the River's potential for sport, recreation, leisure, educational activities and tourism; therefore policies CS4 and DM7 aim to protect and enhance the area's special character, and ensure that best use is made of the Thames area for river based recreation, transport, flood defence, and other riverside uses. A substantial part of the Thames Policy Area falls within the area covered by the Kingston Town Centre Area Action Plan (K+20), which sets out the Council's approach to supporting and enhancing river-related activity and seeking high quality development appropriate to its riverside location (Policy K13 Riverside Strategy). This strategy will be implemented with other partnership strategies such as:

- the Thames Landscape Strategy (Hampton to Kew) which defines the special character of those respective reaches and sets a framework for co-ordination between the relevant boroughs and other interest groups to protect and enhance the river corridor, as well as a number of projects ranging from strategic to small scale maintenance
- the Thames Waterway Plan, prepared by the Environment Agency, which sets a framework for partnership working to improve river infrastructure and promote access and information for water

and land based visitors in order to increase use of the river and its corridor

- the Lower Thames Strategy which sets out measures such as floodplain management and engineering works to reduce flood risk for communities between Datchet and Teddington

6.46 In the past, Kingston Council has managed, but not encouraged, river-craft and river related facilities due to problems associated with itinerant and illegal boats mooring without permission. Recently the numbers of craft on the river has fallen dramatically and there is a need to reverse this trend. Boats add colour, activity and interest to the river scene. The Council will prepare a Moorings Business Plan to guide improvements to moorings on the River Thames for leisure boat owners and visitors. Policies CS4 and DM7 will apply the proposed Mooring Business Plan to the relevant aspect of riverside development to improve infrastructure and facilities for boat users.

6.47 The habitats and species supported by the river and its tributaries are important to ecology in the Borough. The river and riverbanks provide habitats for a diverse range of flora, fauna, invertebrates and bird life. Policies CS3, CS4, DM6 and DM7 take account of this and seek opportunities either as a local planning authority when determining relevant planning applications, or through partnership work in line with initiatives set out in the

Water Framework Directive, to protect and improve the ecological value, where appropriate.

- 6.48 Two river buses operate between Richmond, the Royal Borough of Kingston, and Hampton Court Palace from Easter to October, with daily services operating July-September. These river buses are utilised as a tourist attraction and journey times are unlikely to compete with other modes of transport.
- 6.49 The long distance to Central London prohibits the use of a river bus as a reliable commuter service; factors such

as tidal flows and navigating the locks further exasperate journey times with a typical journey from Kingston to Central London likely to take 2-4 hours. Such long variable journey times are not suitable for commuter transport.

- 6.50 The Kingston Town Centre Area Action Plan (K+20) identifies existing wharf and pier locations along the River Thames. There is spare capacity at these locations to support increased use by river based passenger or tourist services. Policies CS4 and DM7 cover use of the River Thames for transport.

Monitoring and Performance	
Spatial Objectives:	
<p>Kingston Plan 3- To provide a high quality environment with well designed buildings and spaces 5- To promote and enhance use of the River and Riverside</p> <p>Core Strategy 3- Improve the natural and green environment and local biodiversity through active management and enhancement of local sites and protect natural resources by designating suitable land, requiring new development to increase access to open space and protect and promote biodiversity by tree planting and landscaping. 6- Safeguard the distinctive character of the Borough and promote a high quality environment and street scene by guiding development to areas with opportunities for growth and change, such as the town centres, employment areas and the three Key Areas of Change, and by ensuring that new development creates locally distinct places and high standards of design. 8- Protect and enhance local spaces, Green Belt and Metropolitan Open Land including the extensive Green Belt in the south of the Borough, the River Thames and its environs and the Hogsmill Valley, by development management, and by improving access and the quality of facilities. 9 - Protect and enhance the special character and environment along the River Thames and promote use of the river and the riverside by improving facilities and access, and protecting and enhancing biodiversity.</p> <p>Sustainability Appraisal 1- To reduce poverty and social exclusion 9- To protect and enhance wildlife species and habitats which are important on an international, national and local scale</p>	
Indicator	Target/Direction
MI6 - Improve local biodiversity - proportion of local sites where positive conservation management has been or is being implemented	Number of sites with nature conservation management plans
MI7 - Change in areas and population of biodiversity	Net increase in areas of biodiversity interest
MI8 - Amount of eligible open spaces managed to Green Flag Award Standards importance	Number of open spaces managed to Green Flag Award standard
MI9 - Planning permissions for new buildings in the Green Belt and MOL	Maintain or reduce numbers of permissions for new buildings in the Green Belt and MOL

6 Thematic Policies

MI10 - Number of Local Nature Reserves	Increase number of Local Nature Reserves
MI11 - Planning Obligation/CIL contributions to the improvements of existing and new open spaces	Increase total annual contributions
MI12 - Riverside facilities. No. of moorings improved from base 2006	Target for mooring improvements to be developed from moorings business plan
MI13 - Riverside links improved	Number of links to the riverside improved
MI14 - Length of riverside walk improved	Improve quality of 1,150m of riverside walk
MI15 - Riverside spaces improved	Number of riverside public spaces improved
MI16 - Hogsmill Walk	Length of Hogsmill Walk improved and extended
Delivery Body(ies):	
RBK Planning, Private Sector, RBK Green Spaces Team and their partnership contractors, RBK/Thames Landscape Strategy, Lower Thames Strategy, Environment Agency, Transport for London, land/property owners	

Sustainable Travel

- 6.51** Vehicle use in the Borough is relatively high with just under half of all trips originating in the Borough being made by car or motorcycle ⁽⁵⁾. Kingston's strategic road network, including the A3, carries large volumes of traffic which can cause peak hour congestion on several key routes including the approaches to Kingston Town Centre. High levels of vehicle use also contribute to parking problems, road safety concerns, increased carbon emissions and poor local air quality. Whilst it is recognised that the car will continue to play an important role in Outer London vehicle use has to be managed to address these issues.
- 6.52** There has been a reduction in traffic volumes since 2001 mainly as a result of the introduction of measures to both improve sustainable transport options and to manage car use and parking. However, there is a risk that predicted population growth in the Borough could reverse this trend by increasing traffic volumes with resulting increases in congestion. The Council considers that the most sustainable way to plan for the Borough's future travel needs is to reduce the need to travel by locating new development appropriately and to facilitate modal shift to sustainable modes of transport.
- 6.53** The Borough has several radial rail routes that provide reasonably good access to inner and central London, particularly the fast and frequent train service from Surbiton Station. However, the Borough has no underground services or orbital rail routes and regional transport provision to Kingston Town Centre in particular is relatively poor considering its important regional role as a London Metropolitan Centre. Kingston is therefore heavily reliant on its comprehensive network of frequent and reliable bus services for public transport provision. The majority of bus services are operated under the regulated Transport for London (TfL) framework which has seen considerable investment and improvement over recent years, including low set fares and Oyster card ticketing, increased frequencies, extended routes and 24 hour services. By comparison, cross-boundary bus services to Surrey Districts are generally less frequent and more expensive than TfL services and this may contribute to the high levels of car use to Kingston Town Centre from Surrey.
- 6.54** Many journeys in the Borough are short local trips to school, work or the shops and there is potential for more of these to be made by cycling or walking. The Borough's small size, relatively flat topography and existing network of quiet residential roads, traffic free routes and open spaces, make it particularly suitable and attractive for cycling and walking. However there are some busier routes and segregation barriers, particularly the A3 and railway lines, that can make cycling and walking trips more difficult.
- 6.55** The following policies set out how the Council will provide a safe, inclusive and sustainable transport network to meet the Borough's existing and future travel needs.

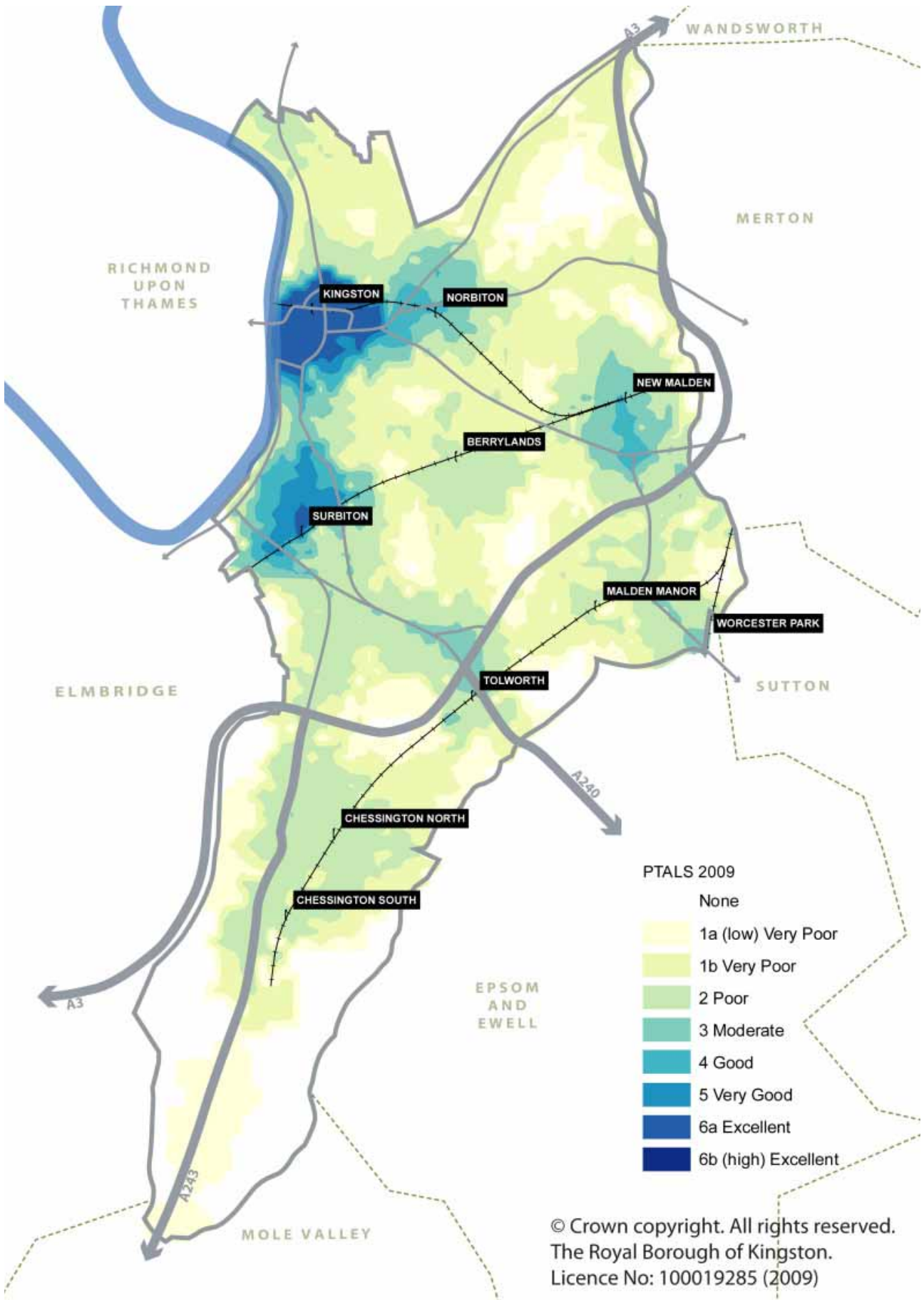


Figure 18 Public Transport Accessibility Levels

Policy CS 5

Reducing the Need to Travel

To reduce the need to travel, particularly by car the Council will:

- a. protect and enhance the availability of employment and key facilities including shops, healthcare and leisure facilities within local communities
- b. locate major trip generating development in accessible locations well served by public transport including Surbiton, New Malden, Tolworth and Kingston Town Centres. Sites that have poor levels of accessibility by sustainable modes will not usually be considered suitable for development that could generate high numbers of trips.
- c. retain the Aggregates Depot, Kingston Road, Tolworth to provide a strategic rail-based aggregates facility (Strategic Rail Freight Site)

Policy CS 6

Sustainable Travel

To support and encourage the use of public transport, cycling and walking the Council will:

- a. promote and enhance the strategic cycling and walking networks, as shown on the Proposals Map
- b. 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
- c. provide infrastructure, including cycle lanes and crossing facilities, to overcome specific barriers to the safety and convenience of cycling and walking trips, such as the A3, busy roads/ junctions, rail lines and the Hogsmill River
- d. tackle bike theft and provide adequate secure and convenient cycle parking across the Borough at all key locations including town centres, shops, schools and train stations
- e. promote cycling and walking including through school and workplace travel plans and provide supporting measures such as cycle training
- f. work with and lobby partners to improve existing train services including increased capacities, frequencies and late night services, improved station facilities and fairer pricing including the rezoning of Surbiton and Kingston stations
- g. work with and lobby partners to improve sub regional, orbital and cross boundary public transport particularly to serve catchments of major trip attractors including Kingston Town Centre, Kingston University and Kingston Hospital

- h. work with and lobby Transport for London to improve the Borough's network of local bus services particularly in areas of low public transport accessibility such as the south of the Borough**
- i. improve integration between transport modes particularly to provide improved accessibility to train stations**

Policy CS 7

Managing Vehicle Use

To manage car use to ensure sustainability, road safety and reduce congestion the Council will:

- a. support and promote the use of car share and car club schemes including expanding the network of on-street car club bays**
- b. support the use of low emission vehicles including the provision of electric vehicle charging points**
- c. implement traffic management measures to ensure highway safety, improve residential amenity and smooth traffic flow**
- d. manage on and off-street parking provision to promote sustainability and residential amenity, whilst maintaining the economic vitality of the town centres**
- e. encourage efficient, safe and sustainable freight transport**
- f. promote Park and Ride facilities to Kingston Town Centre as a sub-regional transport priority**

Policy DM 8

Sustainable Transport for New Development

To support and promote the use of sustainable modes of travel to development sites the Council will:

- a. require all significant new development, including schools, workplaces and residential developments to develop and implement a robust and effective Travel Plan**
- b. prioritise the access needs of pedestrians and cyclists in the design of new developments and protect and enhance pedestrian and cycle access routes to, and where possible, through development sites, including the protection or enhancement of the strategic cycling and walking networks, as shown on the Proposals Map**
- c. require new development to provide facilities on-site for cyclists as appropriate, including showers, lockers and secure, convenient cycle parking, in accordance with minimum standards**
- d. require development to make a financial contribution towards sustainable transport improvements and initiatives in line with the Planning Obligations SPD/CIL**

Policy DM 9

Managing Vehicle Use for New Development

To ensure that new development does not contribute to congestion or compromise highway safety the Council will:

- a. require all major developments to submit a Transport Assessment based on TfL's Best Practice Guidance
- b. require new development to comply with car parking standards and implement parking management schemes
- c. restrict eligibility for on-street parking permits for residents of new developments located in controlled parking zones
- d. require new development to provide car club and electric vehicle infrastructure where appropriate in accordance with minimum standards

6.56 The provision of a sustainable transport system is a key objective of the Kingston Plan (the Community Plan for Kingston) and also contributes strongly to several other cross cutting themes, particularly, tackling climate change through reducing vehicle emissions, improving health through more active travel, reducing road casualties and supporting a prosperous economy by improving access to jobs and services.

6.57 The Council's second Local Implementation Plan (LIP2, 2011) sets out how the Mayor's Transport Strategy (MTS) will be delivered at a local level. The LIP is consistent with and supports the transport policies in the Core Strategy but sets out a comprehensive and more detailed transport strategy for the Borough. The Council will also develop a Sustainable Travel Supplementary Planning Document (SPD) as part of the LDF, which will set out detailed requirements for new development in respect of transport including car clubs, travel plans, car and cycle parking standards and transport assessments.

6.58 To accommodate future growth in a sustainable way and avoid adverse impacts on the transport network the Council supports the London Plan policy approach of integrating transport and development by locating major trip generating development including employment, shopping, and high density housing in areas with good public transport accessibility, particularly the Kingston Town Centre and Tolworth Key Areas of Change, as well as the District Centres. However, the Council recognises the need to seek enhanced transport links to these areas to accommodate growth, particularly for Kingston which requires improved regional transport links to support its important role as a Metropolitan Centre and allow for the growth set out in the Kingston Town Centre Area Action Plan (K+20).

6.59 To manage demand for vehicle use, the Council supports the policy approach of PPG13 and the London Plan of applying parking standards for new development to ensure that there is no over-provision of parking that could undermine the use of sustainable modes of transport. The Council's Sustainable Travel Supplementary

Planning Document (SPD) will set out parking standards for the Borough that are consistent with the London Plan but give more detailed consideration to variation in local conditions across the Borough, including parking controls and public transport provision.

6.60 The existing public parking supply within Kingston Town Centre and the District Centres is considered to be adequate to sufficiently meet demand and maintain the economic viability of these areas (Kingston Town Centre Parking Strategy (2005), and District Centre Parking Study, (2009)) so the Council will manage the existing parking provision more effectively to give priority to uses that enhance economic vitality of these areas.

6.61 The Council recognises that it does not have direct influence on public transport but has to rely on other partners, particularly Transport for London (TfL), South West Trains and Surrey County Council to maintain and enhance services. There are no national or regional proposals within the plan period to provide any additional major public transport infrastructure such as new rail or tram services within the Borough. Therefore improvements to public transport will focus on enhancing the existing rail services and bus network to make them as convenient and attractive as possible.

Monitoring and Performance	
Spatial Objectives:	
Kingston Plan 2- Ensure the sustainable development of our borough and the promotion of sustainable transport	
Core Strategy 5- Promote and improve sustainable forms of travel, including through travel awareness and travel planning to reduce the need for car use by locating trip generating development in accessible locations, especially Kingston Town Centre and the three District Centres; and by working with partners to improve orbital public transport to these centres and other key trip generators in the Borough, such as Kingston University, the Courts and Kingston Hospital that serve sub-regional catchments.	
Sustainability Appraisal 3- To promote accessibility to a range of services and facilities to meet the needs of all sectors of the community	
Indicator	Target/Direction
MI17 - Number of new cycle parking spaces in on-street locations, at train stations and in new developments	Target to increase the provision of cycle parking in on street locations, at train stations and in new developments - specific annual targets detailed in LIP2
MI18 - Number of cycle training sessions conducted per year	Target to increase cycle training take up for adults and secondary school children - specific annual targets will be developed in LIP2
MI19 - Mode share for cycling	Target to increase the mode share of cycling in the borough - specific annual targets will be developed in LIP2
MI20 - Number of car club bays and car club members	Target to increase the provision of car club bays on street and in new developments and to increase the number of car club members - specific annual targets will be developed in LIP2

Delivery Body(ies):

RBK Transport, RBK Sustainable Travel, TfL, RBK Learning and Childrens' Services, Private Sector, Town Centre Management, RBK Planning, RBK Parking Services

Character, Design and Heritage

Character and Design

- 6.62** The Council values a high quality environment and a high standard of design. The London Plan also regards good design as central to achieving its social, economic and environmental objectives.
- 6.63** The Borough varies in character from the open, rural character of the Green Belt in the south, its attractive riverside setting to the west, the arcadian character of Coombe Hill and the 'Tudor' character of housing to the north, the cohesive Victorian/Edwardian character of parts of Surbiton and Kingston to the 1960s high-rise social housing areas including the Cambridge Road estates in Norbiton and Kingsnympton in Kingston Hill. Some areas have a distinctive character and a high quality environment, whilst the character of other areas has been eroded by unsympathetic, piecemeal changes or offers scope for improvement.
- 6.64** The Borough Character Study raises concerns about locally distinctive issues that need to be addressed. These include:
- the need to reduce the dominance of parked cars in some residential areas
 - loss of street trees
 - loss of grass verges and front gardens for crossovers and parking
 - the undermining of roofscapes by hip to gable conversions and other unsympathetic roof additions
 - the loss of spaces between houses creating a 'terracing effect'
 - increasing building footprints and disrupted building lines
 - the conversion and redevelopment of large Victorian and Edwardian villas into blocks of flats
 - the increasing number of gated private developments which has detrimental effects on cohesiveness and permeability
- 6.65** The Study identifies areas where public realm improvements are needed to improve the attractiveness of areas. There are many examples of residential development proposals which pay little attention to the prevailing character of the area and their impact and where excessive development is proposed. The design quality of modern developments has not always been as good or imaginative as it should have been; some have failed to pay sufficient attention to detail, such as the location of waste facilities, while others have failed to maximise the setting of natural assets such as the Hogsmill River and River Thames or increase the attractiveness and vibrancy of town centres.
- 6.66** Sustainable design is also an issue (see also Policy DM1 on Sustainable Design and Construction Standards). The Council is aware that in seeking

higher Code level 5 and 6 standards, there may be conflicts between the use of new technologies, materials and layouts and the need to maintain and

reflect character. Detailed guidance to address these issues will be set out in Supplementary Planning Documents (SPDs).

Policy CS 8

Character, Design and Heritage

The Council will protect the primarily suburban character of the Borough, existing buildings and areas of high quality and historic interest from inappropriate development and will seek opportunities for sensitive enhancement in these areas and in areas of poorer environmental quality, where the character has been eroded or needs improving. It 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:

- recognises distinctive local features and character
- has regard to the historic and natural environment
- helps enhance locally distinctive places of high architectural and urban design quality
- accords with Neighbourhood 'strategies for delivery' set out under 'Character, Design and Heritage'
- relates well and connects to its surroundings

Tall buildings may be appropriate in the Borough's town centres; however, some parts of these areas will be inappropriate or too sensitive for such buildings. Relevant SPDs will provide further guidance on this matter and the Council will determine applications for such development on the basis of the criteria in the English Heritage/CABE Guidance on Tall Buildings (July 2007) and the London Plan.

The Council will also require higher standards of design generally to achieve a more attractive, sustainable and accessible environment.

Policy DM 10

Design Requirements for New Developments (including House Extensions)

Development proposals will be required to incorporate principles of good design. The most essential elements identified as contributing to the character and local distinctiveness of a street or area which should be respected, maintained or enhanced include the following:

- a. prevailing development typology, including housing types, sizes and occupancy
- b. prevailing density of the surrounding area

- c. **scale, layout, height, form (including roof forms), massing**
- d. **landscape setting and features**
- e. **plot width and format which includes spaces between buildings**
- f. **building line build up, set back and front boundary**
- g. **typical details and key features such as roof forms, window format, building materials and design detailing of elevations, existence of grass verges etc.**

Development proposals should also:

- h. **ensure adequate private and/or communal amenity space**
- i. **incorporate sustainable design and construction requirements**
- j. **incorporate the principles of safe design to reduce the risk and fear of crime, e.g. natural surveillance, appropriate levels of lighting**
- k. **have regard to the amenities of occupants and neighbours, including in terms of privacy, outlook, sunlight/daylight, avoidance of visual intrusion and noise and disturbance**
- l. **have regard to local traffic conditions and highway safety and ensure they are not adversely affected**
- m. **protect the quality, character, scale and skylines of sensitive areas and safeguard strategic and local views**
- n. **provide car parking in accordance with the standards in the London Plan**
- o. **ensure provision of public access through all major developments and areas of regeneration to ensure they are socially inclusive and accessible to all users**
- p. **ensure landscaping is an integral part of the overall design of all new developments and that landscaping proposals are submitted as part of planning applications**
- q. **have regard to the public realm and to ways in which it can be enhanced as an integral part of the design of the development**
- r. **ensure car parking has minimal impact on design and layout and avoid environments that are unduly dominated by cars**
- s. **make adequate provision for waste facilities, including recycling facilities, and to ensure that these are located (a) where they cause minimal adverse impact on the amenities of the local area, particularly sensitive areas like conservation areas and (b) where they can be adequately accessed and serviced**
- t. **avoid locating structures, including, e.g. telecommunications equipment, building plant, advertisements and signs where they will be visually intrusive and likely to result in an adverse effect on the character and visual amenities of the local and wider area**
- u. **optimise housing output consistent with the local context in accordance with London Plan policies**

In addition to the above requirements, the Council will have particular regard to the significant contribution that existing private residential gardens make to:

- v. **the Borough's suburban character and distinctive local context**
- w. **the provision of valuable private amenity space**
- x. **biodiversity and the natural and green environment**
- y. **reducing the impacts of flooding and climate change**

The Council will expect new development to ensure that trees that are important to the character of the area or covered by Tree Preservation Orders are not adversely affected. Where trees are to be lost through development the Council will normally require the planting of two specimens for each tree lost. The Council will refuse applications that adversely impact upon the leafy character of the Borough where commensurate appropriate replacement is not provided.

Further detailed guidance relating to residential developments will be included in the Residential Design SPD. The Borough's character and local context area is appraised in the Borough Character Study.

Policy DM 11

Design Approach

New developments (other than minor developments such as house extensions that do not have any visual impact on the streetscene) will be expected to be supported by a contextual statement that demonstrates a clear understanding and analysis of the local character of the area. The statement will also be expected to demonstrate how the new development will make a positive contribution to protecting and enhancing the local character of the area. The Council will resist any development that detrimentally affects the quality of the environment.

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.

6.67 Design policies take forward the overarching design policies set out in the London Plan, PPS1 and PPS5 in a way that reflects the Borough's distinctive character areas.

6.68 The Borough Character Study reveals that parts of the Borough are losing their distinctive character and identity. The public consultation responses reveal the importance that residents place on protecting and enhancing the character of the Borough. The policies seek to accommodate new development in a way that balances the need for a regulatory approach in areas where there is a need to protect distinctive characters (e.g. in conservation areas) with a more

pro-active, and in some cases, regeneration-led approach in areas of poorer quality. In the latter areas, the Council will play a pro-active partnership role in promoting and guiding change, in order to create a greater sense of place and reinforce identity. At the same time it has regard to the need to incorporate the sustainable design agenda and to create a socially inclusive environment, alongside architecture and urban design, in order to more closely meet Kingston Plan, London Plan and Core Strategy objectives.

6.69 Housing schemes will be formally assessed against Building for Life criteria. Building for Life is the national standard for well-designed homes and neighbourhoods.

6.70 The design quality of the public realm is an intrinsic part of the quality of the built environment, making a significant contribution to the setting of buildings, to the street scene, to the attractiveness, levels of usage, safety, security and general enjoyment of areas and to creating safe, well signposted and attractive linkages between places. The success of local shopping areas in particular can be strongly influenced by the quality and design cohesiveness of shop front design, canopies, signage and outdoor advertising, forecourt paving finishes, street furniture, lighting and tree planting, all of which add to their colour, vitality and general attractiveness. Detailed design guidance in the form of a public realm SPD will cover this topic and help to achieve the desired outcomes.

6.71 The findings of the Borough Character Study indicate that much of the loss of character and identity stems from the small householder-led developments, which suggests the need in some cases for a more focused design approach. Detailed supplementary guidance, including Design Guidance and Character Appraisals and Management Plans, using evidence amassed through the Borough Character Study and other character assessments can assist in identifying local design features which are important to the character and special interest of the Borough's heritage assets. In Conservation Areas where character assessments have been formally adopted by the Council as SPDs, these will guide the formulation and assessment of development

proposals. Where Conservation Area Appraisals have been undertaken they will be a material consideration in determining the appropriateness of new developments such as tall buildings or structures in sensitive heritage designated areas; tall buildings will not be considered appropriate in locations such as the edge of the Green Belt or MOL or in the middle of low density, low rise residential areas.

6.72 More detailed design guidance will be set out in Supplementary Planning Documents (SPD), which will include:

- Residential and Sustainability Design guidance (including standards such as amenity space standards)
- Updated shop fronts guidance
- Public Realm/Design of Streets to provide design guidance on matters such as safety and lighting of public areas and street furniture generally, including signs and advertisements, where the emphasis will be on reducing street clutter and improving visual amenities
- Guidance for tall buildings and key views based on a detailed urban design analysis

6.73 The Council will seek independent design advice from specialist groups on development proposals where appropriate.

Heritage

6.74 The Borough of Kingston upon Thames has a rich and distinguished history and has maintained a strong connection to its past, thus preserving its sense of place and deeply ingrained character.

6.75 There are five historic cores within the Borough:

- **Kingston Town** dates back to Saxon times and it boasts one of the best preserved medieval Market Places in South East England. Today, Kingston Town Centre flourishes on its Market Town roots as one of the best retail centres in South West London.
- **Surbiton Town** was formed around its railway station, which was built in 1838, and it quickly developed a reputation as a wealthy commuter suburb with good connections into Central London. Its 19th Century residential properties have retained their opulent character and form an important part of the St Andrew's Square and Victoria Avenue Conservation Areas.
- **Coombe** began its days as a period estate, and was developed around the three original aristocratic properties in the area, which were built by John Galsworthy. These were Coombe Warren, Coombe Leigh (now Coombe Ridge House Holy Cross Prep School) and Coombe Croft (now Rokeby School). The area is still predominantly residential, and is characterised by large homes in a leafy setting.
- **New Malden**, until 1836 was a stretch of open land with only the railway line passing through it. Its station opened in 1846, and

shortly after this, the houses around The Groves were built and New Malden developed as a religious, scholastic and artistic centre. The Plough Inn in New Malden was thought to have been an infamous haunt of highwaymen as it was a busy route into London. The notorious highwayman Jerry Abershawe is believed to have hidden his loot in a secret room in the pub.

- **Tolworth and Chessington** are shrouded in history, with archaeological sites located along the southeast boundary of the Borough. Tolworth Court is listed in the Domesday Book of 1066, and recent fieldwork has discovered that the remains of much of this estate lies untouched beneath the ground surface. The rural nature of this area lends itself well to the continued preservation of the archaeological remains.

6.76 The focus upon heritage-led regeneration is a driving force behind development within the Borough and the Council will encourage a positive contribution towards the local distinctiveness of its historic environment.

6.77 Kingston's heritage assets include the following categories:

1. Listed Buildings
2. Scheduled Ancient Monuments
3. Conservation Areas
4. Areas of Archaeological Significance
5. Key Views
6. Strategic Areas of Special Character
7. Local Areas of Special Character
8. Buildings of Townscape Merit (locally listed buildings)
9. Historic Parks and Gardens

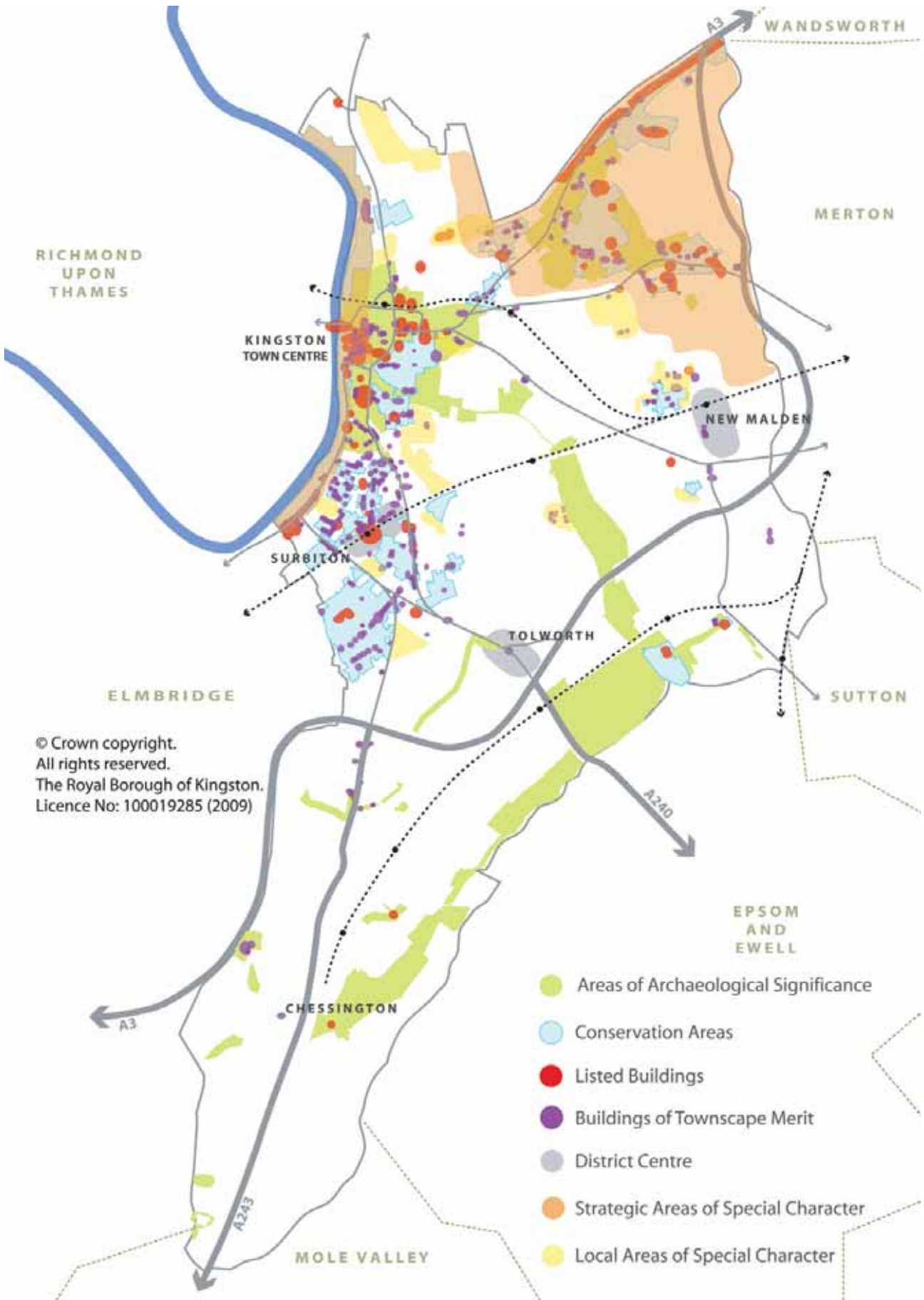


Figure 19 Heritage Assets

Policy DM 12**Development in Conservation Areas and Affecting Heritage Assets****The Council will:**

- a. **continue to identify, record and designate assets, and periodically review existing designated assets within the Borough that are considered to be of special historic significance in order to ensure that future development will preserve or enhance locally distinctive heritage assets. These records will be maintained in the form of a Historic Environment Record.**
- b. **preserve or enhance the existing heritage assets of the Borough through the promotion of high quality design and a focus on heritage-led regeneration**
- c. **allow alterations which preserve or enhance the established character and architectural interest of a heritage asset, its fabric or its setting**
- d. **ensure that development proposals affecting historic assets will use high quality materials and design features which incorporate or compliment those of the host building or the immediate area**
- e. **respect features of local importance and special interest through the consideration of form, scale, layout, and detailed designs of a site, area or streetscape**
- f. **seek the conservation and improvement of the natural and built historic environment which contribute to the character of the Borough's historic riverside setting**
- g. **where possible, provide access for all to encourage public enjoyment of the historic environment and Kingston's heritage assets**

6.78 As well as their historic and architectural interest, heritage assets are important and attractive features in the built environment. They attract tourists/visitors and contribute to the local economy, quality of life, health and wellbeing. There will always be a presumption in favour of development which encourages the re-use of or enhancement of heritage assets within the Borough.

6.79 Under national guidance, the Council is required to give special regard to the desirability of preserving all designated historic assets, their setting and any features of special architectural or historic interest which they possess. There is also a statutory duty to designate Conservation Areas and to

periodically review the designation of additional areas and to ensure that any new development will preserve or enhance their character and appearance.

6.80 The Borough will continue to work in partnership with English Heritage and seek support and professional guidance on the protection and enhancement of its heritage assets. In addition to its statutory duties, the Council will apply similar levels of protection to its locally designated heritage assets to ensure a high standard of design for all new development affecting the character or setting of its built, natural and archaeological historic environment.

6.81 New development should use opportunities to mitigate the impacts of climate change wherever possible. The historic environment can adjust to sympathetic changes without incurring significant damage to its fabric or setting. The Council will encourage a balance between the protection of the historic environment and improvement to energy efficiency wherever it is considered to be feasible, and has

been weighed against long term harm to a building or area's special or architectural interest.

6.82 The Council encourages early discussion where development proposals affect the historic environment, so as to ensure that a positive and pro-active strategy is adopted which would enhance the character and setting of the asset through a focus upon a high quality design and materials.

Monitoring and Performance	
Spatial Objectives:	
<p><u>Kingston Plan</u> 1- Tackle climate change, reduce our ecological footprint and 'reduce, reuse and recycle' 3- Protect and improve the quality of our local environment 7- Make communities safer</p> <p><u>Core Strategy</u> 1- Reduce greenhouse gas emissions and the impacts of climate change by delivering low carbon development in accessible locations, developing district heating networks when major new development is undertaken, and by working with partners to develop a climate change adaptation strategy to include reducing the heat island affect that especially affects Kingston Town Centre. 6- Safeguard the distinctive character of the Borough and promote a high quality environment and street scene by guiding development to areas with opportunities for growth and change, such as the town centres, employment areas and the three Key Areas of Change, and by ensuring that new development creates locally distinct places and high standards of design. 7- Conserve, manage and enhance Kingston's heritage assets which reflect its rich and distinguished history as a Royal Borough and promote heritage-led regeneration, ensuring new development is designed to enhance historic buildings and maintains their public access and enjoyment. 24- Promote good design of buildings and the public realm to meet the needs of a diverse community through suitable policies and guidance that deliver socially inclusive and accessible developments, recognising the anticipated changes to social characteristics within the Borough over the plan period.</p> <p><u>Sustainability Appraisal</u> 4- To provide a range of high quality housing that meets the needs of the community, accompanied by adequate supporting infrastructure. 10- To protect and where appropriate enhance the landscape, buildings, sites and features of archaeological, historical or architectural interest and their settings, promoting a high quality sense of place that is valued by those visiting, living and working in the area</p>	
Indicator	Target/Direction
MI21 - Housing Quality - Building for Life Assessments	Assessments to be carried out on all developments of 10+ units
MI22 - Good design practice, crime and the opportunities for crime	Number of S106 agreements seeking safety improvements/safety improvements to the public realm
MI23 - Public realm and private/communal amenity spaces	Increase number of public/private/community amenity spaces across the borough, particularly in residential developments and town centre locations
MI24 - Planning appeal decisions in respect of householder applications	Reduce number of 'allowed' appeal decisions

MI25 - Tree Preservation Orders	Increase number of Tree Preservation Orders
MI26 - Entries on the Heritage at Risk Register	Reduce the number of entries on the Heritage at Risk Register
MI27 - A positive improvement to the quality of the historic environment	Monitor the implementation of the Borough Character Study's findings
MI28 - Conservation Areas	Number of Conservation Areas
MI29 - % of Conservation Areas with an up to date character appraisal	Number of Conservation Areas with appraisals
Delivery Body(ies):	
RBK Planning, Private sector, English Heritage, national amenity bodies, Metropolitan Police	

Waste

6.83 There is general acknowledgement that the ways in which society manages its waste need to change. The traditional way of disposing of waste in landfill is no longer viable or sustainable. Landfill space is running out and methane emissions from landfill add to greenhouse gas emissions, contributing to climate change. In recognition of this, the EU Landfill Directive requires all Member states to reduce the amount of biodegradable municipal waste disposed to landfill to 75% of that produced in 1995 by 2010, 50% by 2013 and 35% by 2020.

6.84 The EU Waste Framework Directive also requires all Member states to identify a network of suitable sites to

facilitate the construction of modern waste management facilities which can recycle, compost and extract energy and heat from waste. In the UK, this requirement is supported by PPS10: 'Planning for Sustainable Waste Management' which requires local planning authorities to identify suitable sites and drive waste management up the waste hierarchy (reduction, re-use, recycling and then recovery), and looking to disposal as the last option. The planning system must enable timely provision of sufficient waste management facilities of the right type and in the right places having regard to the needs of the local community without endangering human health or harming the environment.

Policy CS 9

Waste Reduction and Management

The Council supports the objectives of sustainable waste management set out in national guidance (currently PPS10) and the London Plan and will identify the necessary capacity in collaboration with the neighbouring boroughs of Croydon, Merton and Sutton to maximise self-sufficiency in managing the waste generated within the four boroughs.

To achieve this the Council will:

- a. work with its partners across South London to prepare a Joint Waste DPD, which will identify locations suitable for waste management facilities to meet the London Plan apportionment and land use policies to support these
- b. be guided by the locational criteria provided in national guidance (currently PPS10) and the broad locations of Strategic Employment Locations, Local Employment Areas and existing Waste Management Sites identified in the London Plan in selecting suitable sites for waste management
- c. safeguard existing waste sites unless compensatory provision is made and support the redevelopment of existing sites to maximise their throughput
- d. set out arrangements for monitoring the changes in the stock of waste management facilities, waste arisings, and the amount of waste recycled, recovered and disposed of in the Joint Waste DPD
- e. exceed municipal waste recycling rates of 45% by 2015, 50% by 2020 and aspire to achieve 60% by 2031
- f. address waste as a resource, looking to disposal as the last option in line with the waste hierarchy
- g. require integrated, well-designed recycling facilities to be incorporated into all new developments, where appropriate to increase recycling

6.85 The Council has developed the South London Waste Plan with the neighbouring boroughs of Croydon, Merton and Sutton. The Waste Plan forms part of each borough's Local Development Framework and ensures that collectively, the boroughs meet the London Plan, national and EU requirements. Detailed planning policies for the assessment and delivery of new waste management facilities are set out in the South London Waste Plan.

6.86 Policy 5.16 of the London Plan sets an aim of managing the equivalent of 100% of London's waste within London by 2013 stating in Policy 5.17 that boroughs should identify sufficient land to provide capacity to manage their apportioned tonnages of waste. The South London Waste Plan sets out the detailed policies to deliver these policy aims in this part of London.

Monitoring and Performance
Spatial Objectives:
<p>Kingston Plan</p> <p>1- Tackle climate change, reduce our ecological footprint and 'reduce, reuse and recycle'</p>
<p>Core Strategy</p> <p>1- Reduce greenhouse gas emissions and the impacts of climate change by delivering low carbon development in accessible locations, developing district heating networks when major new development is undertaken, and by working with partners to develop a climate change adaptation strategy to include reducing the heat island affect that especially affects Kingston Town Centre.</p> <p>4- Promote sustainable waste management within the four borough waste partnership by preparing a Joint Waste Plan to identify suitable waste management sites to meet needs identified in the London Plan and policies to ensure high standards of development and to safeguard existing sites.</p> <p>23- Ensure that necessary infrastructure and facilities are provided to support new development by implementing an Infrastructure Delivery Plan with partners that identifies priorities, timescales and delivery mechanisms. The</p>

Council will work with developers to ensure that infrastructure needs generated by the proposals are secured including by developing a Community Infrastructure Levy.

Sustainability Appraisal

16- To promote sustainable waste management reducing the generation of waste and maximising re-use and recycling

Indicator	Target/Direction
MI30 - Reduce the amount of biodegradable municipal waste disposed to landfill to 75% of that produced in 1995 by 2010, 50% by 2013 and 35% by 2020	Reduction in line with national targets
MI31 - Waste per head	445kgs
MI32 - % of waste recycled	Municipal Waste - 45% Commercial/industrial Waste – 70%
Delivery Body(ies):	
RBK Planning, London Boroughs of Croydon, Merton and Sutton, Waste Management organisations, Private sector, Public sector	

Theme 2: Prosperous and Inclusive

Housing and Affordability

- 6.87** Typically, Kingston comprises low density residential suburbs of family houses with gardens, but there is also significant variety in character across the Borough from the high density Kingston Town Centre to the semi-rural areas in the South of the Borough. About 64% of the stock is houses and 36% flats, although recent completions comprise 87% flats and 13% houses. Owner occupation is the main form of tenure (71%), followed by privately rented housing (14%). There is a relatively small social housing sector compared to the London average, with Council and Housing Association housing making up around 12% of the stock.
- 6.88** The London Plan sets targets for the delivery of new homes on a borough-by-borough basis. The London Plan is clear that these targets should be seen as a minimum and boroughs should seek to exceed them. In a borough such as Kingston, this will be challenging, particularly given the dwindling numbers of large sites and the need to safeguard land for other uses such as employment, waste and community facilities.
- 6.89** The successful delivery of new houses is not just about getting the right numbers of homes built, it is also about ensuring that the housing delivered is of the right type to meet the different needs of those that require it. This can mean the type of housing (conventional homes, student accommodation, supported housing etc), the tenure of the housing (market or affordable), the size of the units, or the specification of the design (wheelchair units, lifetime homes etc).
- 6.90** In Kingston there is a particularly pressing need to increase the amount of affordable housing. That is housing which is accessible to those people whose incomes are insufficient to enable them to afford adequate housing locally on the open market. On average, just over 80 new build affordable units a year have been completed over the past five years. Yet, there remains a significant shortfall in the availability of affordable accommodation.
- 6.91** In addition to conventional self-contained flats and houses there are also a number of other types of accommodation that need to be planned for. This may include housing where an element of care is provided and staff may live on-site or, in the case of student accommodation, where facilities are shared. In the case of care homes and hostels they often provide essential accommodation for the most disadvantaged and vulnerable. The provision of sufficient 'other housing' can have the added benefit of relieving pressure on the conventional housing stock, particularly in the private rented sector.

Policy CS 10

Housing Delivery

The Council, with partners, will take full advantage of opportunities to deliver new housing and, in particular maximise the delivery of affordable housing. New housing should be delivered in the most sustainable locations, and with the associated infrastructure necessary to support it (see Section 7 for details of infrastructure requirements).

The Council will seek to meet and exceed the Borough's annual housing target as set out in the London Plan for the period 2012/13 to 2026/27. The current target is to achieve 375 new units a year.

	Conventional Supply	Non-self contained	Vacant Dwellings	Annual Target	Plan Period Target
The London Plan 2011	329	45	0	375	5625

The preferred locations for new housing are Kingston Town Centre, the three District Centres (Surbiton, Tolworth, New Malden), areas with the greatest Public Transport Accessibility Level (PTAL) and areas in need of improvement or renewal. Figure 20 shows the indicative location of the areas with the greatest capacity to deliver new housing. In principle, the Council has not identified a need to develop new housing on residential garden land.

The Council will seek to ensure that a broad mix of accommodation options are available to residents and that a range of local housing needs are met.

The Council will expect all new residential developments to positively contribute to the Borough's existing residential environment and character, in accordance with the Borough Character Study, while optimising housing output in line with London Plan density policies.

6.92 One of the key objectives of the Kingston Plan (the Borough's Community Plan) is to increase the supply of housing and its affordability. This is key to maintaining Kingston as a popular place to live.

6.93 The Borough's annual housing target is based on an assessment of the capacity of housing sites within the Borough. This was carried out as part of the London-wide Strategic Housing Land Availability Assessment/ Housing

Capacity Study 2009 (SHLAA/HCS), to which the Council contributed. The primary role of a SHLAA/HCS is to identify sites with potential for housing, consider their housing potential and assess when they are likely to be developed. The study estimates capacity from all sources, including large sites (over 0.25ha), small sites, changes of use, conversion and sub-division, as well as developments for non self-contained accommodation

such as managed student housing and long term vacant units coming back into use.

- 6.94** The targets derived from the SHLAA/HCS are long term targets, aggregated over a 15 year period, and it is expected the actual completion levels will vary year on year. Furthermore, the housing targets are likely to be subject to change over the period of the Core Strategy as part of the London Plan review process. Residential completion levels and any changes to the strategic housing target will be monitored as part of the Council's monitoring report.
- 6.95** The target is considered realistic and achievable over the period of the Core Strategy. A substantial amount of the Borough's housing capacity has already been identified as part of the Kingston Town Centre Area Action Plan (K+20), where the development of around 1000 new conventional units and 500 student bedrooms is expected.
- 6.96** The diagram and the table below outline the indicative location of the key sites identified as part of the SHLAA/HCS. These do not equate to allocations but give an indication of expected delivery across the Borough. Whilst the individual estimates of capacity are provisional the indicative figures suggest a combined capacity of around 2,320 new dwellings on these large sites.
- 6.97** Further detail on the other sites that the Council anticipates will come forward for residential redevelopment over the plan period can be found in the Housing Trajectory. This includes an estimate of capacity from as yet unidentified 'windfall' sites.
- 6.98** The capacity figures for each SHLAA site were derived using the Public Transport Accessibility Level (PTAL) of the site and the midpoint of the London Plan density matrix, discounts were then applied according to the constraints on the sites (e.g. risk of flooding, noise, site contamination etc). Residential back gardens and sites within the Green Belt and Metropolitan Open Land were automatically excluded from the study.
- 6.99** In addition to these sites, the Core Strategy has identified capacity for around 300 bedspaces as part of the Hogsmill Valley proposals (see Section 5)
- 6.100** In addition to the capacity on large sites, the SHLAA/HCS also identified, based on past trends, the amount of housing likely to come forward on small 'windfall' sites. This equates to around 40% of overall capacity. The five-year Land Supply shows that in the first five years of the Core Strategy the housing target can be met with minimal reliance on unidentified sites, however in later phases of the Core Strategy the reliance on windfall sites increases. Further detail on housing delivery is contained within the Council's monitoring report.
- 6.101** The Council's priority, as supported by national guidance, is to locate new development in areas with the greatest public transport accessibility, and to prioritise the development of Brownfield/ previously developed land ahead of Greenfield sites. In addition to these principles, it is key that new residential development (including its design and construction) avoids any significant or cumulative impact on European sites (including Special Areas of Conservation and Special Protection Areas).

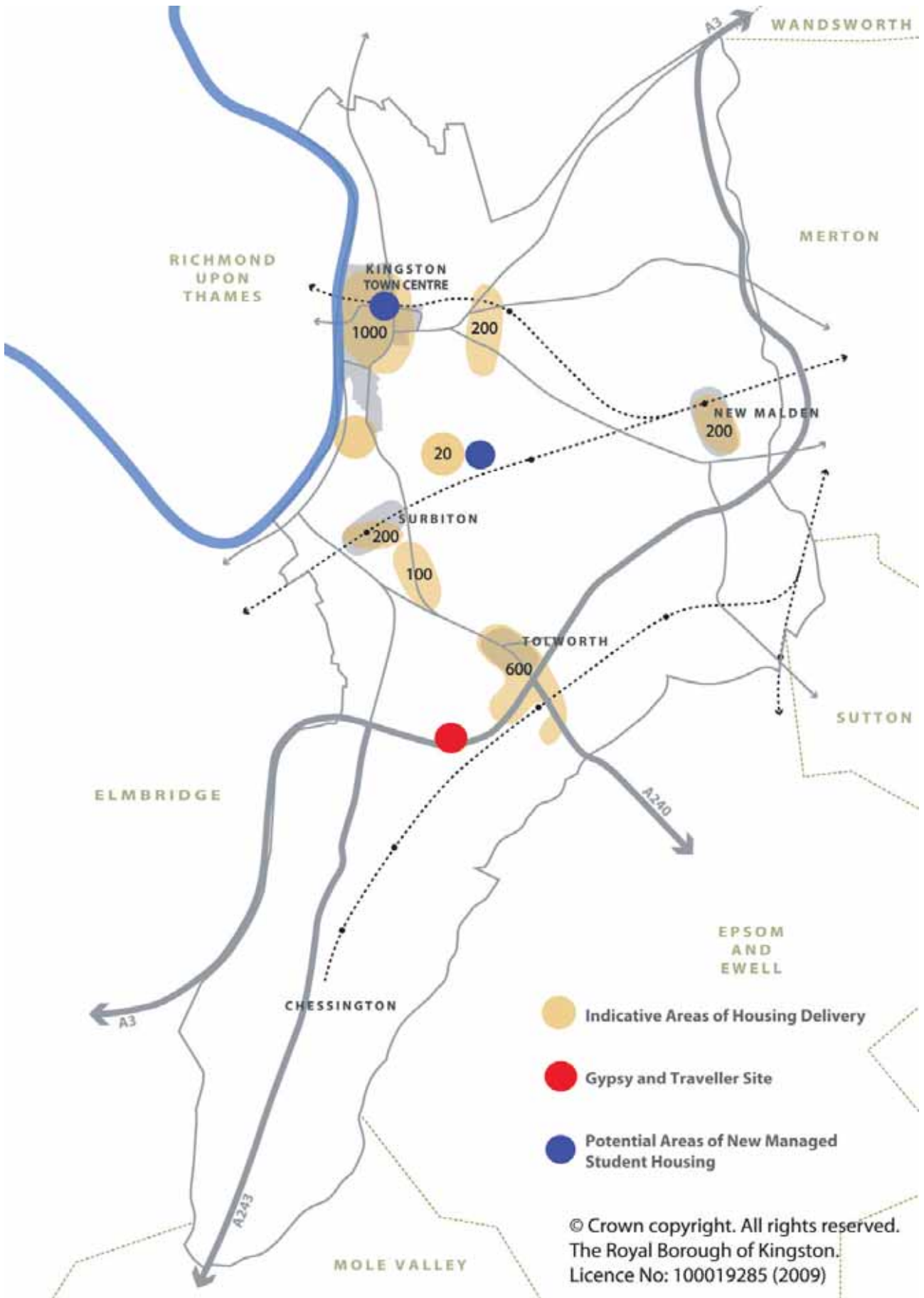


Figure 20 Key Housing Sites

Indicative Areas of Housing Delivery	Estimated Capacity	Significant Sites
Tolworth Area	600	Former Government Offices and sites within the District Centre
New Malden District Centre Area	200	Cocks Crescent and opportunities around the railway station
Surbiton District Centre Area	200	Surbiton Station Car Park
Ewell Road	100	Opportunities along Ewell Road
Villiers Road Area	20	Unigate Milk Depot
Norbiton Area	200	Opportunities along London Road and Cambridge Road
Kingston Town Centre Area	1000	Kingston Town Centre Area Action Plan (K+20) Proposal Sites
Total	2320	

Policy DM 13

Housing Quality and Mix

In order to ensure that the housing delivered is of high quality and the most appropriate type, the Council will expect proposals for new residential development to:

- a. **accord with the principles of good design, as set out in Policies CS8-DM11 and the Residential Design SPD, including the provision of appropriate amenity space and play space provision**
- b. **incorporate a mix of unit sizes and types and provide a minimum of 30% of dwellings as 3 or more bedroom units, unless it can be robustly demonstrated that this would be unsuitable or unviable. On sites particularly suited to larger family housing, this minimum figure should be exceeded.**
- c. **in accordance with London Plan policies, demonstrate that the scheme has been designed to provide adequate internal space appropriate to the intended number of occupants**
- d. **be built to the relevant sustainable design and construction standards in accordance with the requirements of Policy DM1**
- e. **be designed and built to 'Lifetime Homes' standards and ensure 10% of units are wheelchair accessible, or easily adaptable for residents who are wheelchair users**

In addition, the Council will:

- f. **encourage housing schemes to be assessed against Building for Life criteria**
- g. **in appropriate locations, encourage the delivery of a variety of residential accommodation, including purpose built, managed student housing (see policy CS15), affordable housing, specialist and supported housing**

Policy DM 14

Loss of Housing

The Council will resist the loss of existing accommodation (of all types) and, in particular, dwellings which are suitable for family accommodation. To protect existing family units that meet an identified need, the Council will, where necessary, limit the conversion of family units into houses in multiple occupation.

6.102 The London Plan requires boroughs to ensure that planning policies encourage the delivery of a range of housing options in terms of the size of units and the type of accommodation. A high proportion of recent residential schemes have been in the form of 1 and 2 bed flatted developments, raising concerns about the availability of family housing. Furthermore, the Borough's Strategic Housing Market Assessment (SHMA) identified a significant requirement for family housing over the lifetime of the Core Strategy. This need is unlikely to be met entirely through new build schemes as not all sites will be suitable, or allow for significant

amounts of family housing, therefore the council will give particular weight to the protection of existing family units.

6.103 The provision of specialist accommodation (including student housing, sheltered housing, staffed hostels and residential care homes) requires a partnership approach and the Council will expect developers to demonstrate that they have engaged with the appropriate organisations to ensure that new developments will meet identified need.

6.104 More detailed guidance on design requirements will be set out in a Residential Design Supplementary Planning Document.

Policy DM 15

Affordable Housing

The delivery of affordable housing is a key priority and the Council will seek to maximise its provision. To achieve this the Council will work with partners to:

- a. **seek to deliver at least 2,000 new affordable housing units over the period 2012/13 to 2026/27**
- b. **explore all opportunities to deliver new affordable units as part of new residential developments and encourage applications for 100% affordable schemes**

- c. **expect developments of 5 or more units, or sites capable of delivering 5 or more units, to provide the maximum reasonable amount of affordable housing, subject to viability considerations**
- **On sites of 10 or more units require 50% of the units to be provided as affordable housing**
 - **On sites of 5-10 units require the following:**
 - **5 units (1 Affordable unit)**
 - **6 units (1 Affordable unit)**
 - **7 units (2 Affordable units)**
 - **8 units (3 Affordable units)**
 - **9 units (4 Affordable units)**
 - **10 units (5 Affordable units)**
 - **Proposals departing from these requirements will be expected to justify any lower provision through the submission of a financial appraisal**
- d. **within the affordable housing element of new developments seek to achieve a 70:30 tenure split between Social/Affordable Rent and Intermediate provision**
- e. **expect the provision of affordable housing to be on-site. In the exceptional circumstances when it can be justified that this would not be viable or practical, and provision cannot be made on an alternative site, then the Council may accept a contribution or commuted sum towards either delivery on an alternative site or other affordable housing initiatives.**

6.105 The Council has produced a Strategic Housing Market Assessment (SHMA) which indicates that there is a significant need to increase the provision of affordable housing in the Borough. This is supported by an Affordable Housing Viability Study (AHVS).

6.106 Given the level of need identified in the SHMA, the Council wants to maximise the delivery of new affordable homes. This is clearly set out in the Kingston Plan (the Borough's Community Plan).

6.107 The London Plan and Planning Policy Statement 3: Housing (PPS3), require boroughs to plan for the provision of affordable housing. The London Plan suggests that boroughs should require a proportion of affordable housing on sites with a capacity of 10 or more units. However, in Kingston, the nature

and size of the sites that come forward for redevelopment means that a 10 unit policy threshold captures very few sites. In 2008/09 only 4% of the residential schemes given planning consent were for 10 or more units (and therefore expected to make a contribution towards the provision of affordable housing). A policy threshold of 5 units, would have increased the proportion of schemes on which the Council could have sought affordable housing to 21%.

6.108 On all sites with a capacity of 5 or more units, the Council will expect applicants to demonstrate (through an appraisal process) that any new development is maximising the provision of affordable housing of the type and size to meet identified need. Furthermore, the Council will seek to maximise the

provision of affordable housing on publicly owned land. The Council's Affordable Housing Viability Study supports this approach.

6.109 The Council will produce a Supplementary Planning Document (SPD) to support the implementation of this policy.

Policy DM 16

Gypsy and Traveller Sites

The Council will protect the existing authorised gypsy and traveller plots at the Swallow Park site, Hook Rise and work with sub regional partners to identify provision to accommodate additional plots. It is anticipated a Development Plan will be produced within the first half of the plan period to meet the needs of gypsies and travellers. Proposals for new sites should meet the following criteria:

- a. **have access to local services including shops, schools, GPs and other health services**
- b. **have good access to and from the public highway, bus routes and other transport modes**
- c. **not be located in areas of high flood risk**
- d. **not be located on contaminated land**

6.110 Given the limited land availability in the Borough, and the large areas of open land protected and designated as Metropolitan Open Land and Green Belt, opportunities for suitably located gypsy and traveller sites are limited. In order to meet the need for gypsy and traveller pitches within the Borough, the Council will firstly protect the Borough's authorised Gypsy and Traveller Site at Swallow Park in

Tolworth, which currently accommodates 15 pitches and is due to be upgraded and expanded to provide three additional pitches. Any applications for new sites should demonstrate that the above criteria can be met and that consideration has been given to the principles of good design (including adequate landscaping) in the layout of the site.

Monitoring and Performance
Spatial Objectives:
<p>Kingston Plan 6- Increase the supply of housing and its affordability.</p> <p>Core Strategy 5- Promote and improve sustainable forms of travel, including through travel awareness and travel planning to reduce the need for car use by locating trip generating development in accessible locations, especially Kingston Town Centre and the three District Centres; and by working with partners to improve orbital public transport to these centres and other key trip generators in the Borough, such as Kingston University, the Courts and Kingston Hospital that serve sub-regional catchments. 15- Maximise opportunities for housing with associated infrastructure to meet the London Plan borough housing target, whilst maintaining borough character by identifying suitable locations, providing guidance on suitable housing typologies and densities and working with housing providers to deliver new homes and specialist housing.</p>

16- Ensure the provision of an appropriate mix of dwelling sizes, types and tenures to help meet the full spectrum of local housing needs including first-time buyers, families, and students through higher density housing in Kingston Town Centre and the District Centres, and lower density in suburban areas, while protecting Swallow Park for Gypsies and Travellers. Affordable homes will be provided by partnership working and development management guidance.

23- Ensure that necessary infrastructure and facilities are provided to support new development by implementing an Infrastructure Delivery Plan with partners that identifies priorities, timescales and delivery mechanisms. The Council will work with developers to ensure that infrastructure needs generated by the proposals are secured including by developing a Community Infrastructure Levy.

24- Promote good design of buildings and the public realm to meet the needs of a diverse community through suitable policies and guidance that deliver socially inclusive and accessible developments, recognising the anticipated changes to social characteristics within the Borough over the plan period.

Sustainability Appraisal

1- To reduce poverty and social exclusion.

4- To provide a range of high quality housing that meets the needs of the community, accompanied by adequate supporting infrastructure.

7- To make the most efficient use of buildings and previously developed land (providing this does not harm biodiversity value) before Greenfield sites and safeguard soil quality and quantity.

Indicator	Target/Direction
MI33 - Housing targets for the plan period	2012/13-2026/27 5625 homes
MI34 - Net additional dwellings for the reporting year	375 per annum
MI35 - Net additional dwellings in future years	See Housing Trajectory
MI36 - New and converted dwellings on previously developed land	100% on Brownfield land
MI37 - Net additional pitches (Gypsies and Travellers)	Target to be determined through future Gypsy and Travellers DPD
MI38 - Gross affordable housing completions	2000 new units over the 2012/13 to 2026/27
MI39 - Housing Quality - Building for Life Assessments	Assessments to be carried out on all developments of 10+ units
MI40 - Intermediate and affordable rented dwellings as a % of total affordable completions	70:30
MI41 - Units designed to wheelchair standards as a % of housing completions	10% of new build dwellings
MI42 - Lifetime homes as a % of housing completions	100% of new build dwellings
Delivery Body(ies):	
RBK Planning, RBK Housing, Homes and Communities Agency (HCA), Registered Providers of Affordable Housing, Private Sector	

Economy and Employment

6.111 Overall, the Borough's economy provides around 72,000 jobs and has 12,000 self employed people ⁽⁶⁾. Its main strengths are in the retail, business services, public administration, education, health and social work sectors. Kingston Town Centre plays a key role in the local economy and is also one of London's most successful Metropolitan Town Centres. It is a popular regional shopping destination, attracting visitors from a wide catchment area covering south west London and Surrey. The Borough is also home to two Strategic Industrial Locations (SILs), which are located in the south of the Borough and seven Locally Significant Industrial Locations (LSISs) which are dispersed (See Figure 21). According to the London Plan (2011) the SILs in the Borough involve two types of area. Chessington Industrial Estate is classified as a Preferred Industrial Location (PIL) while Barwell Business Park is classified as an Industrial Business Park (IBP). The business base is dominated by micro-businesses (1-10 employees). However, larger companies and organisations such as Kingston Council, Surrey County Council, Kingston Hospital and Kingston University are more significant in terms of overall employment.

6.112 The skills base of residents is centred on managerial, professional and associated occupations, but there is a

high proportion of lower level jobs in the Borough compared to the resident's skill base. This imbalance results in a high proportion of residents commuting out of the Borough to work and a high proportion of jobs in the Borough being filled by workers living outside the Borough and commuting in.

6.113 The Employment Land Review (2008) which forms part of the evidence base, plus Core Strategy consultations have highlighted the following issues:

- realising the Borough's employment growth potential especially in expanding sectors such as environmental and creative industries and tourism
- directing sustainable economic growth to accessible key locations
- providing the premises and infrastructure necessary for business start ups
- accommodating homeworking and the increase in home based businesses
- reversing the decline of some Local Centres
- supporting links between higher and further education and the development of the local economy
- providing support to residents so they can gain access to employment opportunities

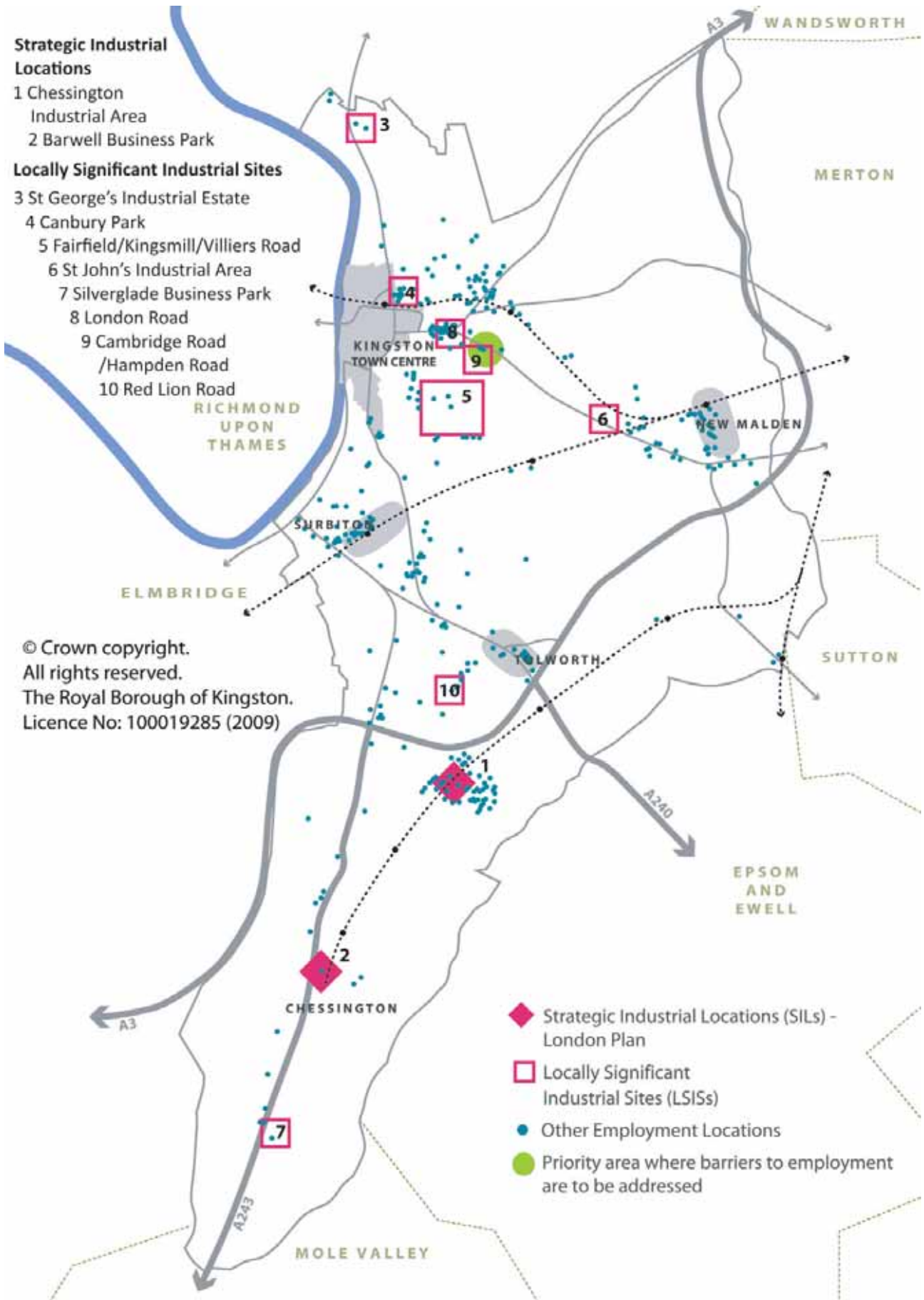


Figure 21 Economy and Employment

Policy CS 11

Economy and Employment

With its partners the Council will:

- a. build on the economic strengths of the Borough by promoting the development of a diverse and flourishing economy and ensuring that land and premises are available for both traditional industrial and office based employment activities (B1, B2 and B8 uses)
- b. promote the redevelopment, renewal and modernisation of existing office stock (which may include integrating office space and residential uses into mixed use developments)
- c. promote other key employment sectors such as retail, financial and legal services, leisure, culture, health, education, public administration and tourism and ensure that land and premises and appropriate infrastructure are available for these activities also

Where appropriate, the Council will support the:

- d. provision of flexible business space to meet the diverse needs of start up, micro, small and medium sized enterprises (SMEs) including new and emerging sectors, e.g. green industries
- e. provision of local employment opportunities suitable for all residents, particularly those who face barriers to employment, for example, through social enterprise, especially in the vicinity of the Cambridge Estate in Norbiton
- f. development of education, including schools, Kingston University, Kingston College, Hillcroft College, Kingston Adult Education Centres and other initiatives to improve the training and skills base
- g. development of health and community facilities that provide employment opportunities (also see Policies CS13, CS14 and CS16)
- h. development of the community, voluntary and social enterprise sector
- i. provision of affordable childcare and other community support
- j. use of sustainable transport as a measure to support the economy and employment. In accordance with current national and regional guidance, the Council will also support new and improved visitor accommodation/hotels and attractions in Kingston Town Centre and Chessington World of Adventures. Furthermore, the enhancement and increased accessibility to the Borough's heritage assets and its history, as well as the sustainable development of opportunities along the River Thames will be explored.
- k. provision of car parking for shops in Local Centres

Policy DM 17

Protecting Existing Employment Land and Premises

The Council will protect all employment land and premises in the following broad locations:

- A. **KINGSTON TOWN CENTRE** - to develop its role as a successful, sustainable Metropolitan Centre through the implementation of the Kingston Town Centre Area Action Plan (K+20)
- B. **SURBITON, NEW MALDEN AND TOLWORTH DISTRICT CENTRES** - to enhance their vitality and viability and promote employment growth through regeneration initiatives including new and improved facilities, improvements to the quality of the office stock, access and public realm
- C. **LOCAL CENTRES** - to protect, manage and enhance them so they continue to provide locally accessible goods, services and employment
- D. **INDUSTRIAL/BUSINESS AREAS** - the Borough's Strategic Industrial Locations (SILs) comprise Chessington Industrial Area and Barwell Business Park. The Locally Significant Industrial Sites (LSISs) comprise:
 - Canbury Park
 - Fairfield Trade Park/Kingsmill Business Park/Villiers Road Waste Transfer Facility
 - St. George's Industrial Estate
 - London Road (east of Kingston Town Centre)
 - Cambridge Road/Hampden Road
 - St. John's Industrial Area
 - Silverglade Business Park
 - Red Lion Road

Together the SILs and LSISs form the main supply of industrial/business land and will be protected for B1, B2 and B8 uses and other uses of an industrial and employment nature (excluding retail).

- E. **OTHER EMPLOYMENT LOCATIONS** - all employment premises not set out in A-D above will be protected for employment uses to meet business needs and provide employment

Alternative uses will not be acceptable within the areas A-E above unless it has been demonstrated by sound evidence and rigorous marketing over a number of years (up to two years) that there is no quantitative or qualitative need for a range of employment uses. Further detail on this issue can be found in the GLA's Industrial Capacity SPG (2008) para. 4.13.

Mixed use development schemes should not result in a net loss of employment capacity (floorspace and/or land) and should not compromise the viability of the site and/or its surroundings for employment purposes.

Residential use within mixed use schemes will not be appropriate where it would be incompatible with established employment uses, or prejudicial to the site's continued operation for employment purposes.

Policy DM 18

New Employment Uses

The Council will:

- a. **consider applications for new employment development (of an appropriate scale) in designated employment locations favourably**
- b. **ensure that any applications for new employment development (outside designated employment locations) are of an appropriate scale and have been planned positively in order to minimise any negative impacts on:**
 - **climate change**
 - **pollution**
 - **transport accessibility**
 - **design and character**
 - **the amenity of surrounding residents**
 - **current regeneration projects**
 - **local employment**
- c. **ensure that any applications for new employment development, outside designated areas, demonstrate the application of the sequential approach and/or provide an impact assessment as outlined in national guidance (currently PPS4, Policy EC14).**

6.114 Maintaining and developing a sustainable local economy that is accessible to all residents is a key theme of the Kingston Plan. It is also consistent with national and regional guidance in that it seeks strong and diverse economic growth in town centres, industrial and business parks and other suburban areas. For economic and sustainability reasons it is important to ensure there is sufficient land and premises available to meet business needs, as well as provide a

range of rewarding employment opportunities for residents to increase choice and reduce the need to commute out of the Borough to work. The Council's aim to redevelop, renew and modernise existing office stock and integrate office space and residential uses into mixed use developments is consistent with the sentiments of the London Plan (2011). Employment generating developments will be brought forward in the following ways:

- by redevelopment, renewal and modernisation of premises within designated employment areas and within District Centres
- on sites within the Kingston Town Centre Area Action Plan (K+20)
- development on scattered employment sites

6.115 The LDF delivery Plan will provide detail on the additional mechanisms to bring forward economic proposals by:

- pro-active development management processes regarding pre-application discussions with developers
- SPDs and or site briefs for identified "opportunity sites"

6.116 To aid economic and social well-being, the Council will support the expansion of employment growth sectors such as higher and further education, health, judicial and other public services. The Council will also support initiatives to improve skills, job and advancement prospects for residents through integrated support and training opportunities which will enhance the local skills base. This is especially important for residents who face barriers to employment, including those in areas of higher unemployment and deprivation, those with health disabilities and poor access to affordable childcare. Such initiatives may also include support for working from home and related business support and childcare which will help to increase opportunities for disadvantaged groups.

6.117 The Council's decision to promote the growth and development of Kingston Town Centre is a key objective of the Kingston Town Centre Area Action Plan (K+20) and will provide for business and employment needs as well as a wide range of town centre activities (retail, business, education, culture,

public services, leisure, entertainment). Further opportunities for employment and development growth in leisure and tourism have also been identified in the London Plan (2011). Besides the Town Centre, Kingston's other centres play a vital role in achieving a sustainable economy. In line with objectives set out in national guidance, the District Centres can be made more competitive by planning for a diverse retail mix and improving provision for offices, leisure, cultural and other activities. In so doing, residents' needs can be better met and a greater range of employment opportunities can be achieved. With respect to Local Centres and local shops, their role in providing day-to-day goods and services, as well as local employment is vital, particularly for residents in the south of the Borough (where there is no dedicated District Centre) and those who have limited access to larger centres.

6.118 The Borough has a relatively limited supply of industrial/business land and the findings of the Employment Land Review (2008) indicate that there is sufficient justification to retain such land in business and industrial use. This is consistent with the Mayor's policy of "restrictive transfer" for Kingston, where changes of use or redevelopment to other uses should be restricted (London Plan 2011). Individual industrial employment sites can also provide small, flexible and affordable premises to meet the needs of Small and Medium sized Enterprises (SMEs). SMEs are important as they provide local employment and services and can assist local businesses and supply chains. Such sites/areas will be safeguarded from redevelopment for often higher value residential use and designated as "Other Employment Locations".

6.119 The Red Lion Road LSIS has associated access and road traffic safety issues that requires further consideration and guidance. It is proposed to prepare a site brief as a Supplementary Planning Document to ensure that these matters are addressed.

6.120 Tourism is a key driver in London's economy, providing significant employment and visitor spending. For these reasons, visitor activity (tourists on holiday, business visitors, people visiting friends and relatives, shopping, leisure and other attractions, e.g. the University) is important. The Borough is well placed to capitalise on tourism, in view of its mix of historic and modern attractions, proximity to the River Thames, Royal Parks and Palaces (e.g. Hampton Court and Richmond Park) and a long history of Royal connections. In accordance with the Borough's Cultural Strategy (2008-2012) and regional guidance, the Council will promote tourism through a range of measures. These include new and improved visitor accommodation and attractions, especially in Kingston Town Centre and

at Chessington World of Adventures which will help to maximise the economic, social and educational benefits of tourism and help diversify the local economy. (At Chessington World of Adventures, it is important to ensure that new and improved visitor attractions are provided within the Major Developed Site (MDS) boundary.)

6.121 The Council recognises the importance of promoting appropriate infrastructure, including sustainable transport and car parking to support the local economy. With regards to the retail sector, sufficient car parking is seen as particularly important. In the context of Local Centres, The Local Centres' Study (2009) states that adequate parking provision, ideally separated from the highway, is a key determinant of a successful centre. However, the provision of parking for Local Centres has to be assessed on a case-by-case basis to ensure it does not compromise other transport objectives, particularly the need to maintain traffic flow on main roads and ensure safety for all road users.

Monitoring and Performance
Spatial Objectives:
<p>Kingston Plan 2- Ensure the sustainable development of our borough 4- Sustain and share economic prosperity</p> <p>Core Strategy 10- Maintain Kingston's position as a successful Metropolitan and Sub-regional Centre by providing a range of employment opportunities, education and community facilities, cultural, leisure and shopping attractions and new homes, through the implementation of the Kingston Town Centre Area Action Plan (K+20). 11- Maintain and improve the vitality and viability of Kingston's three District Centres and 25 Local Shopping Centres by designating these centres as the focus for new and improved facilities which support economic growth and regeneration. 12- Ensure that there is sufficient and appropriately located industrial land and buildings to support economic prosperity by building on the Borough's economic strengths to promote a diverse and flourishing economy and by designating the main employment areas and town centres as locations for employment use. 13- Support improvements to the quality of facilities for Higher and Further Education and the provision of additional student accommodation by partnership working with Kingston University and College to recognise their economic and cultural contributions, and to identify suitable policies/sites for their future growth.</p>

<p>14- Promote tourism and increase visitor accommodation and enhance/improve visitor attractions particularly in Kingston Town Centre and along the River Thames and at Chessington World of Adventures, by working with partners and supporting investment and new facilities.</p> <p>21- Promote a wide range of actions and measures to diversify and improve cultural, leisure and recreation facilities by working with partners to identify suitable facilities and locate developments where they are accessible, particularly Kingston Town Centre, New Malden, Surbiton and Tolworth District Centres.</p> <p>Sustainability Appraisal</p> <p>1- To reduce poverty and social exclusion</p> <p>3- To promote accessibility to a range of services and facilities to meet the needs of all sectors of the community</p> <p>6- To improve the education and skills of the population</p> <p>7- To make the most efficient use of buildings and previously developed land (providing this does not harm its biodiversity value) before Greenfield sites and safeguard soil quality and quantity</p> <p>8- To reduce the need to travel and promote modes of travel other than the car</p> <p>17- To provide jobs with a diverse range of employment opportunities</p> <p>18- To encourage a strong, stable economy with sustained growth from inward and indigenous investment</p> <p>19- To foster a strong tourism industry</p>	
Indicator	Target/Direction
MI43 - Total amount of additional employment floorspace - by type	Restrict loss of B1/B2/B8 floorspace in designated employment/business/warehouse areas over the life of the plan (from 2012 base year)
MI44 - Total amount of completed employment floorspace on previously developed land	100% of new employment floorspace to be completed on previously developed land
MI45 - Employment land available by type	Restrict loss of B1/B2/B8 floorspace in designated employment/business/warehouse areas over the life of the plan (from 2012 base year)
MI46 - Total amount of floorspace for "town centre uses" within: i) town centres and ii) the borough	Monitor and review total amount of floorspace for "town centre uses" over the life of the plan in both the town centre and the whole Borough (from 2012 base year)
MI47 - Hotel bedrooms	Increase in number of hotel bedrooms (from 2012 base year over the life of the plan)
Delivery Body(ies):	
RBK Planning, RBK Partnerships and Regeneration, Private sector, Public sector	

Retail and Town Centres

6.122 The Borough's retail hierarchy comprises Kingston Town Centre, three District Centres (New Malden, Surbiton and Tolworth) and 25 Local Centres (See Figure 22).

6.123 As indicated in Paragraph 6.111 Kingston is one of London's most successful Metropolitan town centres and is a popular regional shopping

destination, attracting around 18 million visitors a year from a wide catchment area.

6.124 The three District Centres supplement the role of Kingston Town Centre, providing a valuable range of "walk to" shops and services for their local communities. Each has its own individual character. New Malden is home to the largest expatriate Korean community in Europe. This is reflected

by the ethnic food stores and restaurants found on the High Street. It also has its own small department store, Tudor Williams. In contrast, Surbiton has a strong village feel, aside from its reputation as being a popular home for commuters. It is well known for its bars and restaurants, particularly in the Maple Road area and has successfully begun hosting a regular Farmer's Market. Tolworth is the smallest of the three District Centres. Like New Malden, it features ethnic grocers, but those in Tolworth represent the wider Asian communities. The Broadway is dominated by the iconic Tolworth Tower, an office block designed by the late Richard Seifert. It is also home to local radio station, Radio Jackie.

6.125 Local Centres in Kingston provide day-to-day goods and services. They are especially important to residents in the south of the Borough where there is no dedicated District Centre. Recent studies reveal that 25% of households use Local Centres for their main weekly food shop, particularly those who have limited access to larger centres.

6.126 Despite the positive attributes of Kingston's retail provision and its town centres, the Council recognises the importance of addressing areas for improvement. For instance, in Surbiton and Tolworth, initiatives have already begun to upgrade the public realm (see the Tolworth Strategy and the Surbiton Town Centre Public Realm Improvement Strategy). In addition, Tolworth has been identified as one of the three Key Areas of Change in the

Core Strategy. This means that it will be an area where improvements are focused and promoted to benefit local and wider needs.

6.127 The following policies, however, are specifically intended to address issues outlined in recent evidence base studies and the feedback received in previous Core Strategy consultations.

6.128 For example, over recent years, there has been a recorded decrease in the proportion of retail in the primary shopping frontages of the District Centres. In some cases this had led to an over proliferation of certain uses and a decrease in the quality of facilities. With regards to food shopping, the Comparison and Convenience Catchment Statistics Report (2009) identified a significant outflow of expenditure from New Malden and Tolworth District Centres. In addition, the Retail Study Update (2010) flagged future need for food shopping floorspace, particularly in the south of the Borough. In terms of Local Centres, the loss of retail units to housing (e.g. Kingston Road East and Kings Road) has adversely affected their diversity of uses, created disjointed parades and thereby limited their success. Finally, local convenience shop deficiency areas (areas not within a 5 minute/400m distance of a local food shop) currently affect one third of Borough's households. This means that a significant proportion of residents have difficulty in accessing day to day goods, unless they are able to travel beyond their immediate locality.

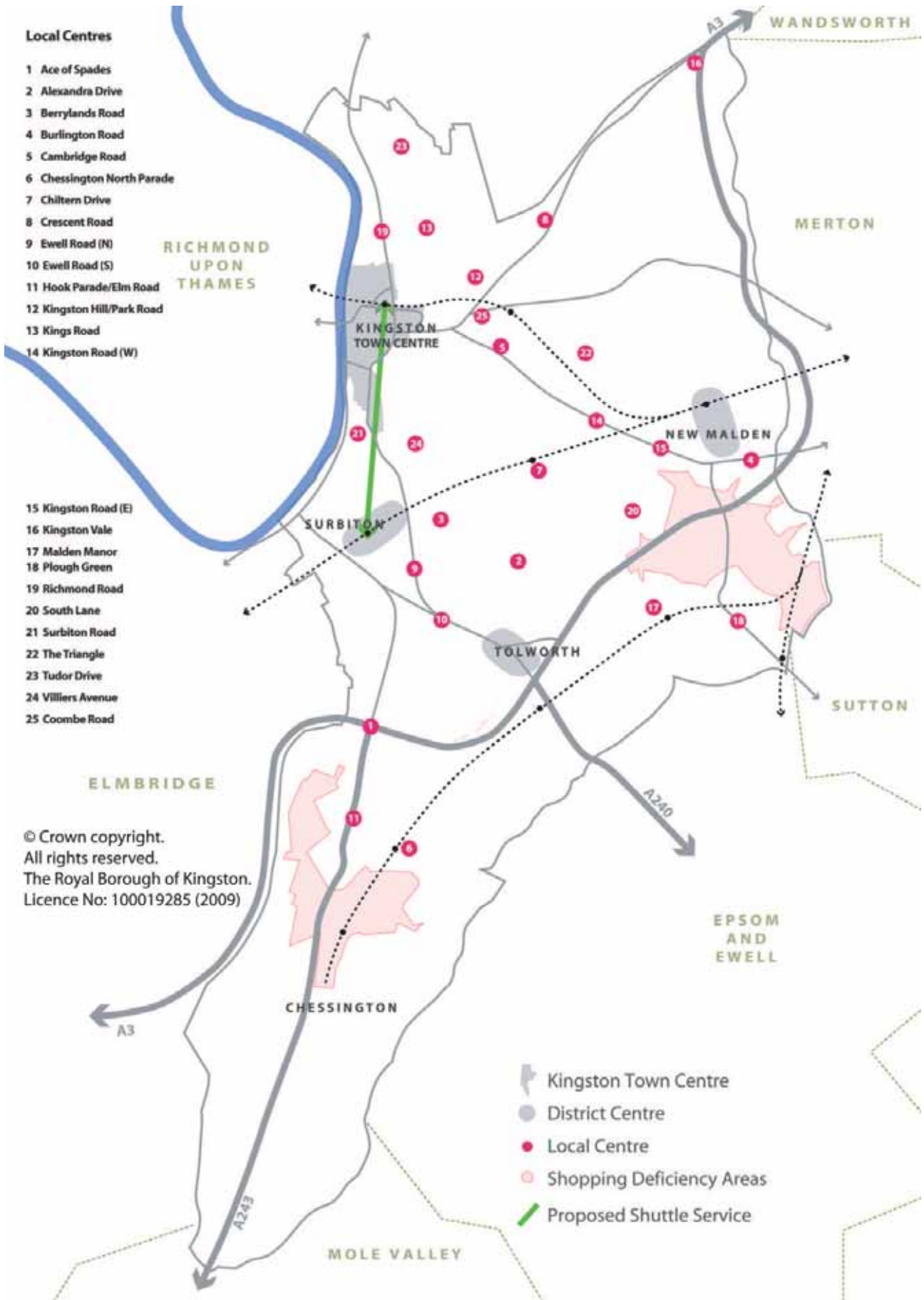


Figure 22 Retail and Town Centres

Policy CS 12

Retail and Town Centres

The Council will:

- a. **maintain and enhance the attractive and distinctive character of Kingston Town Centre and its role as a sustainable Metropolitan Centre, through the implementation of the Kingston Town Centre Area Action Plan (K+20)**
- b. **seek to enhance the vitality and viability of New Malden, Surbiton and Tolworth District Centres so that they complement the role of Kingston Town Centre and remain the focus for "walk to" services, shopping and other town centre uses of an appropriate scale for the size of the centre, e.g. business and employment, culture, community uses, entertainment, farmers and street markets, policing, leisure and housing (including affordable housing), and continue to provide employment opportunities**
- c. **seek to protect and enhance Local Centres (as designated on the LDF Proposals Map) and local convenience shops so that they continue to provide locally accessible goods and services. Units must be of a suitable scale for:**
 - i. **the size of the centre and**
 - ii. **the catchment area and**
 - iii. **employment opportunities**
- d. **update the Local Centres' Study (2009) and explore how to improve local shopping provision in residential areas with the greatest deficiency (Areas 6 and 7 outlined in the Local Centre's Study (2009))**
- e. **conduct regular town centre healthchecks**
- f. **promote shopmobility schemes**

Policy DM 19

Protecting Existing Retail Uses

The Council will:

- a. **retain shopping frontages in the District Centres (as designated on the LDF Proposals Map) predominantly for retail use, so that they continue to provide locally accessible goods and services and employment opportunities of a suitable scale for the size of the centre and or catchment area. Applications for change of use that would threaten the predominance of A1 uses will be resisted.**
- b. **support local shops and resist their loss (particularly convenience shops) in Local Centres and outside designated centres**

Policy DM 20

New Retail Development

The Council will:

- a. **consider applications for new retail development in designated centres favourably, in order to meet identified future needs and ensure accessibility by sustainable transport**
- b. **support the co-location of retail and community facilities in appropriate locations (see Policy CS16)**
- c. **ensure that any applications for new retail development are of an appropriate scale and have been planned positively in order to minimise any negative impacts on:**
 - **climate change**
 - **pollution**
 - **transport accessibility**
 - **design and character**
 - **the amenity of surrounding residents**
 - **current regeneration projects**
 - **local employment**
- d. **ensure that any applications for new retail development where relevant, demonstrate the application of the sequential approach and provide an impact assessment as outlined in national guidance (currently PPS4, Policy EC14)**

6.129 In order that Kingston Town Centre remains strong, competitive and retains its metropolitan status, it is important that the Kingston Town Centre Area Action Plan (K+20) is implemented effectively. Not only does it contain detailed policies and strategies that manage development within the area, but identifies proposal sites for future development.

6.130 So that the District Centres support Kingston Town Centre and perform successfully in their own right, whilst meeting the needs of residents, the Council aims to apply a number of measures (e.g. promoting Shopmobility schemes). These will be supported by improved partnership working with developers, land and property owners

and the local community (an approach adopted by the Tolworth Strategy and the Surbiton Public Realm Improvement Strategy). One of the main objectives for the District Centres is to enhance them so that the diversity and quality of shopping facilities is improved. This in part helps meet one of the main objectives of the Kingston Plan. By retaining a predominance of A1 uses and encouraging a diversity of other uses, New Malden, Surbiton and Tolworth's vitality and viability will be enhanced. This way forward is reinforced by national and regional guidance.

6.131 The protection and enhancement of Local Centres and local shops can be justified by their key role in serving

Kingston's residents, particularly in the south of the Borough. As discussed above, because there is no dedicated District Centre in the south of the Borough and due to the significant number of Borough households using their services for their main weekly food shop, Local Centres are vitally important. The protection and enhancement of Local Centres and local shops concurs with regional and national guidance and evidence highlighted in the Local Centres' Study (2009) and the Retail Study Update (2010). To ensure the continued success of Local Centres, their health will be assessed in an updated Local Centres' Study during the life of the Plan. The document will also explore how to improve local shopping provision in residential areas with the greatest deficiency (Areas 6 and 7 outlined in the Local Centre's Study (2009)).

6.132 With respect to new retail development, the application of the "town centre first" approach and any impact assessment requirements (currently outlined in PPS4 Policy EC14) will ensure that the location, scale and accessibility of new retail is appropriate and does not adversely affect the success of existing centres, or Kingston's unique character. In addition, co-locating retail and community facilities across the Borough will improve accessibility and reduce the need for residents to travel, while the co-location of some facilities and services will increase the effective use of resources, encourage joined-up service delivery and shared maintenance and management costs.

6.133 Over the life of the Plan the Council will conduct regular healthchecks for Kingston's town centres. This will allow their success to be monitored and quickly highlight any issues that need to be addressed.

Monitoring and Performance
Spatial Objectives:
<p>Kingston Plan</p> <p>2- Ensure the sustainable development of our borough and the promotion of sustainable transport</p> <p>4- Sustain and share economic prosperity</p> <p>Core Strategy</p> <p>10- Maintain Kingston's position as a successful Metropolitan and Sub-regional Centre by providing a range of employment opportunities, education and community facilities, cultural, leisure and shopping attractions and new homes, through the implementation of the Kingston Town Centre Area Action Plan (K+20).</p> <p>11- Maintain and improve the vitality and viability of Kingston's three District Centres and 25 Local Shopping Centres by designating these centres as the focus for new and improved facilities which support economic growth and regeneration.</p> <p>12- Ensure that there is sufficient and appropriately located industrial land and buildings to support economic prosperity by building on the Borough's economic strengths to promote a diverse and flourishing economy and by designating the main employment areas and town centres as locations for employment use.</p> <p>13- Support improvements to the quality of facilities for Higher and Further Education and the provision of additional student accommodation by partnership working with Kingston University and College to recognise their economic and cultural contributions, and to identify suitable policies/sites for their future growth.</p> <p>14- Promote tourism and increase visitor accommodation and enhance/improve visitor attractions particularly in Kingston Town Centre and along the River Thames and at Chessington World of Adventures, by working with partners and supporting investment and new facilities.</p> <p>21- Promote a wide range of actions and measures to diversify and improve cultural, leisure and recreation facilities by working with partners to identify suitable facilities and locate developments where they are accessible, particularly Kingston Town Centre, New Malden, Surbiton and Tolworth District Centres.</p> <p>Sustainability Appraisal</p> <p>1- To reduce poverty and social exclusion</p>

<p>3- To promote accessibility to a range of services and facilities to meet the needs of all sectors of the community</p> <p>7- To make the most efficient use of buildings and previously developed land (providing this does not harm its biodiversity value) before Greenfield sites and safeguard soil quality and quantity</p> <p>8- To reduce the need to travel and promote modes of travel other than the car</p> <p>17- To provide jobs with a diverse range of employment opportunities</p> <p>18- To encourage a strong, stable economy with sustained growth from inward and indigenous investment</p> <p>19- To foster a strong tourism industry</p>	
Indicator	Target/Direction
MI48 - Total amount of floorspace for "town centre uses" within: i) town centres and ii) the borough	Increase total amount of floorspace for "town centre uses" over the life of the plan in both the town centre and the whole Borough (from 2012 base year)
MI49 - A1 uses in the District Centres' shopping frontages	% of A1 uses in the District Centres shopping frontages
MI50 - A1 uses in Local Centres and outside designated centres	% of A1 uses lost within Local Centres and outside designated centres
MI51 - Diversity of uses in Local Centres	% of town centre uses in Local Centres (by Centre)
Delivery Body(ies):	
RBK Planning, RBK Partnerships and Regeneration, Private sector, Public sector	

Theme 3: Safe, Healthy and Strong

Healthy and Safer Communities

6.134 Health and well-being is a cross-cutting theme and planning policies can help to influence determinants of health. A good environment is fundamental to good health and can contribute to public health objectives. Sustainable travel, design quality of new housing, access to employment and training, food access (e.g. to fast food outlets, allotments), pollution and links to climate change and reducing crime and fear of crime are among options for interventions to improve health and well-being. Responsibility for achieving positive outcomes in health and well-being is shared between NHS Kingston, the Council and its partners.

6.135 Of the 1,076 deaths in Kingston in 2008:

- 344 (32%) were due to Circulatory disease (including coronary heart and stroke)
- 295 (27%) were due to Cancer

- 174 (16%) were due to Respiratory disease (cases of pneumonia amongst women in the Borough are significantly higher than the regional and national average)
- Suicide and accidents accounted for a further 34 (3%) deaths
- The most common single cause of all age deaths in men was heart disease (14%), followed by cancer of the digestive system (9.5%), pneumonia (6.5%) and cerebrovascular disease (mainly strokes) (4.3%) and cancer of the trachea, bronchus and lung (4.3%)
- The largest single cause of all age deaths in women was heart disease (13%), followed by cerebrovascular disease (mainly strokes) (10.1%), pneumonia (9.8%), breast cancer (4.5%) and respiratory diseases (4.5%)

(Source: JSNA Core Data Set)

Area	Men	Women
	Life-Expectancy At Birth (Years)	Life-Expectancy At Birth (Years)
England & Wales	77.8	82.0
London	78.2	82.7
Kingston Upon Thames	80.0	83.3

6.136 Improvements are required to GP and other health premises throughout the Borough to meet standards for space and facilities. Over half of the 27 GP practice locations (accommodating 33 practices, which vary greatly in size) are too small and/or not suitable for adaptation, which has significant spatial

implications (See Figure 23). There is also increased potential to improve access to NHS dental services. Although there are 25 dental practices in Kingston, there is insufficient correlation between their location and where most local people live. The dental health of some children in

Kingston gives cause for concern as they have a high level of tooth disease. Community pharmacists and optometrists also play vital roles in maintaining the health of the local population and there is a need to enhance their provision and integrate them with other NHS services.

- 6.137** There are marked health inequalities and disparities in the Borough caused by socio-economic and lifestyle factors and these, together with demographic changes need to be addressed. Norbiton has the highest number of people dying under the age of 75 (mainly due to heart disease in the case of men and lung cancer for women) compared to Coombe Vale which has the lowest number. The Cambridge Road Estates in Norbiton ward lie in the top 10-20% category of the most deprived wards nationally where residents have a life expectancy that is around five years shorter than that for residents living in the most affluent areas in the Borough ⁽⁸⁾. Although the gap is low in comparison with other London health authorities, the existence of a gap in life expectancy in both males and females indicates that the disadvantaged communities of Kingston are experiencing health inequalities and this has a disproportionate impact upon the health outcomes of a condition.
- 6.138** There is also a need to respond to the special healthcare needs of the increasing black and ethnic minority

(BME) population and the health needs of students studying or living in Kingston (including overseas students); to address increasing rates of obesity, particularly among children aged 5-11; to control the spread of sexually transmitted diseases which have increased markedly in recent years; to reduce the higher rate of alcohol specific admissions to hospital for under-18 year olds compared to other London boroughs and to address excessive alcohol consumption in general; to address the year-on-year increase in tooth decay in young children and fall in treatment, as a result of which Kingston has a larger 'inequalities gap' than London as a whole; to further improve out-of-hours services; and, to address growing mental health issues. GPs expect that between 10-20% of patients will seek mental health services at some stage. The expansion of cancer care and maternity services at Kingston Hospital will increase demand as they have links with psychological medicine. There is also a need to improve immunisation rates and to reduce the prevalence of smoking, particularly for people living in disadvantaged areas and employed in routine and manual jobs. On the positive side, the number of persons killed or seriously injured on Kingston roads has decreased by over half since the baseline of 1994-98. The rate of decrease was double that at the national level.

Policy CS 13

Improving Community Health and Well-being

The Council and its local strategic health partners will seek to maximise the opportunities to improve public health outcomes through recreation and exercise and to facilitate the reorganisation, improvement and potential co-location of healthcare facilities and to ensure that they are in sustainable, accessible locations, including:

- a. **doctor's (GP) premises to meet NHS standards regarding registered patient list sizes, giving priority to areas with health inequalities, under-provision or where existing premises are unable to meet increased demands resulting from new housing development as identified on Figure 23 (including Kingston/Norbiton, Berrylands, Chessington North/Tolworth, Coombe Hill). Potential sites include the former government offices/Toby Jug site and Tolworth Tower in Tolworth and Cocks Crescent in New Malden.**
- b. **the development and upgrading of Kingston Hospital, subject to a master planning approach and an approved travel plan, including a commitment to addressing the need for more on-site patient and visitor parking and for improved public transport services to the site**
- c. **the redevelopment of the Surbiton Hospital Site to provide a healthcare facility with a range of healthcare services**
- d. **mental health services at Tolworth Hospital and within more community based settings**
- e. **dentistry practices and enhanced pharmacy and optical services in areas of poor provision, including Berrylands, Canbury, Tolworth and Coombe Hill in locations such as Local Centres, or within integrated healthcare facilities**

Policy DM 21

Health Impacts

The Council will:

- a. **resist the loss of existing healthcare facilities in accordance with Policy DM24 Protection and Provision of Community Facilities**
- b. **resist concentrations of hot food take-aways close to schools**
- c. **require Health Impact Assessments (HIAs) for all major developments**
- d. **support proposals that promote health, safety and active living for all age groups, particularly in areas of health inequality**
- e. **normally support proposals for new healthcare facilities where:**
 - i. **they will be located in an area of need and/or under-provision, they serve the needs of the local community and the accommodation to be provided is suitable for the needs of all its users, including carers and those with physical disabilities and other health impairments**

- ii. **adequate public transport is available from all parts of the catchment area and the facilities are well connected to footpath and cycle routes**
- iii. **they will not adversely affect (or exacerbate existing adverse) traffic or environmental conditions or the amenities of residents in the area**
- iv. **they are co-located alongside other community facilities, including shops, schools, leisure facilities etc and/or provide an element of flexible accommodation that can be adapted and/or used to meet the wider needs of the community they serve**

6.139 Health Policy takes forward London Plan Policies and reflects guidance in the Mayor's 'Health Issues in Planning' Best Practice Guidance. It promotes a partnership approach to delivering health services and aligns with the strategies and programmes of Local Strategic Partnership organisations including NHS Kingston and reflects the findings of local needs assessments, including the Joint Strategic Needs Assessment and advice given by the Healthy Urban Development Unit (HUDU). It also takes account of past and emerging NHS strategies including 'Healthcare for London' and the White Paper 'Equity and Excellence: Liberating the NHS' which will have far reaching effects on the NHS, including the setting up of GP consortia which will commission the majority of NHS services. It meets the requirements of PPS1 'Delivering Sustainable Development' to improve access for all to health and community facilities and to services which promote health and well-being; ensures the impact of development on the social fabric of communities is considered; that inequalities are reduced and local strategies and programmes are taken into account.

6.140 The NHS/NHS Kingston approach is moving towards more community-based models of health and social care, focusing on better prevention services with earlier

intervention, more patient choice, doing more to tackle inequalities and improve access to community services and provide more support for people with long-term health needs. The policy takes account of this and the London Plan's requirement to identify appropriate, accessible sites for additional health care facilities and undertake Health Impact Assessments (HIA) for major developments to ensure they promote public health.

6.141 It is recommended practice to seek pre-application advice on major developments. The need or otherwise for an HIA can be discussed at this stage as part of the screening process. For developments requiring Environmental Impact Assessment (EIA), the HIA can be incorporated in the EIA so that environmental and health impacts are considered together. Where an HIA is required, it should be undertaken in consultation with the health authority.

6.142 Health Impact Assessments will be expected to identify both the positive and/or negative impacts on the health, safety and well-being of the population living and working in the area of the proposed development and will be used to help decide whether or not to grant planning permission. Using both quantitative and qualitative information, including data from population needs assessments, stakeholders' and local

people's experience and knowledge, it should suggest how any adverse health impacts could be mitigated or eliminated and how positive impacts could be maximised. Negative impacts may not necessarily be restricted to the development itself but may be part of a wider cumulative impact that worsens existing health inequalities in an area, e.g. by placing additional strain on already overstretched local health services (e.g. in Tolworth where GP patient lists are at capacity) or worsens known traffic or environment problems. Positive health impacts resulting from the proposed development may include upgrading the quality of a currently poor environment, providing job opportunities or access to improved housing and recreation in areas of deprivation and health inequalities, e.g. Norbiton Ward. Further guidance on the assessment of health impacts is published in the Mayor's Best Practice Guidance on Health Issues in Planning.

6.143 Figure 23 identifies broad areas of need within which a search for specific sites in sustainable locations should be focused. These are areas where existing health facilities are currently under-provided and/or substandard in quality, areas of planned population growth and demographic change where demand for services is greatest, and areas experiencing the greatest health inequalities where there are high levels of healthcare needs and insufficient access to services. The priority will be to provide new or improved health facilities in these areas and this includes existing health sites with buildings that can be adapted or extended and/or shared with other community services. These areas are in addition to the new facilities which will be provided at Surbiton Hospital from 2013, which will include urgent care, diagnostics, GP services, minor procedures, community services,

outpatients, health information, long term conditions care, pharmacy and mental health. They will also be in addition to ongoing plans to upgrade and realign facilities and services at Kingston Hospital and Tolworth Hospital to improve the way in which healthcare is provided.

6.144 Responsibility for delivery of primary care services rests with the South West London Cluster (SWLC) of which NHS Kingston (together with Sutton and Merton, Croydon, Wandsworth and Richmond Primary Care Trusts) is now a part. In Kingston the local GPs are a Pathfinder commissioning group with devolved responsibility for commissioning most local community and hospital services. Their commissioning strategy will be informed by the Kingston Strategic Partnership (and the ten objectives in the Kingston Plan), by key stakeholders, by the SWLC strategic plan and the Primary Care Trust's 'Quality, Innovation, Productivity and Prevention' plan (QIPP) to ensure alignment between their proposals and the strategic direction of the SWLC.

6.145 Within the primary care development model, there are potentially a number of ways of delivering new healthcare facilities within the broad areas of need shown on Figure 23, including:

- 'Windfall' sites brought forward independently by developers with the support of the appropriate health providers through the Council's development management process
- reusing, expanding, adapting or converting buildings either in current health or community use or through proposed changes of use where special circumstances or exceptions can be justified based on evidential need. This would be subject to satisfactorily

addressing all relevant development management policies and considerations relating to location and size, including accessibility, design, impact on residential character and amenity, car parking provision and highway safety. It will also be important that facilities can be made accessible to all in compliance with the DDA requirements and to meet the appropriate BREEAM standards.

- as part of a mixed use scheme, e.g. through site planning briefs when appropriate or a S106 planning obligation. New developments will be expected to contribute to any additional health and social infrastructure required to meet community needs generated by the development and to make sufficient contributions to address population growth and deficiencies in provision in line with the requirements set out in the Planning Obligations SPD.
- through delivery bodies such as NHS LIFT or their equivalent
- through a masterplan approach when appropriate, e.g. the Tolworth Hospital site, similar to that produced for the Kingston Hospital site in 2010

6.146 The Council seeks to promote and deliver healthcare sites and improved services through a partnership approach in order to ensure health facilities are provided where they are most needed in the most efficient and effective way. This may be facilitated through site briefs and SPDs where necessary, or through Neighbourhood Community Plans. Delivery of health service developments will be coordinated through the Council's LDF

Delivery Plan with any site opportunities updated through the Annual Implementation Plan and Annual Monitoring Report.

6.147 Key Borough health issues, i.e. cardiovascular disease, obesity and diabetes, respiratory diseases, cancer and mental illness, can be influenced in a number of positive ways, and this Core Strategy includes a number of cross cutting policies that will contribute to promoting health/preventing ill health. These include providing more sporting and recreational facilities and access to open space to create more opportunities for physical exercise and sustainable active travel (walking, cycling etc), particularly in areas of greatest health inequalities such as Norbiton (as set out in the policies for the Hogsmill Valley and Policies CS3, DM5 and CS6). A good environment and the provision of decent quality, affordable housing, together with access to jobs and skills training are fundamental to good health (see Policies CS11, DM17 and DM18). Others include providing more 'community hub' type facilities to create more opportunities for social interaction, especially for the increasing numbers of elderly residents, to reduce feelings of isolation and depression (e.g. Policy DM24) and encourage the provision of a broader spectrum of non-alcohol based leisure/cultural opportunities for the under-18s to help reduce alcohol-related hospital admissions and the debilitating effects it has on health and community safety (Policy DM22). Developments that reduce pollution, flooding and fuel poverty, e.g. Policies DM1-4, will also have positive outcomes for health.

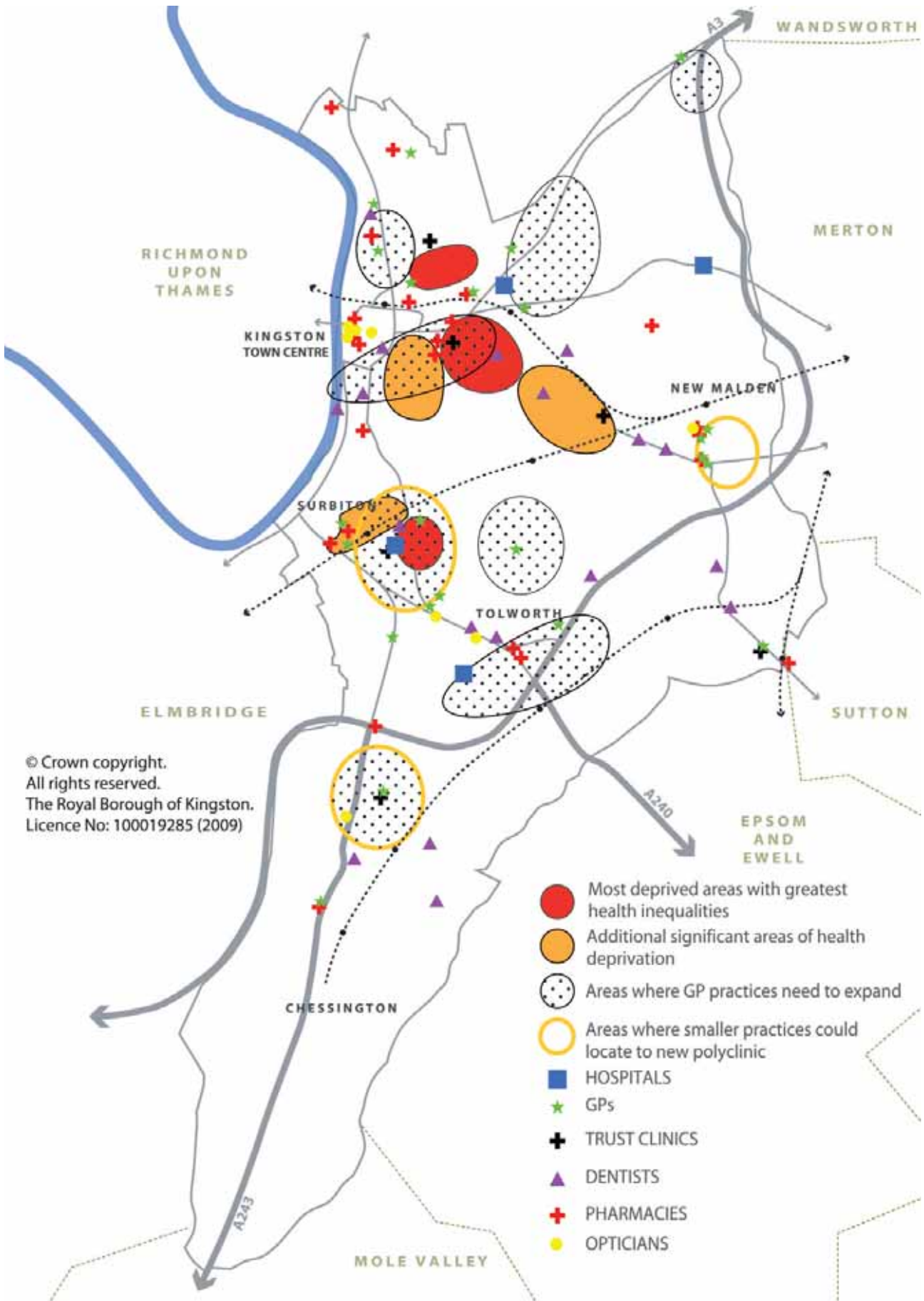


Figure 23 Healthcare Facilities

Policy CS 14

Safer Communities

The Council, with its strategic partners, will seek to improve community safety to reduce the negative effects of crime, fear of crime and alcohol misuse; promote social inclusion; implement its crime reduction strategy and manage the night time economy in accordance with the After Dark Strategy and its associated Annual Implementation Plans. The Council will work with the Metropolitan Police and seek to facilitate the re-organisation of the Police estate to meet changing service and accommodation needs.

Policy DM 22

Design for Safety

The Council will assess development proposals based on:

- a. whether they incorporate 'Secured by Design', 'Designing out Crime' and 'Safer Places' principles
- b. size of venue, opening hours, location of premises and proposed crime prevention measures
- c. an analysis of the type and size of existing entertainment venues in the locality and the cumulative impact of the proposal including on residential amenities, crime and disorder, public safety and traffic safety

The Council will:

- d. resist concentrations of uses such as pubs, clubs and hot food take-aways with the propensity to generate late night noise and disturbance
- e. seek improvements to the provision and safety of late night transport

The Council may require a Crime Impact Statement in the case of major developments, such as entertainment venues that are likely to generate large crowds of people and traffic, and on a case-by-case basis for other developments.

Applications for major developments will also be expected to incorporate measures that deter the risks of, and make provisions for potential emergencies, including fire, flood, weather, terrorism and related hazards.

6.148 The Metropolitan Police aims to modernise and re-organise their estate to provide a range of facilities serving different purposes, for example police shops, patrol and Neighbourhood

Policing Facilities and custody suites, rather than retaining all-purpose police stations. The Council will link the need

for new police facilities with the Metropolitan Police Authority Asset Management Plan for Kingston.

6.149 Crime prevention measures should avoid 'hostile' intimidating design features and seek to address potential public nuisance such as noise, odour, litter and crowd congregation, which contribute to real or perceived threats in terms of crime and disorder and public safety. Creating a safe and secure environment extends beyond crime and the fear of crime issues. It encompasses other risks including its resilience to emergency situations, such as fire and flooding and the storage and industrial processing of hazardous chemical materials, which can have significant effects on the safety of the local community. These

risks must be considered early in the planning and design process and advice sought from specialists such as the London Fire Brigade and the Environment Agency to ensure new developments comply with the latest best practice guidance. The purpose of a Crime Impact Statement is to demonstrate that the applicant has considered the effect that their proposal may have on the locality. It is set in the context that crime prevention is a material consideration in the planning process and PPS1 makes it clear that a key objective for new development should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion ⁽⁹⁾. Please refer to Annex 1: Glossary of terms for further details.

Monitoring and Performance
Spatial Objectives:
<p><u>Kingston Plan</u> 7- Make communities safer 8- Improve overall health and reduce health inequalities 9- Support people to be independent</p> <p><u>Core Strategy</u> 18- Improve overall health and well being and reduce health inequalities by partnership working with health providers, local strategic partners and the voluntary and community sector as appropriate to identify needs and by promoting an environment that supports active lives and takes account of the health impacts of new developments. 19- Facilitate the reorganisation and improvement of healthcare facilities and delivery of healthcare services at all levels by coordinating with health providers, including Kingston Hospital NHS Trust and South West London Mental Health Trust, to identify priorities for new facilities in accessible locations and promote their co-location to deliver the best range of health services at a local neighbourhood level. 22- Make communities safer and reduce the fear of crime by suitable development management policies to promote a safe, secure and attractive environment, having regard to the most up-to-date best practice guidance and principles, and partnership working with the police, local strategic partners and stakeholders to manage potential nuisance generating activities, which are generally to be located within the Borough's town centres. 24- Promote good design of buildings and the public realm to meet the needs of a diverse community through suitable policies and guidance that deliver socially inclusive and accessible developments, recognising the anticipated changes to social characteristics within the Borough over the plan period.</p> <p><u>Sustainability Appraisal</u> 2- To reduce and prevent anti social activity, crime and fear of crime 3- To promote accessibility to a range of services and facilities that meets the needs of all sectors of the community 5- To improve the population's health and reduce inequalities in health 13- To improve air quality</p>

9 Para 87 DCLG Circular 01/2006 – Guidance on Changes to the Development Control System

Indicator	Target/Direction
MI52 - Local healthcare facilities	Increase number of enhanced premises for GPs, dentists, pharmacists, opticians in areas of under-provision
MI53 - Access to health facilities	Number of schemes which improve access to existing and new health facilities
MI54 - Net gains in amount of public open space accessible to the public	Increase in area of open space accessible to the public
MI55 - Number of road traffic accidents (slight/serious/fatal) and progress towards accident reduction targets	Year on year reductions in numbers of killed or seriously injured as well as total casualties in road accidents in accordance with targets set in LIP2
MI56 - A4, A5 and D2 uses in Kingston Town Centre and the District Centres	Net gain in A4, A5 and D2 floorspace in Kingston Town Centre and the District Centres
MI57 - Late night bus and rail services provided, including to neighbouring Surrey districts	Seek increases in number and frequency of late night travel services
Delivery Body(ies):	
RBK, NHS Kingston, TfL, SW Trains, external sporting organisations, Metropolitan Police and London Fire Brigade	

Education

- 6.150** Kingston University and Kingston College play an important sub regional role in the local economy providing education and training, employment, social and cultural activities and significant spend. Both have expanded to meet educational needs and targets (set by central Government) and require additional space, new and upgraded facilities, including on their existing sites so that they can continue to offer high quality education and skills training. In addition there is a recognised need for managed student accommodation for the University.
- 6.151** The University has around 20,000 students (17,000 full and 3,000 part time) and 2,000 staff at academic sites in Penrhyn Road, Knights Park and Kingston Hill (plus a site in Putney Vale in the London Borough of Wandsworth). It generates around £300 million of secondary economic activity in the area annually.
- 6.152** The College has over 800 staff with a budget exceeding £32 million. Its main site is in Kingston Hall Road with satellite sites around the town centre. It enrolls over 10,000 students to attend a wide variety of full and part time courses. The majority of students live outside the Borough and are attracted to the specialist vocational courses. The College is continuing to expand to meet changes in post-16 education that require more inclusive and flexible provision to meet the needs of all learners and requires upgraded, re-organised and additional accommodation.
- 6.153** A variety of Adult Education is provided from sites across the Borough and this is expected to continue.
- 6.154** The Borough has ten secondary schools, 34 primary schools (11 of which have existing or planned children's centres), one nursery, three

special schools and pupil referral units accommodating over 20,000 pupils aged 4-18, plus ten private schools.

6.155 The Council is developing a strategy for the refurbishment, re-organisation and expansion of the school estate. This aims to transform primary, special and secondary education and respond to the Every Child Matters agenda and the need to:

- remodel and improve the school estate, including rebuilding, amalgamating and co-locating some schools
- expand school provision to meet increased demand for school places
- develop the diversity of Kingston schools and their organisation
- improve outcomes for all and narrow differences in attainment
- create flexible, accessible accommodation for use throughout the year, in the evenings and at weekends by schools, young people and the wider community
- enhance the range of services and activities on offer at school sites
- integrate some provision for those with learning difficulties and

disabilities into mainstream provision (specialist facilities will continue to be provided at the community hub for disabled children in Moor Lane and at Warren Park)

6.156 Until 2008, there was sufficient capacity in Borough primary schools and there is still capacity in secondary schools. The significant increase in demand for school places is not a temporary increase but part of a long term upward trend due to a rising birth rate; new housing provision resulting in population growth and additional children and more people moving into the Borough. A similar trend has been reported across more than two-thirds of London boroughs. The consequence is that the number of primary and secondary school places needs to be increased on a permanent basis through the expansion of existing schools and the development of several new schools. Planned housing growth over the next 15 years as part of this Core Strategy may have further implications for longer term school provision. The aim is to identify the best pattern of additional school places for the future.

Policy CS 15

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 and for smarter travel initiatives, including travel planning.

The Council recognises the shortfall of managed student accommodation for Kingston University and the impact that this has on the local housing market. The Council will continue to work with the University to help deliver suitable managed student accommodation in accordance with the Core Strategy Housing and Transport Policies and Kingston Town Centre Area Action Plan (K+20) Policy K7

(2008). Where necessary, the Council will use available mechanisms to prevent over-concentrations of houses in multiple occupation, particularly where this leads to the loss of family housing.

The Council will facilitate improvements to the school estate and make provision for a permanent increase in the number of school places to meet increasing demand through the expansion of existing schools and the provision of new schools. Potential for shared and community use will be provided for.

The Council will continue the programme of partnership working with schools on travel planning to reduce car use and the impact of school trips on local transport networks.

Policy DM 23

Schools

The Council will:

- a. identify potential sites for new schools to meet identified needs
- b. designate and protect open space on school sites as shown on the Proposals Map and seek to ensure that school expansion proposals retain open space and that all options to re-organise/expand schools within the existing built footprint are explored, with a presumption against a net reduction in open space
- c. assess proposals for new schools and school expansion against the following criteria:
 - i. the size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. Conservation Areas, MOL, Green Belt)
 - ii. the impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games
 - iii. the location and accessibility of the site in relation to:
 - the intended catchment area of the school
 - public transport
 - the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety
 - safe and convenient walking and cycling routes to schools
 - iv. the extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016 (see policies CS1 and CS2)

The Council will require new residential development to contribute to education provision, in accordance with guidance in the Planning Obligations SPD or CIL charge (See policy IMP3).

The Council will require flexible, accessible accommodation to optimise use of school buildings and their outside spaces for a wide range of community purposes throughout the year.

6.157 The Council, as Local Education Authority, has a legal responsibility to ensure that there are sufficient school places in the Borough for all children who need a school place. The Council will coordinate with adjoining authorities to estimate future needs.

6.158 The increase in the number of school age children is forecast to continue as part of a long term upward trend requiring a permanent increase in the number of primary and secondary school places through the expansion of existing schools and the provision of new schools. Latest forecasts for school places (spring 2011) indicate that up to 15 additional Forms of Entry (FE) are required, compared with the 2008 level of permanent capacity which was 52.5 Forms of Entry, to meet rising demand for school places over the coming years.

6.159 The provision of new schools and expansion of existing schools is subject to being able to secure sufficient funding to provide additional permanent places. The Council has been able to implement Phase 1 of its expansion programme. The expansion of existing schools has secured additional 6.5FE and a new school on the former Surbiton Hospital site will provide an additional 2FE from 2012/13. 3FE have been provided in the North Kingston Neighbourhood (Fernhill, Latchmere and Alexandra/St Paul's primary schools); 3.5FE in Surbiton (2FE new school on former Surbiton Hospital site); 1FE in Maldens and Coombe

(Burlington Infant and Junior); 1FE in South of the Borough Neighbourhood (Ellingham Primary School).

6.160 In time, the increase in primary school pupils will transfer into demand for secondary school places requiring an increase in provision from 2015, through the building of a new secondary school and the expansion of some existing schools. The Kingston area lacks a non-selective secondary school, the nearest schools being Coombe Girls in New Malden; Hollyfield in Surbiton; Grey Court and Teddington Schools in the London Borough of Richmond. A new secondary school is proposed in the north of the Borough on the North Kingston Centre site, with sports pitches. The North Kingston Centre is well located in relation to the school's catchment area. It is currently used for Adult Education and ancillary education uses.

6.161 Identifying and delivering sites suitable for new schools is challenging. Expanding existing schools to provide additional school places and new facilities is more easily accommodated. Some schools have relatively large sites which can support remodelling and expansion. However there is a need to ensure that schools can remain open whilst building works are in progress.

6.162 School green space plays an important role in providing for play, sports, recreation and environmental activities for schools and provides visual amenity

within the locality (though not general public access). Playing pitches are protected by the special provisions covering development on playing fields under PPG17, DCLG Circular 02/2009, Town and Country Planning (Consultation) (England) Direction 2009 and DfES regulations, which involve consultation with Sport England and referrals to the Secretary of State.

6.163 The Council and University have identified a need for an additional 2,500 managed student bedspaces. Provision has been made for around 500 bedspaces within Kingston Town Centre and for 300 bedspaces within the Hogsmill Valley adjoining the existing Clayhill Campus. There is a remaining need for 1,700 bedspaces. Whilst the University's preference is for future provision to be on sites with at least 200 bedspaces, smaller sites also have a role to play and the potential to contribute towards meeting the needs for managed student accommodation. Sites should be suitably located, with good access to the existing campus. The most likely locations for future opportunities will be on existing campuses, while land owned by the Council which is available for development may also be considered as and when sites come forward. The University has assessed opportunities on their land in the past but as part of future campus redevelopment it is expected that additional opportunities could be identified. This could include increasing the capacity of existing managed student halls.

6.164 The Council will continue to work in partnership with Kingston University to identify additional sites for managed student accommodation and the LDF Delivery Plan will set out suitable opportunities. A proactive development management process will identify suitable sites at an early stage to bring

landowners, the University and Council together. Potential locations for accommodation are expected to include the following:

- Kingston Town Centre where there may be some opportunities for additional student accommodation
- Tolworth Key Area of Change where several large sites are expected to come forward over the next few years which may be suitable for the inclusion of student accommodation and where accessibility is good and university sports facilities exist
- Surbiton District Centre where there may be some potential as part of any redevelopment of the station car park

Monitoring and Performance	
Spatial Objectives:	
<p>Core Strategy 13- Support improvements to the quality of facilities for Higher and Further Education and the provision of additional student accommodation by partnership working with Kingston University and College to recognise their economic and cultural contributions, and to identify suitable policies/sites for their future growth. 17- Meet the significant future need for school places by identifying sites and expanding existing schools to meet identified needs, including a site for a new secondary school in the north of the Borough.</p> <p>Sustainability Appraisal 6- To improve the education and skills of the population</p>	
Indicator	Target/Direction
MI58 - Primary school and secondary school places within the Borough	Number of primary and secondary school places within the Borough
MI59 - Additional permanent school places/Forms of Entry provided	Number of additional permanent school places/Forms of Entry provided to meet need
MI60 - Permanent school expansion schemes	Number of permanent school expansion schemes completed
MI61 - Managed student accommodation	Number of new managed student accommodation units completed
Delivery Body(ies):	
RBK Planning, Private sector	

Community Facilities

6.165 The Borough has a wide range of community facility provision ranging from culture and arts, to sport and leisure. The main facilities include the Rose Theatre, Kingston Museum, The Rotunda, libraries, the Hook Centre, Kingsmeadow Athletics Stadium, Chessington World of Adventures, theatres associated with schools and colleges, and sports and leisure centres.

6.166 Community facilities are essential for local residents and contribute towards health and well-being. Planned housing growth and resulting population growth needs to be supported by adequate infrastructure provision, including

community facilities. It is important that facilities and services are accessible to all.

6.167 The definition of community facilities includes public services, community centres and public halls, arts and cultural facilities, policing and criminal justice facilities, fire and ambulance services, health and education facilities, public houses, public toilets, youth centres, nurseries, libraries, leisure centres, social care facilities including day centres, places of worship and services provided by the community and voluntary sector, e.g. scout and guide premises are important to the local community and provide a focus for a range of social, cultural and other activities.

6.168 The provision of social infrastructure is important as some facilities in the Borough are in need of upgrading and some areas are deficient in provision.

6.169 The Council's Cultural Strategy aims to facilitate a range of improvements to play provision, sports, leisure, arts and entertainment activities to provide and support a wider range of activities.

Policy CS 16

Community Facilities

The Council will:

- a. **support the provision of new facilities of appropriate size and scale in accessible locations, such as Kingston Town Centre, Surbiton, Tolworth and New Malden District Centres and Local Centres**
- b. **support the co-location of Council, healthcare, police facilities, library, school and voluntary sector facilities in accessible locations, where opportunities arise**
- c. **work with partners, including Kingston's Local Strategic Partnership and the community and voluntary sector, to ensure that provision of services and facilities is maintained and enhanced and expanded in areas identified for population growth, in areas of relative deprivation and deficiency areas**

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Policy DM 24

Protection and Provision of Community Facilities

The Council will:

- a. **resist the net loss of community facilities unless**
 - **there is evidence to suggest the facility is no longer needed,**
 - **where appropriate, it has been vacant and marketed for a community use without success, or**
 - **it can be re-provided elsewhere or in a different way**
- b. **require new developments to contribute towards additional infrastructure requirements and community needs resulting from the development in accordance with the Planning Obligations SPD or Community Infrastructure Levy charge, in line with Policy IMP3**

6.170 The provision of community facilities in local areas across the Borough will ensure accessibility, reducing the need for residents to travel, while the co-location of some facilities and

services will help ensure the effective use of resources, encourage joined-up service delivery and shared maintenance and management costs. Community facilities will be expected

to be mainly located in areas of maximum accessibility which includes the town, district and local centres. Figure 23 identifies the main areas of healthcare need. Where possible, the Council will seek to promote the co-location of community facilities, including new schools and healthcare facilities, be it on new or existing sites and/or buildings in these uses, in the interests of efficiency and effectiveness. The results of the Council's Asset Management review will identify potential new opportunities in this regard. As with healthcare provision in Policy CS13, the Council will be seeking to deliver new facilities through partnership working with providers and with the local community, including through development opportunities arising from local authority and private sector regeneration projects, and to take proposals forward through Neighbourhood Community Plans, in the Infrastructure Delivery Schedule, the LDF Delivery Plan and associated Annual Implementation Plan. Further guidance on local priorities at a more local level is provided in the Neighbourhood and Key Areas of Change sections of the Core Strategy. In this regard the Council is well placed, through its Neighbourhood structure and ways of working with its Neighbourhood Committees and Neighbourhood Community Plans, to identify what, where, when and how proposals should be brought forward in their local areas.

6.171 The Council is developing Neighbourhood Community Plans in each of the four Neighbourhoods so that community needs and priorities are matched to the services that are offered in local settings, making them more accessible and connected. Neighbourhood Community Plans will be jointly produced with the community

taking a bottom-up approach. The community will ultimately be involved in the design, delivery and influencing of local service provision. The Neighbourhood Community Plans may be different across the Borough, depending on the needs of the community and should meet the priorities and issues of people who live, work, learn and visit the area, and adapt services to meet them where possible. Services offered could be provided by the Council, health, voluntary organisations and other partners, therefore the Neighbourhood Community Plans will be a mechanism to work with partners to make the best use of all assets and resources in order to deliver more efficient and effective outcomes, whilst avoiding duplication.

6.172 The London Plan supports the local assessment of need in order to identify gaps in the provision of social infrastructure. The Mayor's 'Planning for Equality and Diversity in London' Supplementary Planning Guidance (October 2007) also highlights the importance of ensuring that different community needs can be met through the provision of community facilities.

6.173 The development process can seek to address need, through requiring planning contributions in line with the Planning Obligations SPD or Community Infrastructure Levy charge, in line with Policy IMP3.

6.174 The Council's aim is to ensure that as well as promoting new and extended community facilities, it also protects existing facilities so that it is consistent with London Plan Policy 3.16. The Council and its partners' approach to deliver the community 'localism' agenda seeks to ensure delivery of local services that are most appropriate, effective, efficient and affordable to their respective local settings and this may require protecting

existing facilities in order that they may be adapted or their capacity developed in the future to ensure that people have

access to services they need to lead happy and healthy lives.

Monitoring and Performance	
Spatial Objectives:	
<p>Kingston Plan 8- Improve overall health and reduce health inequalities 10- Encourage people to take an active part in the social and cultural life of the community</p> <p>Core Strategy 19- Facilitate the reorganisation and improvement of healthcare facilities and delivery of healthcare services at all levels by coordinating with health providers, including Kingston Hospital NHS Trust and South West London Mental Health Trust, to identify priorities for new facilities in accessible locations and promote their co-location to deliver the best range of health services at a local neighbourhood level. 20- Facilitate improvements to community, voluntary sector and faith facilities by working in partnership to monitor needs and developing policies and mechanisms to support future provision at a neighbourhood level. Provision of such facilities will be encouraged in the most accessible locations – Kingston Town Centre, the three town and local centres, and where appropriate through co-location.</p> <p>Sustainability Appraisal 3- To promote accessibility to a range of services and facilities to meet the needs of all sectors of the community</p>	
Indicator	Target/Direction
MI62 - Community facilities	Maintain or increase number of a) community centres b) day centres c) youth centres d) children's centres e) libraries f) museum/galleries in the Borough.
MI63 - Leisure facilities	Maintain or increase number of a) leisure centres b) outdoor sports facilities in the Borough.
Delivery Body(ies):	
RBK Planning, The development industry, Infrastructure providers, Landowners	

7 Implementation and Delivery

- 7.1** This section sets out how the Council will seek infrastructure provision in relation to development that will arise from the Core Strategy. New development, redevelopment and the intensification of existing activities and uses can all generate additional demand for infrastructure, including social, physical, environmental and green and utilities infrastructure. It is vital that there is sufficient infrastructure to support the Core Strategy, in particular, in its targeted approach to development, to deliver the infrastructure requirements for the Key Areas of Change, and in areas that lack infrastructure.
- 7.2** There are a variety of mechanisms that the Council can apply to assist with the delivery of infrastructure and these will collectively be used to meet infrastructure requirements:
- partnership working with infrastructure providers
 - the mitigation of the impacts of development through the planning process
 - supporting asset reviews and making the best use of existing facilities
- 7.3** The Core Strategy is a spatial plan and the implementation of objectives and policies cannot be carried out by the Council alone, but will rely on co-ordination with a range of public, private and voluntary organisations. In order to achieve the objectives of the Core Strategy commitment will be needed from these organisations, who may be required to take action directly or work in partnership with the Council. The Neighbourhood guidance in Section 4 explains how partnership working with the Council may be required to implement policies and
- includes the involvement of organisations such as Kingston University, Kingston Hospital, local health providers, and Thames Water.
- 7.4** The Council already works with several partners through the Kingston Strategic Partnership, including Kingston University and the Metropolitan Police, and the Kingston Plan and its shared vision were developed through co-ordination with these and other partners. The Kingston Strategic Partnership is governed by a Partnership Delivery Board with four Partnership Delivery Groups, one of which is the Sustainable Communities Partnership Delivery Group (with its five sub-groups – Environment, Housing, Local Economy and Skills, Third Sector and Culture). The continued working with these partners and especially with members of the Sustainable Communities Partnership Delivery Group will aid the delivery of Core Strategy objectives.
- 7.5** In some circumstances partnerships between the Council and infrastructure providers will be to the benefit of both parties. The Council successfully engages with a range of key partners and major landowners in the Borough to ensure the needs of both parties are understood and can be met, for example, with Thames Water who are the statutory undertakers for sewerage and water facilities in the Borough. Thames Water owns the Hogsmill Valley Sewage Treatment Works (STW), which is located in an area of Metropolitan Open Land (MOL) and treated as a Major Developed Site, as the Council understands the potential need for future expansion and upgrade of the STW to support future

developments in the Borough (See Section 5 Hogsmill Valley Key Area of Change for more detail).

7.6 The Council has also demonstrated partnership working with delivery partners, through the preparation of an Infrastructure Delivery Plan (IDP), which sets out how the Core Strategy will be supported by appropriate infrastructure. The IDP identifies gaps in infrastructure to serve the Borough's existing population and sets out future infrastructure needs as a result of developments arising from the Core Strategy. The preparation of this IDP has involved working with both internal and external partners to identify the specific infrastructure projects to be delivered, focusing on a range of social, physical, environmental and green infrastructure. An Infrastructure Delivery Schedule is set out to identify what new or improved infrastructure is planned, who will be involved and the resource implications. This will be monitored and reviewed as necessary.

7.7 Planning obligations are undertakings by developers or agreements negotiated between a local planning authority and a developer to ensure

that local infrastructure and the highway network are not adversely affected by the development. In dealing with the impacts of individual developments the Council has a Planning Obligations Supplementary Planning Document (SPD) to support Policy IMP3 and a Community Infrastructure Levy Charging Schedule will also be adopted by the Council.

7.8 The delivery of key projects within the Borough can be assisted through a set of mechanisms associated with the evaluation of the use of land and buildings. Many infrastructure providers and organisations have asset management plans to set out future plans, to maximise the use of their property and to provide a better service, and the Council would benefit from its own review of assets and strategies for change.

7.9 The following policies seek to ensure vital infrastructure is planned and delivered to support development throughout the Borough; in particular to support growth identified in this Core Strategy and to target areas with infrastructure deficiencies.

Policy IMP 1

Partnership Working in Kingston

The Council will work with a range of partners, including its Local Strategic Partnership, infrastructure providers and stakeholders, to ensure that requirements for new infrastructure and services can be met. In partnership, the future need and delivery of new infrastructure will be explored and site opportunities for new or enhanced infrastructure will be identified. Planned infrastructure will be set out in an Infrastructure Delivery Schedule which will be updated, where necessary, to incorporate partners' future plans.

Policy IMP 2

Sewerage and Water Infrastructure

The Council will take account of the capacity of existing off-site water and sewerage infrastructure and the impact of development proposals on them. Where necessary, the Council will seek improvements to water and/or sewerage infrastructure related and appropriate to the development so that the improvements are completed prior to occupation of the development.

The development or expansion of water supply or sewerage facilities and sewage treatment facilities at the Hogsmill Valley Sewage Treatment Works (STW) will normally be permitted, either where needed to serve existing or proposed new development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land use or environmental impact and that any such adverse impact is minimised. The Hogsmill Valley STW is designated a Major Developed Site in Metropolitan Open Land to allow development of the facility (see the Hogsmill Valley Key Area of Change for details).

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Policy IMP 3

Securing Infrastructure

The Council will use Planning Obligations/Community Infrastructure Levy (CIL) charge to secure financial contributions, or works, to meet on and off-site infrastructure requirements which are required to support and mitigate the impacts of development.

The Council's approach to planning contributions is set out in a Supplementary Planning Document on Planning Obligations and a CIL Charging Schedule will be developed. Examples of infrastructure for which planning contributions will be required include transport schemes, education, health, climate change, community facilities, open spaces, and environmental improvements. It is acknowledged that such an approach will not always be suitable and where this is demonstrated the Council will negotiate on a site-by-site basis to ensure viability and deliverability.

Developers are also encouraged to liaise with infrastructure providers as early as possible in the development process to ensure essential infrastructure services are provided effectively.

Policy IMP 4

Facilitating Delivery

The Council will support the sustainable growth of the Borough and the targeted approach of the Core Strategy whilst ensuring that infrastructure can be provided through the following mechanisms:

- a. **as landowner, the Council has an opportunity to consider how its decisions on the future use of its sites can support the vision and policies in the Core Strategy, and maximise the use of land and buildings through the Council's Asset Review**
- b. **Area Action Plans will be prepared to deliver key proposals where necessary**
- c. **the co-location of facilities will be welcomed where this will meet greater infrastructure needs and in order to increase public access**
- d. **the Infrastructure Delivery Plan and Schedule will be reviewed and updated to ensure that there is commitment to delivery from infrastructure providers**

7.10 Government guidance emphasises the need to demonstrate how plans in Core Strategies will be delivered and deliverability is a main test of the soundness of the document. The approach of this Implementation and Delivery section clearly shows that the Core Strategy is deliverable. Together the IMP policies and Infrastructure Delivery Schedule demonstrate the ability of the Council to work in partnership with infrastructure providers and there are sufficient plans to support developments in the Borough.

7.11 The London Plan states that partnerships between the Mayor, local planning authorities and appropriate agencies will ensure that London has adequate and appropriate wastewater infrastructure to meet the requirements placed upon it by population growth and climate change. The Council's partnership with Thames Water will be developed to achieve the Mayor's goal.

7.12 For individual developments, developers, working in conjunction with the Council, will be required to demonstrate that there is adequate

infrastructure capacity both on and off site to serve their development. Where there is a capacity problem developers will be expected to fund or to contribute towards the necessary improvements or new provision to serve needs arising from their development.

7.13 The Planning Obligations SPD has been prepared in line with the latest government guidance and provides greater detail on the requirements for contributions towards local infrastructure. The detail set out in the SPD includes the likely scale of contributions that different types of development are likely to require and the Council's priorities. Financial tariffs are set out for some types of infrastructure where appropriate. It is acknowledged such an approach will not always be suitable and where this is demonstrated the Council will negotiate on an individual site basis to ensure viability and deliverability. It is also noted that some contributions are better suited to negotiation on a case-by-case basis, e.g. police facilities.

7.14 The SPD will be reviewed periodically to ensure that contributions are realistic and reflect the latest evidence, to ensure that the appropriate types of infrastructure can be sought to serve the development, and where necessary, to update it in accordance with changing national guidance on planning contributions. For example, a Community Infrastructure Levy Charging Schedule will be adopted by the Council, in line with The Community Infrastructure Levy Regulations 2011, and the Planning Obligations SPD will be amended to reflect this charge.

7.15 The use of planning obligations is supported by the London Plan which prioritises affordable housing, transport improvements and local priorities which are all covered by the SPD. Kingston Town Centre is covered by infrastructure policies contained within the Kingston Town Centre Area Action Plan (K+20) (Policies K22 and K23) therefore the Council's Planning Obligations SPD informs Policies IMP3 and K23.

7.16 The Infrastructure Delivery Schedule (IDS) will be used to provide a detailed investment plan of infrastructure requirements in the Borough. This will help the Council better negotiate levels of planning contributions related to

areas of particular need, review the tariffs in the Planning Obligations SPD, and inform the CIL Charging Schedule.

7.17 The approach to reviewing property assets and making the best use of land and buildings is in line with the London Plan. The multi-use of premises will help ensure the effective use of resources, encourage joined-up service delivery and shared maintenance and management costs. The provision of infrastructure in the right places will help deliver the Core Strategy objectives, while promoting sustainable communities.

7.18 The application of each IMP policy mechanism will assist with accessing infrastructure funding and delivering the Core Strategy through providing sufficient infrastructure to support growth.

7.19 The IDS includes all infrastructure to be provided that is 'essential' to facilitate the delivery of the Core Strategy as well as other major infrastructure to be provided which is only considered 'desirable' to support the delivery of the Core Strategy. Infrastructure that is not considered essential to the delivery of the Core Strategy and is reasonably minor in scale is not included in the IDS, but has instead been included in the LDF Delivery Plan (more specifically the Implementation Plan).

Monitoring and Performance
Spatial Objectives:
<p>Kingston Plan</p> <p>2- Ensure the sustainable development of our borough and the promotion of sustainable transport 3- Protect and improve the quality of our local environment</p> <p>Core Strategy</p> <p>5- Promote and improve sustainable forms of travel, including through travel awareness and travel planning to reduce the need for car use by locating trip generating development in accessible locations, especially Kingston Town Centre and the three District Centres; and by working with partners to improve orbital public transport to these centres and other key trip generators in the Borough, such as Kingston University, the Courts and Kingston Hospital that serve sub-regional catchments.</p>

6- Safeguard the distinctive character of the Borough and promote a high quality environment and street scene by guiding development to areas where opportunities for growth and change, such as the town centres, employment areas and the three Key Areas of Change, and by ensuring that new development creates locally distinct places and high standards of design.

13- Support improvements to the quality of facilities for Higher and Further Education and the provision of additional student accommodation by partnership working with Kingston University and College to recognise their economic and cultural contributions, and to identify suitable policies/sites for their future growth.

15- Maximise opportunities for housing with associated infrastructure to meet the London Plan borough housing target, whilst maintaining borough character by identifying suitable locations, providing guidance on suitable housing typologies and densities and working with housing providers to deliver new homes and specialist housing.

17- Meet the significant future need for school places by identifying sites and expanding existing schools to meet identified needs, including a site for a new secondary school in the north of the Borough.

18- Improve overall health and well being and reduce health inequalities by partnership working with health providers, local strategic partners and the voluntary and community sector as appropriate to identify needs and by promoting an environment that supports active lives and takes account of the health impacts of new developments.

19- Facilitate the reorganisation and improvement of healthcare facilities and delivery of healthcare services at all levels by coordinating with health providers, including Kingston Hospital NHS Trust and South West London Mental Health Trust, to identify priorities for new facilities in accessible locations and promote their co-location to deliver the best range of health services at a local neighbourhood level.

20 - Facilitate improvements to community, voluntary sector and faith facilities by working in partnership to monitor needs and developing policies and mechanisms to support future provision at a neighbourhood level. Provision of such facilities will be encouraged in the most accessible locations – Kingston Town Centre, the three town and local centres, and where appropriate through co-location.

22- Make communities safer and reduce the fear of crime by suitable development management policies to promote a safe, secure and attractive environment, having regard to the most up-to-date best practice guidance and principles, and partnership working with the police, local strategic partners and stakeholders to manage potential nuisance generating activities, which are generally to be located within the Borough’s town centres.

23- Ensure that necessary infrastructure and facilities are provided to support new development by implementing an Infrastructure Delivery Plan with partners that identifies priorities, timescales and delivery mechanisms. The Council will work with developers to ensure that infrastructure needs generated by the proposals are secured including by developing a Community Infrastructure Levy.

Sustainability Appraisal

3- To promote accessibility to a range of services and facilities to meet the needs of all sectors of the community

4- To provide a range of high quality housing that meets the needs of the community, accompanied by adequate supporting infrastructure

Indicator	Target/Direction
MI64 - Planning obligations/CIL for social, physical, environmental and green infrastructure.	All major developments to have Planning Obligations/CIL covering infrastructure provision
Delivery Body(ies):	
RBK Planning, The development industry, Infrastructure providers, Landowners	

Infrastructure Delivery Schedule

7.20 Evidence of how the Core Strategy will be supported by infrastructure is set out in an Infrastructure Delivery Plan (IDP), which includes detailed justification and explanation of the process of identifying infrastructure needs. The IDP identifies gaps in infrastructure to serve the Borough's existing population and sets out future infrastructure needs resulting from developments in the Core Strategy. It focuses on a range of social, physical, environmental and green and utilities infrastructure.

7.21 This Infrastructure Delivery Schedule forms part of the IDP and summarises the key pieces of infrastructure required by the Core Strategy over the lifetime of the plan. It will be monitored, reviewed and updated to ensure that appropriate infrastructure is being delivered.

Infrastructure Delivery Schedule						
Infrastructure Type	Project details (Title, location, reason)	Delivery Time Period	Delivery Lead	Cost	Funding Source and any contingencies	Is the Project Essential or Desirable? Area the infrastructure serves e.g. Neighbourhood
Social Infrastructure						
Adult Education	Adult Education (North Kingston Centre) to be re-located to make way for new secondary school at North Kingston Centre	2012 - 2013	RBK Head of Cultural Services and Lifelong Learning	£5-8million (depending on location) or lease with revenue costs		Essential – relocation is required to ensure school places are provided Borough-wide
Primary School	New Primary School at Surbiton Hospital Site at 2 Forms of Entry or 60 pupils per year group.	Sept 2012	RBK Learning and Children's Services	Estimated £8 million	Developer-led	Essential Surbiton
Secondary School	New Secondary school at North Kingston Centre at 8 Forms of Entry or 240 pupils per year group.	Sept 2015	RBK Learning and Children's Services	Estimated £30 million		Essential Kingston Town

Infrastructure Delivery Schedule							
Infrastructure Type	Project details (Title, location, reason)	Delivery Time Period	Delivery Lead	Cost	Funding Source and any contingencies	Is the Project Essential or Desirable?	Area the infrastructure serves e.g. Neighbourhood
University	Provision of additional student residential accommodation – South Hogsmill Valley	2012-2017	Spiritbond (developer on behalf of Kingston University)	Unknown	Developer-led	Essential	Beyond the borough boundary
University	Campus Development Plan (CPD) Phase I Kingston Hill – new teaching building/Business School headquarters	2011 - 2012	Kingston University	£26 million	Internal	Essential	Beyond the borough boundary
University	Campus Development Plan (CPD) Phase I Knights Park – Re-provision of Learning Resources Centre within existing campus footprint	2011	Kingston University	£5.5million	Internal	Essential	Beyond the borough boundary
University	CDP Phase II - Improvements to the University estate. Details to be considered.	2011 - 2013	Kingston University	Approximately £48 million	Internal	Essential	Beyond the borough boundary
Health	Provision of community health care facilities at Surbiton Hospital site to house 6-7 existing GP practices and provide additional services, including walk-in urgent care, diagnostics, therapies, out-patients services and a café.	Complete late 2012	NHS Kingston and RBK	Unknown	Developer-led	Essential	Surbiton
Leisure Centres	Kingfisher Leisure Centre + dry side leisure provision at Tolworth Girls, Hawker Centre and Kingsmeadow. Kingfisher at end of useful life span (20+ years). Re-provide either on site or at Kingsmeadow. 2 dry side gym and sports hall facilities (plus MUGA) to be re-provided as part of Kingfisher or Kingsmeadow development.	2017-2019	RBK Head of Cultural Services and Lifelong Learning	Re-provision on Kingfisher site - £8million Provision on Kingsmeadow site -£8million	Planning obligation contributions / capital receipts from asset disposal of Kingfisher and Tolworth Recreation Centre	Desirable (revenue drain from premises costs of current buildings)	Borough-wide

Infrastructure Delivery Schedule							
Infrastructure Type	Project details (Title, location, reason)	Delivery Time Period	Delivery Lead	Cost	Funding Source and any contingencies	Is the Project Essential or Desirable?	Area the infrastructure serves e.g. Neighbourhood
	2-3,000sqm Core provision of sports halls and swimming pools only. With gyms to provide income.						
Local Studies and Archives	To be re-located to make way for new secondary school at North Kingston Centre	2012	RBK Head of Cultural Services and Lifelong Learning	See Kingston Library	HLF, Planning obligation contributions, Asset disposal	Essential (archives are statutory function) – relocation is required to ensure school places are provided	Borough-wide
Community Facilities	Replace 2 of the Council's four resource centres for Older People (Amy Woodgate House, Hobkirk House, Murray House and Newent House) with Extra Care sheltered Housing. Part of OCP3. The Council's 4 resource centres cost more than equivalent Private sector provision. Location tba.	2011 to 2014	RBK Community Care Services	Estimated £5 million	Private sector/RSL	Essential	Borough-wide
Community Facilities	Replace Crescent and Causeway Resource Centres. Community care will only need a small space to re-provide any services from Cocks crescent and would probably commission any from the P&V sector Part of OCP3	2011-2014	RBK Community Care Services	Unknown - Depends on scheme	Private sector	Essential	Borough-wide

Infrastructure Delivery Schedule							
Infrastructure Type	Project details (Title, location, reason)	Delivery Time Period	Delivery Lead	Cost	Funding Source and any contingencies	Is the Project Essential or Desirable?	Area the infrastructure serves e.g. Neighbourhood
Community Facilities	Respite unit for People with Learning Disabilities. Development of improved respite services for PLD. Possibly in existing NHS building	2011-2012	RBK Learning Disabilities Strategic Development	Hard to estimate, if a refurbishment £1 million, new acquisition or build £2 or £3 million	Private sector/RSL	Essential	Borough-wide
Libraries and heritage Library and Museum Local Studies and Archives	Re-provision or renovation of Kingston Library, Museum and Learning Centre, to include public access to local studies and archives either as part of the Eden Quarter development or as a separate Fairfield project	2017-2019	RBK Head of Cultural Services and Lifelong Learning	£3-8million	Planning obligation contributions, external funds (e.g. Heritage Lottery Fund)	Desirable	Kingston Town
Library	Re-provision or renovation of Surbiton Library (Library Review 2007)	2014-16	RBK Head of Cultural Services and Lifelong Learning	£2-4 million	Planning obligation contributions and/or capital from site disposal	Desirable	Surbiton
Libraries	Alternative methods of delivery for small libraries (Old Malden and Tolworth) like replicating the extension of Tudor Library into a Community Hub.	2011-14	RBK Head of Cultural Services and Lifelong Learning	Unknown	Unknown	Desirable	Old Malden and Tolworth

Infrastructure Delivery Schedule							
Infrastructure Type	Project details (Title, location, reason)	Delivery Time Period	Delivery Lead	Cost	Funding Source and any contingencies	Is the Project Essential or Desirable?	Area the infrastructure serves e.g. Neighbourhood
Green Infrastructure							
Production of Parks Development Plans	<p>The plan concentrates around 10 top line functions:</p> <ul style="list-style-type: none"> • A place for sustainable living • A productive landscape • A link to the country • A safe environment • A learning environment • An opportunity to improve health and fitness • An environment for sustainable development • To enhance Biodiversity • A cultural legacy • To involve the community 	2010-2018	Green Spaces Officer, RBK	n/a – individual project costs available in Development Plans	<p>Planning obligation contributions, Heritage Lottery Fund, London Marathon Trust</p>	Desirable	All areas
Alexandra Recreation Ground	Adventure playground at Alexandra Recreation Ground. To update and expand the playground to meet the needs of users in providing a challenging play experience.		RBK Green Spaces	£100,000	External funding	Desirable	Surbiton
Physical Infrastructure							
Public realm and transport corridor	Tolworth Broadway Greenway Scheme (Major Project).	Complete 2012/13	RBK	£3.1 – £4.1million	TfL, Mayor's great space funding, and RBK	Desirable	Benefits areas surrounding Tolworth Broadway. May also

Infrastructure Delivery Schedule							
Infrastructure Type	Project details (Title, location, reason)	Delivery Time Period	Delivery Lead	Cost	Funding Source and any contingencies	Is the Project Essential or Desirable?	Area the infrastructure serves e.g. Neighbourhood
	Enhance the physical environment and economic vitality of Tolworth District Centre. It focuses on improving: the public realm, pedestrian and cycling access, freight access and loading arrangements, car and cycle parking facilities, and de-cluttering the footway.						have wider benefits including for SOB and Surbiton.
Gateway Improvements	Kingston Station Gateway Improvements. To improve pedestrian and cyclist access across the relief road (A307) between KTC and Kingston Train station; improvements will focus on improving the relief road crossing and access along Fife Road (to its junction with Castle Street).	Complete 2012/13 – 2015/16	RBK	£1.2 million	TfL and planning contributions	Desirable	Kingston Town Centre. However as it's related to the train station it may encourage more visitors from other areas.
Public Realm Improvements and Transport Interchange	Significant initiative to enhance the physical environment and economic vitality of Surbiton District Centre (in particular Victoria Road). To provide a framework for integrating current and future development projects, as well as creating a coherent new high quality public space and transport interchange based around Surbiton Station.	Stage 1: 2012/13 – 2014/15 Stage 2: By 2020 (although reliant on private development)	RBK	£1.32million for first of remaining stages. Final stage cost is unknown and funding will be reliant on private development of Surbiton station.	TfL, Planning obligation contributions, RB	Desirable	Will benefit Surbiton Town Centre.

Infrastructure Delivery Schedule							
Infrastructure Type	Project details (Title, location, reason)	Delivery Time Period	Delivery Lead	Cost	Funding Source and any contingencies	Is the Project Essential or Desirable?	Area the infrastructure serves e.g. Neighbourhood
Public realm	Ancient Market Place (Kingston Town Centre). To enhance the Ancient Market Place and surrounding area. The scheme aims to build on the historic identity of the area, raise its profile, and reinforce the space as the town's cultural quarter.	Completed 2012/13 – 2014/15	RBK	£1.974million	RBK, TfL, Mayors Great Spaces Funding, and Planning obligation contributions	Desirable	Kingston Town Centre
K+20 Area Action Plan initiatives	Involves improving walking, cycling, bus, and vehicle access to the town centre. It also includes (amongst other projects) improvements to Fairfield Bus Station and a new bus station between Eden Street and Wheatfield Way, improving gateways, and better managing car parking.	Projects implemented over the period 2010/11 - 2028	RBK	Unknown – includes a large 'package' of projects to deliver in and around the Town Centre until 2028.	Planning obligation contributions, RBK, TfL, other	Desirable	Kingston Town Centre
Trains	Increase train capacity from all RBK stations from 8 carriage to 10 carriage trains. The Governments High Level Output Specification (HLOS) program proposes that all RBK lines will be operating with 10-car carriage trains by 2012, and all train station platforms being upgraded to 10-car carriage capacity by December 2013.	Completed 2013/14.	South West Trains and Network Rail	Unknown.	TfL, RBK, Planning obligation contributions, possibly South West Trains	Desirable	This will benefit all RBK train stations and therefore many areas in the borough. It will be of most benefit to Surbiton, Kingston Town Centre, and Norbiton which currently suffer the greatest capacity concerns.
Transport connectivity	Improve connectivity between Surbiton District Centre and Kingston Town Centre. Surbiton has superior rail links especially from Surrey. To help reduce private vehicle use accessing KTC we are working on a collection of measures to improve transport links from Surbiton to KTC. This will	2011/12 – 2014/15. Marketing is likely to be ongoing.	RBK	£200k - £300k	TfL, RBK, possibly South West Trains	Desirable	This will benefit Surbiton and KTC. It may increase train patronage to Surbiton which may have benefits for the local shopping area. It

Infrastructure Delivery Schedule							
Infrastructure Type	Project details (Title, location, reason)	Delivery Time Period	Delivery Lead	Cost	Funding Source and any contingencies	Is the Project Essential or Desirable?	Area the infrastructure serves e.g. Neighbourhood
	encourage train use to Surbiton, then bus, cycle, or walk to KTC. Measures include improved signage (way finding to bus stops, improved pedestrian and cycling facilities, marketing).						should reduce car use by shoppers accessing KTC.
Strategic transport routes	To improve the Borough's strategic walking, cycling, bus, and road routes.	Ongoing	RBK	Approximately £750k per year.	TfL, RBK, Planning obligation contributions, and other funding sources that become available	Desirable	This will benefit many areas of the borough, in particular major trip generators such as Kingston Town Centre, the District Centres, The Hospital etc.
Upgrades to Tolworth Station	DDA accessible platforms, upgraded entrance points, cycle parking.	Uncertain as reliant on private development, however possibly 2011/12 – 2015/16	Private Development	£1.5million	Primary funding source is private development/ Planning obligation contributions	Desirable	Improved access for all users of Tolworth Station
Utilities	<ul style="list-style-type: none"> Hogsmill Valley Sewage Treatment Works <ul style="list-style-type: none"> Expansion of the sewer network to increase treatment capacity to meet the demands of planned new development improvements to sewer network to reduce the risk of sewer flooding 	2010-2015	Thames Water	Unknown	To be agreed with OFWAT	Essential	Borough-wide

Delivering the Core Strategy

Delivering the Neighbourhood Visions

7.22 The Vision and Local Strategy for Delivery for each Neighbourhood will be delivered through:

- implementation of the Local Strategies for Delivery (delivery mechanisms for Neighbourhood Vision)
- implementation of the Core Strategy Thematic Policies
- the Core Strategy 'Implementation and Delivery' Policies
- other Council Strategies/Delivery Plans, e.g. Second Local Implementation Plan, Greenspaces Strategy, Energy Strategy

- development of additional studies, SPDs, site specific planning briefs
- the Council's Development Management service will engage with developers to bring forward sites for development
- the LDF Delivery Plan; this is explained further in paragraph 7.27
- Neighbourhood Community Plans

7.23 A summary of the delivery mechanisms for the Vision and Local Strategy for Delivery for each Neighbourhood is outlined in the table below:

Local Strategy for Delivery Topic	Thematic Policies	Implementation and Delivery Policies	Further Delivery Mechanisms
Climate Change and Sustainability	Climate Change and Sustainability (includes Water Management and Flood Risk) Policies: CS1, CS2, DM1-DM4	IMP1-IMP4	<ul style="list-style-type: none"> • Other Council and partner Strategies and Delivery Plans • Additional studies, SPDs, site specific planning briefs • The Council's Development Management service • The LDF Delivery Plan • Neighbourhood Community Plans
Managing and Reducing Flood Risk			
Natural and Green Environment	Natural and Green Environment Policies: CS3, CS4, DM5-DM7	IMP1, IMP3, IMP4	
Sustainable Travel	Sustainable Travel Policies: CS5-CS7, DM8, DM9	IMP1, IMP3, IMP4	
Character Design and Heritage	Character Design and Heritage Policies: CS8, DM10-DM12	IMP1, IMP3, IMP4	
Waste	Waste Policy: CS9	IMP1, IMP3, IMP4	
Housing and Affordability	Housing and Affordability Policies: CS10, DM13-DM16	IMP1, IMP3, IMP4	
Economy and Employment	Economy and Employment Policies: CS11, DM17, DM18	IMP1, IMP3, IMP4	

Retail and Town Centres	Retail and Town Centres Policies: CS12, DM19, DM20	IMP1, IMP3, IMP4	
Healthy and Safer Communities	Healthy and Safer Communities Policies: CS13, CS14, DM21, DM22	IMP1, IMP3, IMP4	
Education	Education Policies: CS15, DM23	IMP1, IMP3, IMP4	
Community Facilities	Community Facilities Policies: CS16, DM24	IMP1, IMP3, IMP4	

Table 1 Delivery of Neighbourhood Visions

Delivering the Key Areas of change

Hogsmill Valley

7.24 The delivery mechanisms for the Hogsmill Valley Key Area of Change are:

- the Thematic Policies and Hogsmill Valley Key Area of Change guidance and Implementation/Delivery Policies
- the Hogsmill Valley Masterplan - a Masterplan is being developed for the area with stakeholders and local strategic partners to bring forward the range of improvements and new facilities/infrastructure. The Masterplan will be based on the Proposals Map, Figure 12, Vision for the Key Area of Change, Local Strategy for Delivery, as well as relevant Thematic and Implementation/Delivery Policies.
- a development partnership agreement – the agreement is currently being drafted and will need to be agreed and signed up to by all delivery partners. It will set out a programme for taking the Masterplan forward and delivering its different component parts over the plan period. The partnership agreement and Masterplan will be

the key delivery mechanism for the area.

- the GLA Green Grid project will consider how opportunities to improve green corridors such as the Hogsmill River corridor could be achieved/designed/funded
- proposals will be taken forward through normal Development Management processes, including S106 legal agreements
- the LDF Delivery Plan
- South London Waste Plan DPD
- other Council Strategies/Delivery Plans, e.g. Energy Strategy
- the Council has a well developed Neighbourhood structure in place for decision making (with its Neighbourhood Committees and forums) which will help take the strategy forward

Kingston Town Centre

7.25 The Kingston Town Centre Area Action Plan (K+20) is the key delivery mechanism for this Key Area of Change. However, the Thematic Policies, Implementation/Delivery Policies, other Council strategies, and the LDF Delivery Plan are also delivery mechanisms for the area.

Tolworth

7.26 The delivery mechanisms for the Tolworth Key Area of Change are:

- the Thematic Policies (in conjunction with Local Strategy for Delivery) and Implementation and Delivery Policies
- the Tolworth Strategy – this strategy provides further detail on the opportunities and improvements required in the area; it also includes a Delivery Plan. The favoured option for delivering the Tolworth Strategy is via a partner project group who will ensure delivery is managed in a co-ordinated way including the development of Planning Performance Agreements and site briefs for specific development proposals which will relate to area objectives.
- Figure 14 of the Core Strategy will act as a guideline for development proposals in the area
- the Tolworth Broadway Greenway Major Transport Scheme due to

- be implemented during 2012/13, will act as a public sector funded catalyst to stimulate private sector investment in the regeneration of Tolworth
- other Council Strategies/Delivery Plans, e.g. Second Local Implementation Plan
- development of an SPD, or a site specific planning brief (if necessary)
- the LDF Delivery Plan
- through the Development Management process and site briefs. Of the eight opportunity sites identified in the Tolworth Strategy:
 - two have planning permission (Red Lion Road PH and 12 Kingston Road)
 - one has been the subject of extensive pre-application discussions
 - two are at feasibility stage
 - three are programmed for delivery within 0-5 years

Key Area of Change	Thematic Policies	Implementation and Delivery Policies	Further Delivery Mechanisms
Hogsmill Valley	CS1-CS16 DM1-DM24 Figure 12 Proposals Map	IMP1-IMP4	<ul style="list-style-type: none"> • The Hogsmill Valley Masterplan • Waste Plan DPD • Green Spaces Strategy • One Norbiton Strategy • Energy Strategy • Second Local Implementation Plan • LDF Delivery Plan • Development Management processes, including S106 legal agreements
Kingston Town Centre	CS1-CS16 DM1-DM24	IMP1-IMP4	<ul style="list-style-type: none"> • Kingston Town Centre Area Action Plan (K+20) • Second Local Implementation Plan • Green Spaces Strategy • Energy Strategy

			<ul style="list-style-type: none"> • LDF Delivery Plan • Development Management processes, including S106 legal agreements
Tolworth	<p>CS1-CS16</p> <p>DM1-DM24</p> <p>Figure 14</p> <p>Proposals Map</p>	IMP1-IMP4	<ul style="list-style-type: none"> • The Tolworth Strategy • The Tolworth Broadway Major Transport Scheme • Second Local Implementation Plan • Green Spaces Strategy • Energy Strategy • Neighbourhood Plan, SPD, site specific planning brief • LDF Delivery Plan • Development Management processes, including S106 legal agreements

Table 2 Delivery of Key Areas of Change

Background to the LDF Delivery Plan

7.27 The Council's LDF Delivery Plan will address the key issues of how and when proposals in the Core Strategy will be delivered.

7.28 The key components of the Delivery Plan are:

- a 15-year Implementation Plan (IP) covering the full period of the Core Strategy that includes all the infrastructure requirements and other actions outlined in the Core Strategy and identifies lead delivery agents. The IP also pulls together actions and makes correlations from other Council and Partner's strategies to develop a multi-faceted approach to delivery. The IP demonstrates which Core Strategy Objectives the actions within the IP help to deliver.
- a one-year Annual Implementation Plan (AIP) - The AIP focuses on actions infrastructure to be delivered in the coming financial year and is more detailed than the IP. It will also include a monitoring and reporting framework.

- a schedule of the opportunity sites with an overview of how the Council will seek to work with owners/developers to overcome constraints and bring these sites forward. This work will align with the housing trajectory. The schedule of opportunity sites will also demonstrate which Core Strategy Objectives the development of each site will help to deliver.
- a partner engagement strategy that will set out governance structures for how all the various stakeholder groups with an interest in delivering the Core Strategy will be engaged. The governance structure will use existing boards/groups wherever possible, but will also set up an Infrastructure Delivery Board and possibly a Developer Forum and overarching Core Strategy Delivery Board.
- an Infrastructure Delivery Plan that will be updated annually
- an over-arching annual monitoring and reporting plan

7.29 Implementation of the Core Strategy will involve coordination with other Council strategies and this will be facilitated by the governance arrangements proposed. The Council's Housing Strategy will be particularly important to support delivery of housing policies and the Council already has established procedures to work closely together to ensure this coordination. In future this will be complemented by the Council's Asset Management Programme.

7.30 The Council has adopted a proactive approach to its Development Management service that will assist the delivery of appropriate development in the Borough. On larger sites the Council will agree Planning Performance Agreements to link developers and the Council and, where necessary, will require developers to prepare site briefs and engage the community and key partners in this process.

Assessing Planning Applications against the Core Strategy

7.31 The key policy considerations of the Core Strategy are the Policies contained within the Thematic Sections (i.e. CS and DM policies). To determine the consistency of a planning application with the Core Strategy the primary consideration should always be its consistency with these Policies.

7.32 To ensure local policy considerations of relevance are also considered in planning decisions, planning applications should also be considered against the policy statements contained within the Neighbourhood and Key Areas of Change Local Strategies for Delivery. The policy statements within the Local Strategy for Delivery provide further locally specific guidance to assist the interpretation and implementation of the Thematic

Policies. Planning applications should be consistent with both the Thematic Policies and the policy statements in the applicable Local Strategy for Delivery. Where an application is located near a Neighbourhood boundary it may be necessary to consider the adjoining Neighbourhoods' Local Strategy for Delivery Policies.

Monitoring Framework

7.33 Monitoring the delivery of the Core Strategy and the wider Local Development Framework is important to demonstrate the effectiveness of policies in meeting spatial objectives. A robust monitoring framework in which arrangements for reporting results are clear is essential.

7.34 Regular monitoring will assess the effectiveness of the policies along with ensuring that Development Plan Documents (DPDs) meet their key milestones. Initially a report will be produced on an annual basis with indicators reflecting data on the previous monitoring year. It will review progress against relevant national and regional targets and highlight any unintended consequences arising from policies. However, a local need may be identified to produce monitoring reports more or less frequently in future. Finally, monitoring reports will be an important mechanism to assess whether a review of a DPD is necessary.

7.35 The Council is committed to monitoring its Core Strategy in order to achieve its vision and strategic objectives. The purposes of monitoring are:

- to assess the extent to which policies in the Core Strategy are being implemented
- to identify policies that may need to be amended or replaced

- to measure the performance of the Core Strategy against the vision and strategic objectives
- to establish whether policies have had unintended consequences
- to establish whether assumptions and objectives behind policies are still relevant
- to establish whether targets are being achieved
- making suitable land available and its efficient use for development
- sustainable economic development
- protecting and enhancing the natural and historic environment
- high quality development and efficient use of resources
- inclusive and liveable communities

7.36 The 24 Core Strategy spatial objectives have been used to identify a set of monitoring indicators and targets. Indicators selected are based on the former 198 National Indicators, local Core Output Indicators and other proposed Local Indicators which will be reported on in forthcoming monitoring reports.

Annex 1: Glossary of terms

Affordable Housing: housing which is accessible to people whose incomes are insufficient to enable them to afford adequate housing locally on the open market. It includes social rented or shared ownership housing provided by housing associations, local authorities, and other similar agencies. Housing is regarded as affordable where its costs to the occupier, however it is provided, is equivalent to the cost of registered housing association accommodation of similar size and quality within the locality.

Amenity space: those areas immediately surrounding residential dwellings, used exclusively by the residents of that property for passive or active recreation. It includes play space and drying areas. It does not include access roads, driveways, garages, hardstandings, dustbin/storage enclosures, narrow strips of land restricted in size or shape or incapable of use as sitting out areas, space which does not afford reasonable privacy.

Area Action Plan (AAP): used to provide a planning framework for areas of change and areas of conservation. Area Action Plans have the status of Development Plan Documents.

Area of Archaeological Significance: a site where significant archaeological remains may survive, and site investigation will be required.

Blue Infrastructure: applies to infrastructure that affects waterways, water features and land adjoining them. This includes rivers, canals, lakes, reservoirs and smaller water bodies. Infrastructure should enhance or extend facilities to improve their use and their biodiversity.

Buildings of Townscape Merit: buildings or groups of buildings which, because of their character or appearance, are considered to make a significant contribution to the townscape and environment of the borough.

Communities and Local Government (CLG): the Government department that sets national policy on planning.

Community Benefit: the achievement of benefit for the local community made through an agreement between the developer and the local authority to restrict or regulate the use of land. See planning obligations.

Community Infrastructure Levy (CIL): (as set out in the Planning Act 2008) is a new system of developer contributions. Funds can be used for a wide range of off-site infrastructure provision that is needed as a result of development. This includes transport schemes, flood defences, schools, hospitals and other health and community facilities, and green infrastructure.

Community Plan: The Kingston Plan (2008) was prepared as a requirement of the Local Government Act 2000. It sets out a vision for Kingston based on a community planning process. It was produced by the Kingston Community Leadership Forum; a partnership of organisations representing all sectors of the Kingston Community. Visit:

www.kingston.gov.uk/community_planning

Conservation Area: an area of special architectural or historic interest identified by the Local Planning Authority under the Planning (Listed Buildings and Conservation Area) Act (1990). The Local Planning Authority has a statutory duty to preserve and enhance the character or appearance of such areas. Buildings in such areas are protected from unauthorised demolition and trees may not be felled or pruned without consent.

Core Strategy: sets out the long-term spatial vision for the local planning authority area, strategic objectives, and strategic policies to deliver that vision. The Core Strategy has the status of a Development Plan Document.

Crime Impact Statement (CIS): a document that is produced by a competent individual/organisation independent of the design process that highlights any crime and disorder issues in the vicinity of the development, assesses the development in terms of its likely effect on crime and disorder in the area and identifies design solutions based on an analysis of the crime issues in that area that will reduce the proposal's vulnerability to crime, including in terms of design, layout and spatial relationships, management and maintenance and Secured by Design principles. A CIS should help an applicant adapt a development to avoid/reduce the adverse effects of crime and disorder, allow Local Planning Authorities to make better decisions and help allay public fears about a development that are often brought about by a lack of information. Further guidance should be sought from the Metropolitan Police Crime Prevention Design Advisor.

Development Plan: in Kingston this consists of the London Plan and Development Plan Documents within the Local Development Framework.

Development Plan Documents (DPDs): spatial planning documents that are subject to independent examination, and together with the London Plan, will form the development plan for the local authority area. Development Plan Documents can include Core Strategy, Site-specific Allocations of Land, and Area Action Plans (where needed). They will all be shown geographically on an adopted Proposals Map. Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents. Each Authority must set out the programme for preparing its Development Plan Documents in the Local Development Scheme.

Examination: all Development Plan Documents are subject to independent examination by the Planning Inspectorate. This examination will test the 'soundness' of the document.

Greater London Authority (GLA): a unique form of strategic citywide government for London. It is made up of a directly elected Mayor, the Mayor of London, and a separately elected Assembly, the London Assembly. The Mayor leads the preparation of statutory strategies on transport, spatial development, economic development and the environment.

Green Chain: a series of elongated open spaces surrounding the Borough's major watercourses, linking the Green Belt and broader areas of open land within the urban area.

Green Corridor: relatively continuous areas of open space that run through the Borough's built environment, consisting of railway embankments and cuttings, roadside verges, canals, parks, playing fields and rivers which link sites to each other.

Green Infrastructure: the open environment within urban areas, the urban fringe and the countryside. It is a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.

Inspector's Report: a report issued by the Inspector or Panel who conducted the Examination, setting out their conclusions on the matters raised and detailing amendments to be made to the document. The Inspector's report is binding on the Local Planning Authority.

Issues and options: produced during the early production stages of the preparation of Development Plan Documents and may be issued for consultation to meet the requirements of Regulation 25 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.

Listed Building: A building included in the list of buildings of special architectural or historic interest compiled by the Secretary of State under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Building Consent is required before whole or partial demolition, or any alteration which affects the character of the building is undertaken.

Local Development Documents (LDDs): the collective term in the Planning and Compulsory Purchase Act 2004 for Development Plan Documents, Supplementary Planning Documents, and the Statement of Community Involvement (SCI).

Local Development Framework (LDF): the name of the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Monitoring Reports. Together these documents provide the framework for delivering spatial planning strategy for a local authority area and may also include Local Development Orders and Simplified Planning Zones.

Local Development Scheme (LDS): sets out the programme for preparing Local Development Documents approved by the Secretary of State.

Local Implementation Plan (LIP): this annual plan sets out the implementation programme for transport schemes in the Borough.

London Plan: the Spatial Development Strategy for London. It provides a strategic framework for the Borough's Local Development Framework. It has the status of a development plan under the Act. The Kingston Local Development Framework is required to generally conform to the London Plan.

Monitoring Report: part of the Local Development Framework, the Monitoring Report will assess the implementation of the Local Development Scheme and the extent to which policies in the Local Development Documents are being successfully implemented.

Park and Ride: an arrangement where the traveller (shopper, commuter or leisure time user) can drive for the first part of their journey and then use either bus, train or light rail to complete it. This maintains the flexibility of the car but overcomes the car parking problems at the destination point.

Planning Obligations: the agreements achieved between developers and the Local Authority which secure community benefit under Section 106 of the 'Town and Country Planning Act 1990'. See Community Benefit. The use of Planning Obligations will be scaled back as the Council introduces a Community Infrastructure Levy (CIL) charge (see Community Infrastructure Levy). Planning Obligations will remain for 'on-site' infrastructure provision. The Planning Obligations SPD will be amended to reflect changes in requirements for developer contributions when CIL is adopted.

Planning Policy Guidance (PPG): national Planning Policy Guidance notes which set out current Government policy. Policies are not rigid but such advice must be taken into account in determining a planning application. To be replaced by Planning Policy Statements.

Planning Policy Statement (PPS): national planning policy produced by the Government. Previously known as Planning Policy Guidance notes (PPGs) they set out the Government's spatial planning policies for England.

Preferred Strategy: produced as part of the preparation of a Development Plan Document.

Proposals Map: the adopted Proposals Map illustrates on a base map (reproduced from, or based upon a map base to registered scale) all the policies and proposals contained in Development Plan Documents. To be revised as each new Development Plan Document is adopted and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted proposals map accompany submitted Development Plan Documents in the form of a submission Proposals Map.

The Regulations: The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009. Original Regulations in 2004 were amended in 2008 and 2009.

Shared Ownership Housing: intermediate tenure option to provide low cost or affordable housing whereby the occupant purchases a stake in the property whilst paying rent on the remainder. Schemes are normally managed by the local authority, housing associations or other similar agencies. A minimum equity stake of 25% is usually required with an option of purchasing successive proportions at a later date.

Site Specific Allocations: allocations of sites for specific or mixed uses or development to be contained in Development Plan Documents. Policies will identify any specific requirements for individual proposals.

Statement of Community Involvement (SCI): sets out the standards which the Council will achieve with regard to involving the community in the preparation of Local Development Documents and development control decisions.

Strategic Environmental Assessment (SEA): a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.

Supplementary Planning Documents (SPDs): provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the development plan and are not subject to independent examination, but they are material consideration in the assessment of planning applications.

Sustainability Appraisal (SA): tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all Local Development Documents. It encompasses all the requirements of the SEA (see above).

Unitary Development Plan (UDP): A borough-wide statutory development plan, setting out the Council's policies for the development and use of land. This will be replaced by the Local Development Framework.

Waste Plan: a Development Plan Document to define planning policies and site allocations for waste processing and management

Annex 2: Evidence Base

The following background papers can be found on the Council's website at www.kingston.gov.uk/ldf_evidence_base_reports or please email: ldf@rbk.kingston.gov.uk to obtain a copy.

- Affordable Housing Viability Study (January 2011)
- After Dark Strategy (October 2007)
- Allotment Strategy - 2008-2018
- Borough Character Study (January 2011)
- Building Schools for the Future Strategy (June 2008)
- Climate Change Evidence Base
- District Centre Parking Study (September 2009)
- District Centres Catchment and Market Shares
- Employment Land Review (Spring 2009)
- Energy Strategy (April 2009)
- Green Spaces Strategy - 2008-2018
- Habitats Assessment Report (2010)
- Infrastructure Delivery Plan (January 2011)
- Local Centres Study (February 2009)
- Second Local Implementation Plan (2011)
- London Gypsy and Traveller Accommodation Needs Assessment (GLA, 2008)
- MORI Survey of Residents' use of Local Shopping Centres (February 2009)
- Open Space Assessment (May 2006)
- Primary Strategy Programme (June 2008)
- Retail Capacity Study Update (September 2006)
- Retail Study (January 2003 and 2010)
- Retail Study Update 2010
- Sequential Test Report (2011)
- Strategic Flood Risk Assessment (2011)
- Strategic Housing Land Availability Assessment (GLA, 2009)
- Strategic Housing Market Assessment (2009)
- Surbiton, New Malden and Tolworth Comparison and Convenience Catchment Statistics (March 2009)
- Sustainability Appraisal Reports (2008, 2009, 2011)
- The Best Place to Live - a Cultural Strategy for Kingston upon Thames 2008-2012
- The Kingston Plan (2008)

Annex 3: Open Space Provision Standards

Open Space Type and Hierarchy System	Quantity and Accessibility Standards
Public Park	1.11ha per 1000 population All residents within the Borough should have access to an area of public park within:
Metropolitan Park	3200m from home (40 mins walk)
District Park	1200m from home (15 mins walk)
Local Park	800m from home (10 mins walk)
Small Local Park and open space	400m from home (5 mins walk)
Children's Play	0.8ha per 1000 population (could be incorporated within any category of public parks provision) All residents within the Borough should have access to areas of formal and informal play provision for children and teenagers within 400m from home (5 mins walk)
Natural and Semi-Natural Green space	1ha per 1000 population All residents within the Borough should have access to a natural and semi-natural greenspace of at least 2ha in size within 300m of home (5 mins walk)
Allotments	0.35ha per 1000 population All residents within the Borough should have access to an allotment garden within 800m of home (10 mins walk)

Annex 4: Policies Superseded by the Core Strategy

The Core Strategy policies supersede the Council's planning policies in its Unitary Development Plan (2005). The following is a list of policies that have been superseded:

- STR3 Housing Need
- H1 Protection of Residential Amenities
- H2 Residential and Other Uses in Residential Areas
- H3 Change from Residential Use
- H7 Residential Conversions and Houses in Multiple Occupation
- H9 Low Cost and Affordable Housing
- H10 Sheltered Housing for Elderly People and People with Disabilities
- H13 Conversion of Large Houses to Nursing Homes, etc.
- H14 Hostels for Single People
- STR4 Local Economy
- E1 Industrial/Warehouse/Business Areas
- E1a Existing Employment Land Outside Industrial / Warehouse / Business Areas
- E2 Industrial / Warehouse Development Outside Industrial / Warehouse / Business Areas
- E3 Office Development
- E4 Relocation of Existing Employment Uses Outside Industrial / Warehouse / Business Areas
- E5 Hazardous Processes
- E6 Range of Unit Sizes
- STR5 Shopping and Town Centres
- S2 New Retail Development
- S3 Local Shopping Centres
- S4 Retention of Shops Outside Kingston Town Centre and the District and Local Shopping Centres
- S5 Alternative Use of Shops Outside Kingston Town Centre, District and Local Shopping Centres
- S6 New Small Shops Outside Centres
- S7 Vehicle Sales etc.
- S8 Takeaway Food Shops, Restaurants etc.
- S9 Outdoor Markets
- S10 Environmental Improvements in Local Shopping Centres
- STR6 Conserving and Enhancing the Built Environment
- BE1 Strategic Areas of Special Character and the Protection of Key Views
- BE2 Local Areas of Special Character
- BE3 Development in Conservation Areas
- BE4 Demolition of Buildings in Conservation Areas
- BE5 Demolition of Listed Buildings
- BE6 Works Affecting the Character of Listed Buildings
- BE7 Change of Use of Listed Buildings
- BE8 Buildings of Townscape Merit
- BE9 Trees and Soft Landscaping
- BE10 Grass Verges
- BE11 Design of New Buildings and Extensions
- BE12 Layout and Amenity of Buildings and Extensions
- BE13 Location of Building Plant
- BE14 Height of Buildings
- BE15 Safety and Lighting of Public Areas
- BE16 Design of New Shopfronts
- BE17 Signs and Advertisements
- BE18 Telecommunications Equipment
- BE19 Areas of Archaeological Significance
- BE20 Ancient Monuments
- BE22 Pedestrian Environment
- BE23 Art in New Development
- STR7 Safeguarding and Enhancing Open Land
- STR7a Biodiversity
- STR7b Water Resource Management
- OL1 The Green Belt
- OL2 Reuse of Buildings in the Green Belt
- OL3 Agriculture in the Green Belt
- OL4 Metropolitan Open Land

Annex 4: Policies Superseded by the Core Strategy

- OL5 New Buildings in the Green Belt and Metropolitan Open Land
- OL6 Protection of Other Open Land
- OL7 Open Space Improvement and Ancillary Development
- OL8 Appearance and Underuse of Open Land
- OL9 Development Adjoining Open Space
- OL10 New Public Open Space Provision
- OL10a Green Corridors
- OL11 Sites of Nature Conservation Importance
- OL11a Species Protection
- OL12 Stables, Riding Schools and Other Similar Establishments
- OL13 Footpaths and Bridleways
- OL14 Thames Policy Area
- OL15 Appropriate Riverside Uses
- OL16 Moorings
- OL17 The River and Water Environment
- OL18 Flooding
- OL19 Water Conservation and Control
- STR8 Diversifying Leisure Facilities
- RL1 Outdoor Recreational Facilities
- RL2 New Indoor Recreation and Leisure Uses
- RL3 Retention or Replacement of Indoor Leisure Facilities
- RL4 Dual Use of Education and Community Facilities for Leisure Purposes
- RL7 Children's Play Provision
- RL8 New Hotel Accommodation
- RL9 Tourism and Visitors
- STR9 Community Services
- CS1 New Community Facilities and the Extension of Existing
- CS2 Facilities for Care in the Community
- CS3 Adult Education Facilities and Youth Centres
- CS4 Customer Facilities and Conveniences
- CS5 Gypsies and Travellers
- CS6 Retention of Public Houses in the Community
- MW1 Development of Waste Management Facilities
- MW3 Energy Efficiency and Conservation in Developments
- MW5 Contaminated and Unstable Land
- MW6 Air Quality
- MW7 Noise
- STR13 A Sustainable Transport Strategy
- STR14 The Road Network
- STR15 Improving the Environment Along the A243
- STR16 Developing and Promoting Sustainable Transport Modes
- T1 Transport Safety
- T2 Restriction on Delivery Hours
- T3 The A3 Trunk Road
- T4 Management and Improvement of the Secondary Road Network
- T5 Local Distributor Roads
- T6 Management and Improvement of Local Access Roads
- T7 Traffic Calming in New Developments
- T8 Lorry Routes
- T9 Bus Priority Measures
- T10 Public Transport Interchanges
- T11 Public Transport Accessibility
- T13 Facilities for People with Disabilities
- T14 Pedestrian Network
- T15 Cycling
- T16 Overnight Lorry Parking
- T17 Park and Ride
- T19 Control of Off-Street Parking
- T20 Compliance with Car and Cycle Parking Standards
- T21 New Development and On-Street Parking
- T21a Provision and Management of Public Car Parking
- T22 Transport Contributions
- T26 Temporary Car Parking
- T28 Off-Street Servicing and Parking
- T29 Use of Shopping Forecourts
- DC1 New Retail Floorspace
- DC2 Community and Leisure Uses
- DC3 Shopping Frontages in District Centres
- DC4 Areas of Mixed Use
- DC5 Car Parking in District Centres
- NM1 New Malden District Centre Priorities

- NM2 Rear Service Roads
- NM3 Design and Scale of New Development
- SUR1 Surbiton District Centre Priorities
- SUR2 Size of Retail units
- SUR3 Design and Scale of New Development
- SUR4 Rear Service Roads
- TOL1 Tolworth District Centre Priorities
- TOL3 Design and Scale of New Development
- TOL4 Broadoaks Rear Service Road
- RES1 Control of Development, Site Assembly, etc.
- RES2 Planning Conditions and Agreements
- RES3 Determination of Planning Applications
- RES4 Supplementary Planning Guidance (SPG)
- RES5 Temporary Planning Permissions and Renewal of Expired Permissions
- RES6 Provision of Adequate Infrastructure
- RES7 Monitoring
- RES8 Community Benefit
- PS27 Rex Motors, 196-198 Cambridge Road, Kingston
- PS29 St John's Industrial Area, Kingston Road, New Malden
- PS29b Territorial Army Depot, Portsmouth Road, Kingston
- PS31 Kingston Hospital, Galsworthy Road, Kingston
- PS32 Kingston University, Kingston Hill
- PS33a Cocks Crescent, New Malden
- PS34 Unigate Milk Depot, Lower Marsh Lane / Villiers Avenue, Surbiton
- PS35 Thames Water Plc, Portsmouth Road, Surbiton (Riverside Site)
- PS39a Station Car Park, Surbiton
- PS39b Surbiton Hospital Site, Ewell Road, Surbiton
- PS40 Tolworth Main Allotments, Surbiton
- PS41 Red Lion Road Industrial / Warehouse Area, Tolworth
- PS42 Government Offices, Hook Rise South, Adjoining Sites Fronting Kingston Road and Tolworth Station, Tolworth
- PS43 Land at Kingston Road / Jubilee Way, Tolworth
- PS44 Tolworth Court and Farm Lands, Tolworth
- PS45 King Edward's Playing Field and Land North of Clayton Road, Hook
- PS47 Churchfields Allotments, Church Lane, Chessington
- PS50 Chessington World of Adventures
- PS50a Aggregates Depot, Kingston Road, Tolworth

Annex 5: Housing Trajectory

The London Plan 2011 sets a requirement for Kingston to deliver at least 3,750 net additional homes during the period 2011 to 2021, or 375 net new homes per annum. This target is set out in Policy CS10 Housing Delivery. In addition to demonstrating progress against this target, the Council is required to demonstrate the availability of at least 15 years worth of land for residential development (as set out in PPS3). The Housing Trajectory, as shown in Table 3, provides this information, showing predicted net housing completions up to 2026/27.

The trajectory includes 'deliverable' sites for the first five years of the Core Strategy, supported by the five-year housing land supply, and 'developable' sites for the period beyond that. For more detail on the individual components of projected housing delivery please see the Council's annual monitoring report.

The trajectory illustrates that there is sufficient land within the Borough to deliver the London Plan target of 3,750 homes ahead of 2021, and enough land to deliver the longer term cumulative target of 5,625 by 2026/27.

It should be noted that the Housing Trajectory below is a snapshot in time and annual updates to the trajectory will be prepared as part of the Council's annual monitoring report.

1	2	3	4			5		6			7			8			
			Cumulative Completions 2004/05 - 2006/07	Cumulative Completions 2007/08 - 2011/12	Cumulative Completions 2012/13 - 2026/27	Annual net additional homes requirement 2004/05 - 2006/07	Annual net additional homes requirement 2007/08 - 2011/12	Annual net additional homes requirement 2012/13 - 2026/27	Cumulative Requirement 2004/05 - 2006/07	Cumulative Requirement 2007/08 - 2011/12	Cumulative Requirement 2012/13 - 2026/27	No. above or below requirement 1997/98 - 2006/07	No. above or below cumulative requirement 2007/08 - 2011/12	No. above or below cumulative requirement 2012/13 - 2026/27	Annual Requirement taking account of past completions 2004/05 - 2006/07	Annual Requirement taking account of past completions 2007/08 - 2011/12	Annual Requirement taking account of past completions 2012/13 - 2026/27
Financial Year	Net additional new homes completed	Projected housing delivery	Cumulative Completions 2004/05 - 2006/07	Cumulative Completions 2007/08 - 2011/12	Cumulative Completions 2012/13 - 2026/27	Annual net additional homes requirement 2004/05 - 2006/07	Annual net additional homes requirement 2007/08 - 2011/12	Annual net additional homes requirement 2012/13 - 2026/27	Cumulative Requirement 2004/05 - 2006/07	Cumulative Requirement 2007/08 - 2011/12	Cumulative Requirement 2012/13 - 2026/27	No. above or below requirement 1997/98 - 2006/07	No. above or below cumulative requirement 2007/08 - 2011/12	No. above or below cumulative requirement 2012/13 - 2026/27	Annual Requirement taking account of past completions 2004/05 - 2006/07	Annual Requirement taking account of past completions 2007/08 - 2011/12	Annual Requirement taking account of past completions 2012/13 - 2026/27
2004/05	517	-	517	-	-	340	-	-	340	-	-	177	-	-	252	-	-
2005/06	289	-	806	-	-	340	-	-	680	-	-	126	-	-	214	-	-
2006/07	435	-	1241	-	-	340	-	-	1020	-	-	221	-95	-	-221	-	-
2007/08	290	-	-	290	-	-	385	-	-	385	-	-	-82	-	-	409	-
2008/09	398	-	-	688	-	-	385	-	-	770	-	-	-318	-	-	412	-
2009/10	149	-	-	837	-	-	385	-	-	1155	-	-	-567	-	-	544	-
2010/11	136	-	-	973	-	-	385	-	-	1540	-	-	-675	-	-	952	-
2011/12	-	277	-	1250	-	-	385	375	-	1925	-	-	-	108	-	675	375
2012/13	-	483	-	-	483	-	-	375	-	375	-	-	20	-	-	-	396
2013/14	-	287	-	-	770	-	-	375	-	750	-	-	660	-	-	-	405
2014/15	-	1015	-	-	1785	-	-	375	-	1125	-	-	971	-	-	-	349
2015/16	-	686	-	-	2471	-	-	375	-	1500	-	-	733	-	-	-	315
2016/17	-	137	-	-	2608	-	-	375	-	1875	-	-	1075	-	-	-	288
2017/18	-	717	-	-	3325	-	-	375	-	2250	-	-	837	-	-	-	309
2018/19	-	137	-	-	3462	-	-	375	-	2625	-	-	899	-	-	-	288
2019/20	-	437	-	-	3899	-	-	375	-	3000	-	-	826	-	-	-	288
2020/21	-	302	-	-	4201	-	-	375	-	3375	-	-	638	-	-	-	285
2021/22	-	187	-	-	4388	-	-	375	-	3750	-	-	695	-	-	-	309
2022/23	-	432	-	-	4820	-	-	375	-	4125	-	-	552	-	-	-	268
2023/24	-	232	-	-	5052	-	-	375	-	4500	-	-	409	-	-	-	287
2024/25	-	232	-	-	5284	-	-	375	-	4875	-	-	266	-	-	-	341
2025/26	-	232	-	-	5516	-	-	375	-	5250	-	-	123	-	-	-	109
2026/27	-	232	-	-	5748	-	-	375	-	5625	-	-	-	-	-	-	-

Table 3 Housing Trajectory

Phase	1	2	3	4	5	6	7	8	9	10	11
Pre Core Strategy	Current Year	Year	Sites with planning permission or under construction	Kingston Town Centre AAP sites	Core Strategy Sites and Sites with Developer Interest	SHLAA Sites	Other sites				
Core Strategy Plan Period	1	2011/12	136	0	0	0	0	141	277	0	277
		2012/13	154	0	64	0	0	137	355	128	483
		2013/14	0	5	130	0	15	137	287	0	287
		2014/15	148	0	180	0	250	137	715	300	1015
		2015/16	262	114	0	0	40	137	553	133	686
		2016/17	0	0	0	0	0	137	137	0	137
		2017/18	0	0	410	0	170	137	717	0	717
		2018/19	0	0	0	0	0	137	137	0	137
		2019/20	0	230	0	0	70	137	437	0	437
		2020/21	0	50	0	0	35	137	222	80	302
3	2021/22	0	50	0	0	0	137	187	0	187	
	2022/23	0	15	10	28	42	137	232	200	432	
	2023/24	0	15	10	28	42	137	232	0	232	
	2024/25	0	15	10	28	42	137	232	0	232	
	2025/26	0	15	10	28	42	137	232	0	232	
	2026/27	0	15	10	28	42	137	232	0	232	
	Total	700	524	834	140	790	2196	5184	841	6025	

Table 4 Components of Kingston's Housing Trajectory

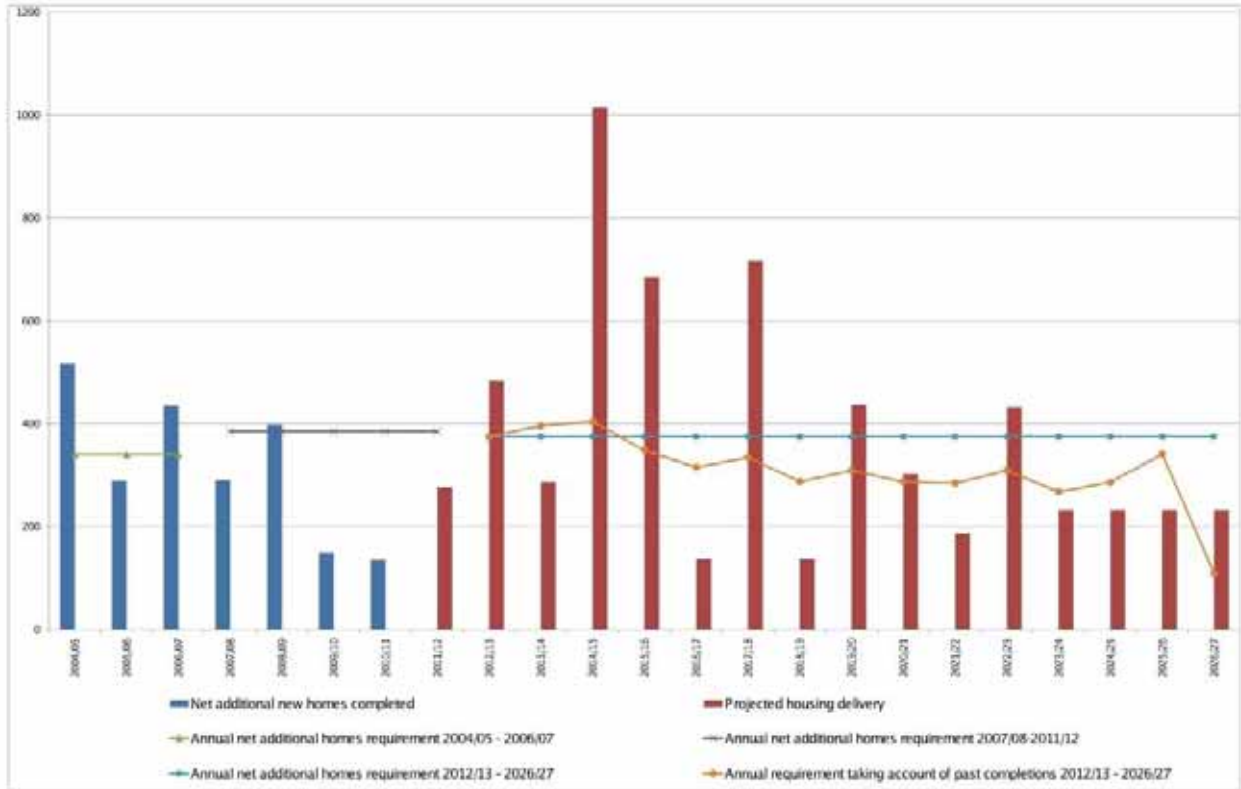


Figure 24 Housing Completions and Projected Housing Delivery Against Targets

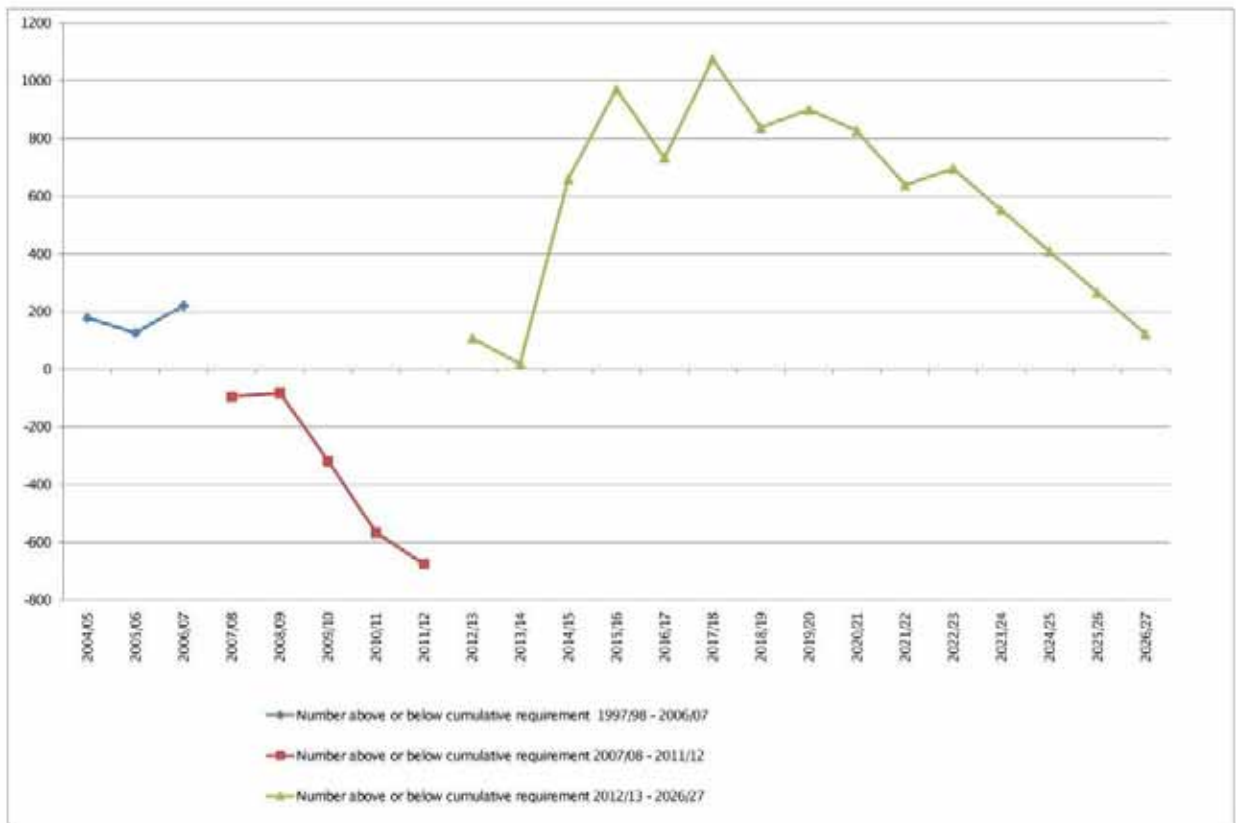


Figure 25 Housing Completions Against Cumulative Requirement

"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."

چنانچہ 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 شہرداری 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"

ئەگەر توانای خویندەنەوی ئەم نوسراوەت نە بەر لە بەر پەككەوتە/ بێ توانای یاخود لە بەر زمان تێنە گەشتن ، ئەوا ئێمە نەتوانین یارمەتیت بدەین . تەكایە پەيوەندی بکە بە هێلی یارمەتی شارهوانی کینگستۆنەوه (Kingston Council) بە ژمارە تەلەفۆنی 020 8547 5757 یان بەكەسی بێ كە به ناوی تۆوه پەيوەندی بکات .

"إن لم تكن قادراً على قراءة هذا النص بسبب اللغة أو أي عائق آخر، اتصل بنا فنحن 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 ਅਪਹਜਤਾ 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 nao consiga ler este documento devido a disabilidade ou idioma, nós podemos ajudar. Por favor, lique 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

- کرینگے 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 020 8547 5757 کروائے۔ سے کسی یا کیجنے

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 Strategic Planning team on 0208 547 5312 or email us at local.plan@kingston.gov.uk



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