

Appendix A – Changes proposed by the Council to make the Core Strategy sound

These Council Changes (CC) are proposed by the Council in response to points raised and suggestions discussed during the Examination and they are required to make the plan sound.

The changes below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the change in words in *italics*.

The page numbers and paragraph numbering below refer to the submission CS, and do not take account of the deletion or addition of text.

No.	Page	Policy / Paragraph	Change
CC3	7	2.5	<i>New sentence at the end:</i> <u>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.</u> <i>Insert Figure 1 as shown in the revised Figures.</i>
CC1	14	3.28	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), <u>or any future national guidance prepared by the government.</u>
CC4	20-21	Objectives	<i>Insert amended list of Objectives as shown in Schedule 1.</i>
CC3	20	4.3	<i>Add to the end:</i> <u>Further guidance on how these objectives will be applied locally is set out in paragraphs 4.4 and 4.5 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 4.4 and 4.5</u>
CC3 CC6	25-51 & 59-69	Neighbourhoods and Key Areas of Change	<i>See Schedule 2 for details of changes to Neighbourhoods and Tolworth and Kingston Town Centre Key Areas of Changes.</i>
CC12	29	Kingston Town Neighbourhood	<i>Local Strategy for Delivery - Housing and Affordability:</i> deliver between 800 – 1300 bedspaces <u>circa 300 bedspaces</u> and associated leisure, recreation/sport social facilities...
CC12	31	Figure 6	<i>Change MOL boundaries to accord with policy HV1.</i>
CC7	37	Maldens and Coombe	<i>Local Strategy for Delivery – Education – bullets 2-4:</i> <ul style="list-style-type: none"> • <u>Considering the expanding expansion and</u> remodelling borough of Neighbourhood schools to provide sufficient school places to meet the increasing demand and changing needs, as follows: the potential co-location of

			<p>Christchurch New Malden infant and junior schools onto a single site the e.g. potential remodelling expansion of Coombe Boys, Coombe Girls, Holy Cross and Richard Challoner Schools</p> <p>the provision of developing a new primary school (up to 4 forms of entry) off California Road, as part of the Hogsmill Valley Masterplan proposals</p>
CC7	37	Maldens and Coombe	<p><i>Local Strategy for Delivery – Community Facilities:</i></p> <p>The Crescent and Causeway Resource Centres, located within Cocks Crescent in New Malden District Centre, are well used community facilities for residents with physical and learning disabilities. The Council will continue to support the delivery of these central community facilities, in line with local requirements.</p>
CC12	38	Figure 7	<p><i>Change MOL boundaries to accord with policy HV1.</i></p>
CC1	41	South of the Borough Neighbourhood	<p><i>Natural and Green Environment section:</i></p> <p><i>2nd bullet:</i></p> <p>determine planning applications in accordance with <u>national guidance (currently PPG2: Green Belts)</u></p> <p><i>7th bullet point:</i></p> <p>continue to Treat Chessington World of Adventures as a Major Developed Site in the Green Belt, The site has a development envelope defined in accordance with PPG2: Green Belts. It provides a boundary within which existing land use as an amusement park has the benefit of being acceptable provided and that new development has no greater impact on the purposes of including land in the Green Belt than the existing development; does not exceed the height of existing trees and buildings; and does not occupy a larger area of the site than the existing buildings. 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.</p>
CC26	43	South of Borough Neighbourhood	<p><i>Local Strategy for Delivery: Economy and Employment 1st bullet:</i></p> <p>continuing to protect Chessington Industrial Estate and Barwell Business Park as Strategic Industrial Locations and the Locally Significant Industrial Site at Silverglade Business Park <u>and Red Lion Industrial Estate</u></p>
CC8	43	South of Borough Neighbourhood	<p><i>Local Strategy for Delivery: Economy and Employment 3rd bullet:</i></p> <p>Continue to support Chessington World of Adventures (CWOA) as a regional tourist attraction <u>by partnership working with CWOA and the Local Community through the preparation of an appropriate planning document that</u></p>

			<u>supports planned investment. This planning document may include a review of the existing MDS boundary, which would be taken forward through the Development Plan Process.</u>
CC9	47	Surbiton Neighbourhood	<i>Local Strategy for Delivery: Managing and Reducing Flood Risk, after 2nd bullet:</i> ... whilst taking account of nature conservation interests.
CC9	47	Surbiton Neighbourhood	<i>Local Strategy for Delivery: Natural and Green Environment: 1st bullet:</i> working with partners to provide <u>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.</u>
CC9	47	Surbiton Neighbourhood	<i>Local Strategy for Delivery: Character, Design and Heritage:</i> It is important that Enhance and protect Surbiton's architecture and local identity <u>by: is enhanced and protected, therefore the Council will:</u> <ul style="list-style-type: none"> 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 former Thames Water Filter Beds, the Hogsmill Valley and Tolworth Broadway sites. <u>Safeguarding Protecting and improving enhance</u> 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
CC10 CC11	50	Surbiton Neighbourhood	<i>Local Strategy for Delivery: Education:</i> <ul style="list-style-type: none"> "working with partners to support a delivery programme for expanding existing primary schools, <u>recent examples include and providing a suitable site for a new 2 Form of Entry Primary School (potentially located at the Surbiton Hospital Site)</u> supporting opportunities for the <u>remodelling expansion</u> of Hollyfield Secondary School
CC10 CC11	50	Surbiton Neighbourhood	<i>Local Strategy for Delivery: Community Facilities:</i> The Council will Address the lack of community facilities by <u>supporting investigating the development co-location of facilities and services within a Community Hub in the area, including potentially at Surbiton Hospital. Sessions House on Ewell Road.</u>
CC9 CC12	50	Figure 9	<i>Add MOL polygon to Filter Beds site, and change MOL boundaries to accord with policy HV1.</i>

CC3	51	End of each Neighbourhood and Key Area of Change Section	<p><i>End of each Neighbourhood Section:</i> <u>Please refer to Section 8 (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</u></p> <p><i>End of each Key Area of Change Section:</i> <u>Please refer to Section 8 (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</u></p>
CC12	54 to 57	Hogsmill Valley Key Area of Change	<i>Insert new policy for a Broad Location area of search as set out in Schedule 3 below.</i>
CC12	54	Hogsmill Valley Key Area of Change	<p><i>Vision for the Area – Amend 1st bullet point:</i> a new Kingston University student halls of residence of 800 – 1300 bedspaces <u>an expanded Clayhill campus to accommodate an additional circa 300 student bedspaces and recreation/sports facilities with student sport and recreation facilities in close proximity</u> close to the existing Clayhill Halls of Residence</p>
CC12	58	Figure 11	<p><i>Amend key and Figure to show:</i> 2 – <u>Extension to Kingston University Clayhill Campus Student Village for approx 300 student bedspaces</u> 2a – <u>Sport and recreation use for Kingston University & RBK</u></p>
CC14	65	Figure 13	<i>Identify the Aggregates Depot, Kingston Road, Tolworth as a 'Strategic Rail Freight Site'. Remove the 2 most north-western arrows which show views into and out of the depot site. Remove the part of the 'Housing Opportunity Areas' circle that covers the depot site.</i>
CC14	66	Tolworth Key Area of Change	<i>Local Strategy for Delivery - Sustainable Travel; new bullet:</i> <u>Retain and recognise the strategic importance of the rail based aggregates depot 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.</u>
CC14	67	Tolworth Key Area of Change	<p><i>Local Strategy for Delivery - 'Character, Design, and Heritage, new bullet point:</i> <u>Retain the Aggregates Depot, Kingston Road, Tolworth; vehicle access to site to be 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.</u></p>
CC14	67	Tolworth Key Area of Change	<p><i>Local Strategy for Delivery - Character, Design and Heritage' new bullet point:</i> <u>Any residential development on the 'government offices,</u></p>

			<u>Toby Jug and Marshall House site' should be planned, laid out, and designed to take into account surrounding land uses and in particular should not prejudice the existing or permitted use and operation of the Aggregates Depot, Kingston Road, Tolworth which comprises a Strategic Rail Freight Site.</u>
CC15	73	DM1	All development proposals within the Borough should use materials and labour that are: <ul style="list-style-type: none"> • Responsible sourced • Local • Low in embodied energy • Re-used
CC16	74	DM1	<i>Penultimate paragraph:</i> New development should minimise air, noise and contaminated land impacts <u>in line with industry best practice.</u>
CC2	77	7.9	<i>1st bullet:</i> minimising carbon dioxide emissions, with a reduction of 60% CO2 by 2050
CC1	79	DM4	<i>Bullet b:</i> ...in accordance with <u>national guidance (currently PPS25)</u> <i>Bullet c:</i> ... take into account the findings of the SFRA, <u>national guidance (currently PPS25)</u>
CC1 CC17	84	DM5	<i>Bullet point a:</i> 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 openness and visual amenities and respects the size, form and use of the open space, <u>in accordance with national guidance (currently PPG2).</u>
CC18	85	DM6	<i>Bullet point a:</i> Ensure new development provides beneficial features for developments <u>protect and promote</u> biodiversity as part of good <u>sustainable</u> design, through the inclusion of sustainable drainage, tree planting, soft landscaping, <u>habitat enhancement and/or improvement</u> , green roofs and green spaces <u>new or improved semi-natural habitats, where appropriate.</u>
CC12	86	Figure 16	<i>Change MOL boundaries to accord with policy HV1.</i>
CC18	88	7.40	<i>2nd sentence:</i> Where negative impacts are identified a, detailed mitigation strategy should be prepared to demonstrate how these impacts will be prevented, minimised or compensated <u>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.</u>
CC19	89	7.41	<i>New sub heading:</i>

			<u>Thames Policy Area</u>
CC19	89	CS4	<i>Title:</i> River Thames, Corridor, Tributaries and the Riverside Thames Policy Area
CC19	89	DM7	<i>Title:</i> River Thames, Corridor, Tributaries and the Riverside Thames Policy Area
CC19	89	CS4	<i>1st paragraph:</i> The Council, <u>through actions identified in an adopted Mooring Business Plan and</u> 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...
CC19	89	DM7	<i>3rd paragraph:</i> ...networks in line with <u>an adopted Mooring Business Plan, Policy IMP3 and Kingston Town Centre Area Action Plan...</u>
CC2	90	7.47	<i>New paragraph after paragraph 7.47:</i> <u>Two river buses operate between Richmond, RBK, 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.</u> <u>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 RBK to Central London likely to take 2-4hours. Such long variable journey times are not suitable for commuter transport.</u> <u>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 CS 4 and DM 7 cover use of the River Thames for transport.</u>
CC14	94	CS5	<u>c. Retain the Aggregates Depot, Kingston Road, Tolworth to provide a strategic rail-based aggregates facility</u>
CC20	94	CS6	<i>New bullet a):</i> a. <u>The Council will promote and enhance the strategic cycling and walking networks as shown on the proposals map.</u>
CC20	95	DM8	<i>Bullet b):</i> <u>...through development sites, including the protection or enhancement of the strategic cycling and walking networks as shown on the Proposals Map.</u>
CC21	99	CS8	<i>7th line onwards:</i> ...and will seek to ensure that new development: relates well and connects to its surroundings - recognises distinctive local features and character;

			<ul style="list-style-type: none"> - has regard to the historic and natural environment; - helps create <u>enhance</u> locally distinctive places of high architectural and urban design quality; - <u>accords with Neighbourhood 'strategies for delivery' set out under 'Character, Design and Heritage';</u> and - relates well and connects to its surroundings. <p><u>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 SPD 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.</u></p> <p><u>The Council</u> it will also require higher standards of design generally to achieve a more attractive, sustainable and accessible environment.</p>
CC2	99	DM10	<p><i>New bullet point:</i></p> <p><u>"Optimise housing output consistent with the local context in accordance with London Plan policies."</u></p>
CC21	101	7.67	<p><i>Add text after paragraph:</i></p> <p><u>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.</u></p>
CC1	107	CS9	<p><i>Introductory paragraph:</i></p> <p>The Council supports the objectives of sustainable waste management set out in <u>national guidance (currently PPS10)</u>...</p> <p><i>Bullet b:</i></p> <p>be guided by the locational criteria provided in <u>national guidance (currently PPS10)</u>...</p> <p><i>Bullet point e:</i></p> <p><u>increase municipal waste recycling rates to 35% by 2010 and 45% by 2015 and collectively, the four boroughs will seek to increase household recycling rates to 50% by 2020 exceed municipal waste recycling rates of 45% by 2015, 50% by 2020 and aspire to achieve 60% by 2031"</u></p>
CC2	108	7.82	<p>Policy 4A.25 <u>5.16</u> of the London Plan sets <u>an aim of managing the equivalent of 100% of London's waste within London by 2013</u> a target for the capital to become 85% self sufficient in managing waste by 2020; <u>stating in Policy 5.17</u> that Boroughs should identify sufficient land to provide capacity to manage their apportioned tonnages of waste. <u>The South London Waste Plan sets out the detailed policies to deliver these policy aims in this part of London.</u></p>
CC2	110	CS10	<p><i>2nd paragraph, 2nd sentence and Table:</i></p> <p>The current target is to achieve 385 <u>375</u> new units a year.</p>

			<p>However, as a result of recent evidence studies this is likely to be reduced to 375 per annum once the Replacement London Plan is adopted.”</p> <table border="1"> <thead> <tr> <th></th> <th>Conventional Supply</th> <th>Non-self Contained</th> <th>Vacant Dwellings</th> <th>Annual Target</th> <th>Plan Period Target</th> </tr> </thead> <tbody> <tr> <td>Adopted London Plan 2008</td> <td>349</td> <td>37</td> <td>0</td> <td>385</td> <td>5775</td> </tr> <tr> <td>Draft Replacement London Plan 2009 The London Plan 2011</td> <td>329</td> <td>45</td> <td>0</td> <td>375</td> <td>5625</td> </tr> </tbody> </table>		Conventional Supply	Non-self Contained	Vacant Dwellings	Annual Target	Plan Period Target	Adopted London Plan 2008	349	37	0	385	5775	Draft Replacement London Plan 2009 The London Plan 2011	329	45	0	375	5625
	Conventional Supply	Non-self Contained	Vacant Dwellings	Annual Target	Plan Period Target																
Adopted London Plan 2008	349	37	0	385	5775																
Draft Replacement London Plan 2009 The London Plan 2011	329	45	0	375	5625																
CC2	110	CS10	<p><i>Final paragraph:</i></p> <p>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 <u>optimising housing output in line with London Plan density policies.</u></p>																		
CC22	111	7.92	<p><i>Last sentence:</i></p> <p>Whilst the individual estimates of capacity are provisional the indicative figures suggest a combined capacity of around 2,670 <u>2,320</u> new dwellings on these large sites.</p>																		
CC22	111	7.92	<p><i>Insert new paragraph after 7.92:</i></p> <p><u>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.’</u></p>																		
CC12	111	7.94	<p>... capacity for 800 – 1300 <u>bedspaces around 300 bedspaces.</u></p>																		
CC14 CC22	112	Figure 19	<p><i>Indicative Areas of Housing Delivery – adjust the relevant shape so that nothing encroaches on the Strategic Rail Freight Site, Tolworth. Alter areas and numbers as below.</i></p>																		
CC22	113 112	Table Figure 19	<p><i>Alter Table showing Indicative Area of Housing Delivery that accompanies Figure 19, which itself should be altered to reflect the Table changes, as follows:</i></p> <table border="1"> <thead> <tr> <th>Indicative Areas of Housing Delivery</th> <th>Estimated Capacity</th> <th>Significant Sites</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Indicative Areas of Housing Delivery	Estimated Capacity	Significant Sites															
Indicative Areas of Housing Delivery	Estimated Capacity	Significant Sites																			

			Chessington South/Leatherhead Rd Area	100	Existing permissions on Leatherhead Rd.
			Tolworth Area	700 600	Former UDP sites e.g. Former Government Offices and sites within the District Centre.
			New Malden District Centre Area	120 200	Former UDP sites at Cocks Crescent and opportunities on Coombe Rd around the railway station
			Surbiton District Centre Area	150 200	Former UDP site at Surbiton Station Car Park
			Ewell Road / King Charles Area	50 100	Opportunities along Ewell Road
			Villiers Road Area	50 20	Small Sites and former UDP site at Unigate Milk Depot
			Norbiton Area	500 200	Opportunities along London Road and Cambridge Road
			Kingston Town Centre Area	1000	K+20 Area Action Plan Proposal Sites
			Total	2320	
CC2	115	DM15	<p><i>Bullet point c:</i> c. Within the affordable housing element of new developments seek to achieve a 70:30 tenure split between social rented and intermediate <u>Social/ Affordable Rent and Intermediate</u> provision</p>		
CC23	116	DM16	<p><i>1st sentence:</i> ...protect the existing authorised gypsy and traveller plots <u>plots</u> at the Swallow Park site, Hook Rise <u>and work with sub regional partners to identify provision to accommodate additional plots in accordance with guidance set out in The London Plan 2011. 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.</u></p> <p><i>Delete bullet point a.</i></p>		
CC25	121	DM17	<p><i>Section D, add at end:</i></p> <ul style="list-style-type: none"> <u>Red Lion Industrial Estate</u> 		
CC26	121	DM17	<p><i>Penultimate paragraph:</i> ...demonstrated by sound and rigorous marketing over a number of years (of at least <u>up to two years</u>) that there is no quantitative or qualitative need for...</p>		

CC24	122	7.109	<p><i>Add at the end of paragraph 7.109:</i></p> <p><u>“Employment generating developments will be brought forward in the following ways:</u></p> <ul style="list-style-type: none"> • <u>by redevelopment, renewal and modernisation of premises within designated employment areas and within District Centres</u> • <u>on sites within Kingston Town Centre Area Action Plan (K+20)</u> • <u>development on scattered employment sites</u> <p><u>The LDF delivery Plan will provide detail on the additional mechanisms to bring forward economic proposals by:</u></p> <ul style="list-style-type: none"> • <u>Pro-active development management processes regarding pre-application discussions with developers</u> • <u>SPDs and or site briefs for identified “opportunity sites</u>
CC25	123	7.112	<p><i>Add new paragraph after 7.112:</i></p> <p><u>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.</u></p>
CC8	123	7.113	<p><i>Last sentence:</i></p> <p><u>...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.)</u></p>
CC27	136	7.136	<p><i>Delete paragraph 7.136 and replace with:</i></p> <p><u>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</u></p> <p><u>Responsibility for delivery of primary care services rests with the South West London Cluster (SWLC) of which NHS Kingston (together with Sutton & Merton, Croydon,</u></p>

Wandsworth and Richmond PCTs) 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 PCT's QIPP plan (Quality, Innovation, Productivity and Prevention) to ensure alignment between their proposals and the strategic direction of the SWL Cluster.

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 Fig 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 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.

The Council seeks to promote and deliver health care 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

CC28	138	DM22	<i>Bullet point b.:</i> <u>...hours, licensing controls location of premises and proposed crime prevention measures</u>
CC28	138	DM22	<i>Delete 2nd paragraph under bullets:</i> The Council will appraise applications for development involving hazardous and/or inflammable materials...fire risks.
CC28	139	7.139	<i>Add before the 1st sentence of paragraph 7.139:</i> <u>Crime prevention measures should avoid 'hostile' intimidating design features and seek to address potential public nuisance such as noise, odour, litter, crowd congregation which contribute to real or perceived threats in terms of crime and disorder and public safety.</u>
CC29	143	7.148	<i>Replace existing paragraph and bullet points with:</i> <u>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 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.</u> <u>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 Malden's and Coombe (Burlington Infant and Junior); 1FE in South of the Borough Neighbourhood (Ellingham primary school).</u>
CC29	143	7.149	<i>Delete the paragraph.</i>
CC29	143	7.151	...easily accommodated as some schools have relatively large sites, although many school sites include open spaces and schools need to <u>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.</u>
CC13	143	After 7.152	<i>Add new paragraphs:</i> <u>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 1700 bedspaces. Whilst it is the University's preference is for future provision to be on sites with at least</u>

			<p><u>200 bedspaces, smaller sites also have a role to play and the potential to contribute towards the meeting the needs for managed student accommodation . Sites should be suitably located, with good access to existing campus. The most likely locations for future opportunities will be on existing campus; land owned by the Council which is available for development may also be considered as and when sites come forward. The University have 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.</u></p> <p><u>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;</u></p> <ul style="list-style-type: none"> • <u>Kingston Town Centre where there may be some opportunities for additional student accommodation</u> • <u>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.</u> • <u>Surbiton District Centre where there may be some potential as part of any redevelopment of the station car park.</u>
CC30	145	7.158	<p><i>Insert new text at the end:</i></p> <p><u>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 a Council 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 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</u></p>

			<u>what, where, when and how proposals should be brought forward in their local areas.</u>
CC30	145	7.159	The Council is developing <u>Community Hubs across the borough by creating clusters of Neighbourhood Community Plans</u> in each of the four Neighbourhoods so that <u>community needs and priorities are matched to the services that are offered in local settings, making them more accessible and connected. Community Hubs are places where the community can access services and also take part in activities and gain skills.</u> <u>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. They</u> <u>The Neighbourhood Community Plans</u> 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, <u>learn</u> and visit the area, and adapt services to meet them where possible. Services offered in hubs could be provided by the Council, health, voluntary organisations and other partners, therefore Community Hubs <u>the Neighbourhood Community Plans</u> 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, <u>whilst avoiding duplication.</u>
CC31	146	7.161	<i>Insert new paragraph after paragraph 7.161:</i> <u>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.</u>
CC2	150	8.11	<i>Delete paragraph and replace with:</i> <u>The London Plan states that <u>partnerships between the Mayor, local planning authorities and appropriate agencies'</u> will ensure that London has <u>adequate and appropriate wastewater infrastructure to meet the requirements placed upon it by population growth and climate change.</u> The Council's partnership with Thames Water will be developed to achieve the Mayor's goal.</u>
CC3	151	8.18	<i>Insert new paragraph after 8.18:</i> <u>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 15-year Implementation Plan) as set out</u>

			<u>below.</u>
CC3	160	After Infrastructure Delivery Schedule	<i>Add the details in Schedule 4.</i>
CC5		New Annex 4: UDP Policies Superseded by the Core Strategy	<i>Add the details in Schedule 5.</i>
CC22		New Annex 5: Housing Delivery	<i>Add the details in Schedule 6.</i>
CC32	All CS	Monitoring and performance tables	<i>Make the alterations set out in Schedule 7.</i>

Schedule 1 - Objectives

Strategic Objectives

4.3 The Core Strategy has 24 objectives aligned under the 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. Further guidance on how these objectives will be applied locally is set out in paragraphs 4.4 and 4.5 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 4.4 and 4.5

	Theme 1: A sustainable Borough	<u>Core Strategy and Development Management policies</u>
1	Reduce greenhouse gas emissions and the impacts of climate change <u>by delivering low carbon development in accessible locations and to develop 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</u>	<u>CS1, CS2, DM1-DM4</u>
2	Manage and reduce <u>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.</u>	<u>CS1, CS2, DM1-DM4</u>
3	Improve <u>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.</u>	<u>CS1-CS4, DM3-DM7 & DM10</u>
4	Promote sustainable waste management within the four borough waste partnership <u>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.</u>	<u>CS9</u>
5	Promote and improve sustainable forms of travel, including through travel awareness and travel planning to reduce the need for car use <u>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.</u>	<u>CS5-CS7, DM8, DM9</u>
6	Safeguard the distinctive character of the borough and promote a high quality environment and street scene <u>by guiding development to areas where opportunities for growth and change, such as the town centres, employment areas, the three key areas of change and by ensuring that new development creates locally distinct places and high standards of design.</u>	<u>CS8 DM8, DM10-DM12</u>
7	Protect, <u>manage and enhance Kingston's heritage assets which reflect its rich and distinguished history as a Royal Borough and</u>	<u>CS8 DM10-DM12</u>

	<u>promote heritage-led regeneration, and ensuring new development is designed to enhance historic buildings and maintains their public access and enjoyment.</u>	
8	Protect and enhance local spaces, Green Belt and Metropolitan Open Land <u>including 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.</u>	<u>CS3, CS4, DM5-DM7</u>
9	Protect and enhance the special character and environment along the <u>River Thames and promote use of the river and the riverside by encourage appropriate river based activity improving facilities and access, and protecting and enhancing biodiversity.</u>	<u>CS4 DM7</u>
Theme 2: A Prosperous and Inclusive Borough Policies CS10- 12 and DM13-20		
10	Maintain Kingston's position as a successful Metropolitan and Sub-regional Centre <u>by providing a range of employment opportunities, education and community facilities, cultural, leisure and shopping attractions and new homes, through the implementation of the K+20 Kingston Town Centre Area Action Plan.</u>	<u>CS11, CS12 DM17, DM20</u>
11	Maintain and improve the vitality and viability of <u>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.</u>	<u>CS11, CS12 DM17-DM20</u>
12	Ensure that there is sufficient and appropriately located industrial land and buildings to support economic prosperity <u>by building on the boroughs economic strengths to promote a diverse and flourishing economy and by designating the main employment areas and town centres as locations for employment use.</u>	<u>CS11 DM17, DM18</u>
13	<u>Support facilitate improvements to the quality of facilities for Higher and Further Education and to 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.</u>	<u>CS10, CS15 DM13, DM23</u>
14	Promote tourism and increase visitor accommodation and enhance/improve visitor attractions <u>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.</u>	<u>CS3, CS4, CS11, CS12 DM5-DM7, DM17-DM20</u>
15	Maximise opportunities for housing with associated infrastructure to meet the London Plan borough housing target, whilst maintaining borough character <u>by identifying suitable locations, providing guidance on suitable housing typologies and densities and working with housing providers to deliver new homes and specialist housing.</u>	<u>CS8, CS10, DM10-DM16</u>
16	Ensure the provision of an appropriate mix of dwelling sizes, types and tenures to help meet the full spectrum of local housing needs <u>including first-time buyers, families, and students by 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.</u>	<u>CS10, DM13-DM16</u>

Theme 3; A safe, healthy and safe Borough		
17	<u>Ensure sufficient school places are available for all age groups</u> <u>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.</u>	<u>CS15, DM23</u>
18	<u>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.</u>	<u>CS13, CS14, DM21, DM22</u>
19	<u>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.</u>	<u>CS13, CS14, DM21, DM22</u>
20	<u>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.</u>	<u>CS16, DM24</u>
21	<u>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.</u>	<u>CS16, DM24</u>
22	<u>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.</u>	<u>CS13, CS14, DM21, DM22</u>
23	<u>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.</u>	<u>CS1-CS7, CS13-CS16 DM1-DM9 DM21-DM24 IMP 1 - 4</u>
24	<u>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.</u>	<u>CS6, CS8 DM8, DM10-DM12</u>

Schedule 2 – Neighbourhoods and Key Areas of Change

5 NEIGHBOURHOODS

Delete existing paragraph 5.1 and add new paragraphs 5.1-5.4 outlined below:

- 5.1 This chapter is divided into four different sections, with each section 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.
- 5.2 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 8 Implementation and Delivery. (Inspector please note: this comment also relates to the proposed new insertions to Chapter 8, which are outlined in this report)
- 5.3 Monitoring and performance information for each Neighbourhood Policy is outlined in the monitoring and performance framework for its equivalent Thematic Policy.
- 5.4 Neighbourhood policies provide more detailed local guidance to support the interpretation of Thematic Policies and are a policy consideration when assessing planning applications against Core Strategy. For further information on assessing planning applications against the Core Strategy please refer to Section 8 Implementation and Delivery.

KINGSTON TOWN NEIGHBOURHOOD

Vision

<Insert Submission Version Vision>

Local Strategy for Delivery

Delete the existing Local Strategy for Delivery Table and insert the following policy and table:

Policy KT1

Kingston Town Neighbourhood

The Council will:

- a. ~~As such~~ Assess and progress the feasibility of DHNs in the Hogsmill Area and Kingston Town Centre ~~must be assessed and progressed.~~
- b. ~~Therefore, the Council will~~ 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. ~~The Council will~~ Work with partners and landowners to protect and enhance ~~the its~~ natural and green environment by:
 - completeing the Hogsmill Walk and balance the land use needs in the Hogsmill Valley as well as enhance its environment and biodiversity and increase public access
 - enhanceing the ecology and quality of open spaces in Canbury Gardens, Athelstan Recreation Ground, Latchmere Recreation Ground, Kingfisher and Kingston Road Recreation Ground
 - improveing 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. ~~To~~ Promote and enhance sustainable travel options by ~~the Council will~~:
 - 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
 - improveing 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 Southwest Trains to improve Norbiton Station including the provision of secure cycle parking and improved platform access
 - Continueing to manage on street parking to prevent commuter parking including on the outskirts of the Town Centre and Norbiton Station
- e. ~~In the remainder of Kingston Town the Council will~~ 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
 - improve attractiveness and safety of pedestrian links to the Hogsmill River
 - enhance 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
 - ~~Surbiton High Street~~
 - Aldersbrook Drive
 - consider extensions to the boundaries of the following Conservation Areas:
 - Riverside North
 - Kingston Old Town
 - consider parts of Norbiton for Conservation Area status/special planning control
- f. ~~Even though~~ Accommodate the majority of new housing ~~will be accommodated~~ 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 between 800 and up to 1,300 student bed spaces~~ circa 300 bedspaces and associated leisure , recreation/sport social facilities in the Hogsmill Valley.
- g. enhance the economy and employment opportunities ~~the Council will~~ 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. ~~The Council will~~ Maintain and enhance facilities and services in these 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. ~~Therefore, the Council will w~~ 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. ~~In terms of safer communities, the Council will w~~ Work with the Metropolitan Police, property owners and developers to secure the provision of new patrol bases for the Norbiton Safer Neighbourhood Team
- k. ~~Therefore, the Council will~~ Improve education services and facilities by:
 - ~~implementing~~ plans for one new secondary school (potentially on the North Kingston Centre site, ~~with 6th Form and sports facilities on the Hawker Centre site~~)
 - ~~working~~ in partnership with Kingston University and Kingston College to enhance their facilities and their role in the local economy
- l. ~~However, the Council will~~ Improve community services and facilities by:
 - ~~promoteing~~ 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><u>Justification:</u> 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: <u>7.7 – 7.16</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Energy Strategy (and AIP's)</u> <u>Climate Change Evidence Base Document</u> <u>Royal Borough of Kingston upon Thames: Heat Mapping Study</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Energy Strategy (and AIP's)</u> - <u>Climate Change Adaptation Strategy (to be developed)</u> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Design and Construction SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Managing and Reducing Flood Risk		
KT1(b)	<p><u>Justification:</u> Fluvial and surface water flooding are key issues in Kingston Town.</p> <p>Also refer to paragraphs: <u>7.22 – 7.26</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Strategic Flood Risk Assessments (Levels 1 and 2)</u> • <u>Surface Water Management Plan (evidence base)</u> • <u>Regional Flood Risk Appraisal</u> • <u>River Hogsmill Integrated Urban Drainage DEFRA Pilot Study</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Surface Water Management Plan (to be developed)</u> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Strategic Flood Risk Assessment</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
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: <u>7.31 – 7.40 & 7.45 – 7.47</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Greenspaces Strategy</u> • <u>Openspaces Assessment</u> • <u>Allotment Strategy</u> • <u>Thames Landscape Strategy</u> • <u>Rights of Way Improvement Plan</u> • <u>Hogsmill Valley Walk Strategy</u> • <u>Hogsmill Valley Walk Strategy Review</u> • <u>Hogsmill Valley Stage 1 Masterplan and Development Appraisal</u> • <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> • <u>Kingston upon Thames Mooring Business Plan Scoping Study</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Greenspaces Strategy</u> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>Thames Landscape Strategy</u> - <u>RBK Rights of Way Improvement Plan</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK's Second Local Implementation Plan</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
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>Also refer to paragraphs: <u>7.53 – 7.57</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>RBK's Second Local Implementation Plan</u> • <u>Rights of Way Improvement Plan</u> • <u>Southwest London Greenways Network Expansion – Feasibility Report</u> • <u>Greenspaces Strategy</u> • <u>Thames Landscape Strategy</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>RBK's Second Local Implementation Plan</u> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK Rights of Way Improvement Plan</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Transport SPD</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u> • <u>Other:</u> <ul style="list-style-type: none"> - <u>Governments High Level Output Specification (HLOS)</u> - <u>Southwest Trains forward Investment Plan</u>
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</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>Conservation Area Appraisals and Management</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>under varying designations, can be found in Kingston Town Centre.</p> <p>Refer to paragraphs: 7.63 – 7.69 & 7.74 – 7.78</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Borough Character Study</u> • <u>Conservation Area Appraisals and Management Plans</u> 	<p><u>Plans</u></p> <ul style="list-style-type: none"> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Borough Character Study</u> - <u>Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD.</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Housing and Affordability		
KT1(f)	<p>Justification:</p> <p>The Kingston Town Neighbourhood has to accommodate the greatest proportion of housing development over the plan period (relative to the rest of the Borough). <u>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.</u></p> <p>Also refer to paragraphs: 7.88 – 7.104</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>RBK Strategic Housing Market Assessment</u> • <u>Affordable Housing Viability Study</u> • <u>Housing Delivery on Small Sites 2005-2010</u> • <u>Kingston's Housing Strategy 2011-2015</u> • <u>London Plan 2011</u> • <u>Borough Investment Plan</u> • <u>PPS3 – Housing</u> • <u>Hogsmill Valley Stage 1 Masterplan and Development Appraisal</u> • <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>Kingston's Housing Strategy 2011-2015</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Affordable Housing SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Economy and Employment		
KT1(g)	<p>Justification:</p> <p>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. Therefore,</p> <p>Also refer to paragraphs: 7.109 – 7.114</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Employment Land Review</u> • <u>The Kingston Plan</u> • <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> • <u>PPS4 – Planning for Sustainable Economic Growth</u> • <u>London Plan 2011</u> • <u>Industrial Capacity SPG</u> 	
Retail and Town Centres		
<u>KT1(h)</u>	<p><u>Justification:</u> 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: <u>7.122 – 7.126</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Retail Study</u> • <u>Retail Study Update</u> • <u>Retail Capacity Study Update</u> • <u>Local Centres' Study</u> • <u>MORI Survey of Residents' Use of Local Shopping Areas</u> • <u>London Plan 2011</u> • <u>PPS4 – Planning for Sustainable Economic Growth</u> • <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Update and implement Local Centres Study 2009</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Healthy and Safer Communities		
<u>KT1(i)</u> <u>KT1(j)</u>	<p><u>Justification:</u> With regards to healthcare provision, Kingston Town has identified needs for improvement.</p> <p><u>Local policing facilities are required throughout the Neighbourhood.</u></p> <p>Also refer to paragraphs: <u>7.132 – 7.137 & 7.138 – 7.139</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Health and Urban Planning Toolkit</u> • <u>Delivering Healthier Communities in London</u> • <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> • <u>The Kingston Plan</u> • <u>Infrastructure Delivery Plan</u> • <u>Safer Kingston Partnership Plan</u> • <u>GP Premises Summary</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>RBK - Primary Capital Programme</u> - <u>After Dark Strategy</u> - <u>Safer Kingston Partnership Plan</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</u> <ul style="list-style-type: none"> - <u>NHS Kingston Strategic Commissioning Plan 2008-2013</u> - <u>Kingston Hospital NHS Trust Masterplan</u> - <u>Healthy Transport Strategy Update 2010+ Action Plan</u>

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: <u>7.147 – 7.152</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>North Kingston Centre Planning and Urban Design Brief</u> • <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> • <u>Kingston University Campus Development Plan</u> • <u>Building Schools for the Future</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans including the Council Capital Programme</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Community Facilities		
KT1(l)	<p>Justification: Community facilities can be found throughout the Kingston Town Neighbourhood.</p> <p>Also refer to paragraphs: <u>7.158 – 7.161</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> • <u>The Kingston Plan</u> • <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> - <u>Kingston Town Centre Area Action Plan (K+20) and Proposals Map</u> - <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>

Insert the following new text (after the Local Strategy for Delivery Table):

Please refer to Section 8 (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.

MALDENS AND COOMBE NEIGHBOURHOOD

Vision

<Insert Submission Version Vision>

Local Strategy for Delivery

Delete the existing Local Strategy for Delivery Table and insert the following policy and table:

Policy MC1

Maldens and Coombe Neighbourhood

The Council will:

- a. Seek to create a District Heat Network that links to ~~t~~The existing Combined Heat and Power facility at Kingston Hospital ~~has been recognised as an opportunity to link to a District Heat Network.~~
- b. ~~The Council will~~ 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. ~~The Council will~~ 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
 - Public play area at Georgia Road
 - Dickerage Lane Recreation Ground and
 - Blagdon Road Recreation Ground
 - exploring increased access to private open spaces, e.g. Golf clubs 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 allotments facilities in line with the Council's Allotment Strategy
- d. ~~To~~ Promote and enhance sustainable transport options by: ~~the Council will:~~
 - 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 spaces 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. ~~In order to~~ Reinforce the character and identity of Maldens and Coombe and ~~to~~ enhance its attractiveness as a place to live, work and enjoy ~~the Council will:~~ by:
- working with public, private and voluntary sector stakeholders and promote and manage 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:
 - o in New Malden District Centre
 - o to promote the village feel at The Triangle Local Centre
 - o at Burlington Road Local Centre
 - o around the Robin Hood Roundabout and the approach to the Robin Hood Gate entry to Richmond Park
- f. ~~The Council will~~ 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. ~~The Council will~~ 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 Improvement of the layout and access will be a requirement in any redevelopment of the site and to improve the layout and functions of the area
 - supporting a partnership approach to ~~promote~~ improvements ~~to~~ 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 talent it develops
- h. ~~The Council will~~ 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. ~~Proposals for other sites in the District Centre are needed, in particular around the railway station, e.g. at Coombe Road, Dukes Avenue and Grafton Road~~ There is also some development potential on sites around the Railway Station.
 - 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 Fig. 21)
 - 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: ~~therefore, the Council will:~~

- 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. ~~In terms of safer communities the Council will:~~ Work with the Metropolitan Police, property owners and developers to secure the provision of a modern base for the Coombe Hill Safer Neighbourhood Team within or closer to its policing area

k. ~~The Council will:~~ 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 ~~expanding and remodelling~~ borough of Neighbourhood schools to provide sufficient school places to meet the increasing demand and changing needs e.g. as follows:
 - ~~the potential co-location of Christchurch New Malden infant and junior schools into a single site~~ the potential remodelling expansion of Coombe Boys, Coombe Girls, Holy Cross and Richard Challoner Schools
 - ~~the provision of developing a new primary school (up to 4 forms of entry) off California Road, as part of the Hogsmill Valley Masterplan proposals~~

l. ~~The Council will continue to support the delivery of these central community facilities, like Crescent and Causeway Resource Centres, in line with local requirements.~~

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Climate Change and Sustainability		
<u>MC1(a)</u>	<p><u>Justification:</u> This part of the Borough <u>Maldens and Coombe</u> 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 <u>such an opportunity to link to a District Heat Network.</u></p> <p><u>Also refer to paragraphs: 7.7 – 7.16</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Energy Strategy (and AIP's)</u> • <u>Climate Change Evidence Base Document</u> • <u>Royal Borough of Kingston upon Thames: Heat Mapping Study</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Energy Strategy (and AIP's)</u> - <u>Climate Change Adaptation Strategy</u> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Design and Construction SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Managing and Reducing Flood Risk		
MC1(b)	<p>Justification: Properties at risk of flooding in this neighbourhood <u>Maldens and Coombe</u> 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: <u>7.22 – 7.26</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Strategic Flood Risk Assessment</u> • <u>Surface Water Management Plan</u> • <u>Hogsmill Valley Walk Strategy and Review</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Surface Water Management Plan</u> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Strategic Flood Risk Assessment</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
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: <u>7.31 – 7.40 & 7.45 – 7.47</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>RBK Green Spaces Strategy 2008 – 2018</u> • <u>Kingston Open Space Assessment</u> • <u>Allotment Strategy</u> • <u>Borough Character Study</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Greenspaces Strategy</u> - <u>RBK Rights of Way Improvement Plan</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK's Second Local Implementation Plan</u> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
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 Borough, but other areas such as Kingston Hill have poor public 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</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>RBK's Second Local Implementation Plan</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK Rights of Way Improvement Plan</u> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Transport SPD</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u> • <u>Other:</u> <ul style="list-style-type: none"> - <u>Governments High Level Output Specification (HLOS)</u> - <u>Southwest Trains forward Investment Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	trips more challenging. Also refer to paragraphs: <u>7.53 – 7.57</u> <u>Evidence Documents:</u> <ul style="list-style-type: none"> • <u>RBK's Second Local Implementation Plan</u> • <u>Rights of Way Improvement Plan</u> • <u>District Centres Parking Study</u> 	
Character Design and Heritage		
<u>MC1(e)</u>	<u>Justification:</u> 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. Also refer to paragraphs: <u>7.63 – 7.69 & 7.74 – 7.78</u> <u>Evidence Documents:</u> <ul style="list-style-type: none"> • <u>RBK Borough Character Study</u> • <u>Conservation Area Appraisals and Management Plans</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Conservation Area Appraisals and Management Plans</u> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Borough Character Study</u> - <u>Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD.</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Housing and Affordability		
<u>MC1(f)</u>	<u>Justification:</u> 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. Also refer to paragraphs: <u>7.88 – 7.104</u> <u>Evidence Documents:</u> <ul style="list-style-type: none"> • <u>Strategic Housing Market Assessment</u> • <u>Kingston's Housing Strategy 2011-2015</u> • <u>London Plan 2011</u> • <u>PPS3 Housing</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston's Housing Strategy 2011-2015</u> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Affordable Housing SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service and Housing Department</u> • <u>The LDF Delivery Plan</u>
Economy and Employment		
<u>MC1(g)</u>	<u>Justification:</u> There is one Locally Significant Industrial Site (LSIS), St John's Industrial Area, and two major employers in the Neighbourhood; Kingston Hospital and Kingston	<ul style="list-style-type: none"> - <u>Other Council Strategies and Delivery Plans</u> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> • <u>The Council's Development Management service</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>University.</p> <p>Also refer to paragraphs: 7.109 – 7.114</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Employment Land Review</u> • <u>Kingston Hospital NHS Trust Masterplan</u> • <u>PPS4</u> 	<ul style="list-style-type: none"> • <u>The LDF Delivery Plan</u>
Retail and Town Centres		
<u>MC1(h)</u>	<p><u>Justification:</u> 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: 7.122 – 7.126</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Retail Study Update</u> • <u>Local Centres Study</u> • <u>MORI Survey of Residents' Use of Local Shopping Areas</u> • <u>Cocks Crescent Development Brief</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Update and implement Local Centres Study 2009</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Healthy and Safer Communities		
<u>MC1(i)</u> <u>MC1(j)</u>	<p><u>Justification:</u> 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><u>Local policing facilities are required throughout the Neighbourhood.</u></p> <p>Also refer to paragraphs: 7.132 – 7.137 & 7.138 – 7.139</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Kingston Hospital NHS Trust Masterplan</u> • <u>Health and Urban Planning Toolkit</u> • <u>Delivering Healthier Communities in London</u> • <u>Infrastructure Delivery Plan</u> • <u>Safer Kingston Partnership Plan</u> • <u>GP Premises Summary</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>RBK - Primary Capital Programme</u> - <u>After Dark Strategy</u> - <u>Safer Kingston Partnership Plan</u> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</u> <ul style="list-style-type: none"> - <u>South West London and St George's Mental Health Estates Strategy</u> - <u>NHS Kingston Strategic Commissioning Plan 2008-2013</u> - <u>Kingston Hospital NHS Trust Masterplan</u> - <u>Healthy Transport Strategy Update 2010+ Action Plan</u>
Education		
<u>MC1(k)</u>	<p><u>Justification:</u> The Neighbourhood has a full range of educational facilities from primary and secondary schools to higher education. The Council has identified a need for</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans including the Council Capital Programme</u> <ul style="list-style-type: none"> - <u>Maldens and Coombe Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>school place expansion at primary schools in the Neighbourhood while Kingston University has aspirations for development.</p> <p>Also refer to paragraphs: <u>7.147 – 7.152</u></p> <p><u>Evidence Documents:</u></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 • <u>Building Schools for the Future</u> • RBK Schools Capital Programme 	<p>- <u>Planning Obligations SPD/CIL</u></p> <ul style="list-style-type: none"> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Community Facilities		
<u>MC1(I)</u>	<p><u>Justification:</u> The Crescent and Causeway Resource Centres, located within Cocks Crescent in New Malden District Centre, are well used community facilities for residents with physical and learning disabilities.</p>	

Insert the following new text (after the Local Strategy for Delivery Table):

Please refer to Section 8 (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.

SOUTH OF THE BOROUGH NEIGHBOURHOOD

Vision

<Insert Submission Version Vision>

Local Strategy for Delivery

Delete the existing Local Strategy for Delivery Table and insert the following policy and table:

Policy SB1

South of the Borough Neighbourhood

The Council will:

- a. ~~The Council will~~ 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 local energy network at Chessington Industrial Estate.

- b. ~~The Council will:~~ Manage and reduce the risk of flooding by:
 - protecting open spaces next to the River Hogsmill 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 implement 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/Surbtion 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/Surbtion Stream

- c. ~~To protect this, the Council will:~~ 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 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 protect 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
 - where possible seek the ~~expansion of Bullwhips~~ and enhancement of Mount Road Open Space Sites 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 ~~Recreation Ground Field~~, Woodgate Avenue Open Space, Chessington Wood and King Edwards Recreation Ground which have been identified as having the best opportunities to implement change.
 - ~~continue to Treat Chessington World of Adventures as a Major Developed Site in the Green Belt; The site has a development envelope defined in accordance with PPG2:~~

~~Green Belts. It provides a boundary within which existing land use as an amusement park has the benefit of being acceptable provided and that new development has no greater impact on the purposes of including land in the Green Belt than the existing development; does not exceed the height of existing trees and buildings; and does not occupy a larger area of the site than the existing buildings. "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. ~~The Council will~~ 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 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. ~~There are however a number of positive features that the Council will w-~~ Work to protect and enhance the following positive character, design, and heritage features: , or example:

- 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. ~~The Council will:~~ 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 on Brownfield sites in and around Tolworth District Centre, including on the former Government offices, Toby Jug and Marshall House site ~~and areas near Chessington North and Chessington South train stations~~
- protecting and maintaining the established Gypsy and Travellers site at Swallow Park and take opportunities to address unauthorised Gypsy and Traveller sites in the Neighbourhood
- seeking to meet needs for affordable housing and work with partners to identify suitable sites

g. ~~The Council will:~~ 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 Site 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 MDS boundary, which would be taken forward through the Development Plan Process.

h. Given this, the Council will seek to implement the following actions: Maintain and enhance South of the Borough's retail, district and local centres' facilities and services by:

- maintaining, enhance and where appropriate expand 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 6 for further details)

i. Accommodate the need for additional or expanded healthcare facilities by , therefore the Council will:

- 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. To address the need to provide additional school places in the South of the Borough, the Council will explore opportunities to provide ~~remodelled~~improve facilities for Southborough Boys and Tolworth Girls Schools and support the expansion of Lovelace and Ellingham Primary schools.

k. ~~In order to e~~ Ensure their the continued provision of community facilities by: the Council will:

- 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><u>Also refer to paragraphs: 7.7 – 7.16</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Energy Strategy (and AIP's)</u> • <u>Climate Change Study 2010</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Energy Strategy (and AIP's)</u> - <u>Climate Change Adaptation Strategy (to be developed)</u> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Design and Construction SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service.</u> • <u>The Infrastructure Delivery Plan.</u> • <u>The LDF Delivery Plan</u>
Managing and Reducing Flood Risk		
SB1(b)	<p>Justification: Localised drainage issues have been</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Surface Water Management Plan (to be developed)</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>recorded at Clayton Road, two places situated on the A243 and Filby Road. A large number of the properties situated within uppermost reaches of River Hogsmill tributary e.g. Hook and village of Malden Rushett are within Flood Zone 2.</p> <p>Also refer to paragraphs: <u>7.22 – 7.26</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Strategic Flood Risk Assessment</u> • <u>Surface Water Management Plan</u> 	<ul style="list-style-type: none"> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> - <u>Strategic Flood Risk Assessment</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u> • <u>Infrastructure Delivery Plan</u>
Natural and Green Environment		
SB1(c)	<p><u>Justification:</u> 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: <u>7.31 – 7.40 & 7.45 – 7.47</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Greenspaces Strategy</u> • <u>Openspaces Assessment</u> • <u>Allotment Strategy</u> • <u>Thames Landscape Strategy</u> • <u>Rights of Way Improvement Plan</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> - <u>Greenspaces Strategy</u> - <u>RBK Rights of Way Improvement Plan.</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK's Second Local Implementation Plan.</u> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Sustainable Travel		
SB1(d)	<p><u>Justification:</u> 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: <u>7.53 – 7.57</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>RBK's Second Local Implementation Plan</u> • <u>Rights of Way Improvement Plan</u> • <u>Southwest London Greenways Strategy</u> • <u>Greenspaces Strategy</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> - <u>RBK's Second Local Implementation Plan</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK Rights of Way Improvement Plan</u> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> - <u>Sustainable Transport SPD</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u> • <u>Other:</u> - <u>Governments High Level Output Specification (HLOS)</u> - <u>Southwest Trains forward Investment Plan.</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> • <u>Thames Landscape Strategy</u> 	
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: 7.63 – 7.69 & 7.74 – 7.78</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • RBK Borough Character Study • <u>Conservation Area Appraisals and Management Plans</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Conservation Area Appraisals and Management Plans</u> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Borough Character Study</u> - <u>Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD.</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
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: <u>7.88 – 7.104</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Strategic Housing Market Assessment</u> • <u>Affordable Housing Viability Study</u> • <u>Housing Delivery of Small Sites</u> • <u>Kingston's Housing Strategy 2011-2015</u> • <u>London Plan 2011</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston's Housing Strategy 2011-2015</u> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Affordable Housing SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Economy and Employment		
SB1(g)	<p>Justification: This Neighbourhood contains significant amounts of protected</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans including the Council Capital Programme</u> <ul style="list-style-type: none"> - <u>South of the Borough Community Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>industrial/employment land and contains the borough's only two Strategic Industrial Locations (SILs).</p> <p>Also refer to paragraphs: 7.109 – 7.114</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Employment Land Review</u> 	<ul style="list-style-type: none"> - <u>Tolworth Strategy</u> • <u>Additional studies, SPDs, site specific planning briefs</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Retail and Town Centres		
SB1(h)	<p><u>Justification:</u> Although half of Tolworth District Centre sits within the northern boundary of the Neighbourhood, South of the Borough is distinct from the rest of 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 <u>food</u> convenience store.</p> <p>Also refer to paragraphs: 7.122 – 7.126</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Retail Study</u> • <u>Retail Study Update</u> • <u>Retail Capacity Study Update</u> • <u>Local Centres Study</u> • <u>MORI Survey of Residents' Use of Local Shopping Areas</u> • <u>Surbiton, New Malden, and Tolworth Comparison and Convenience Catchment Statistics</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>South of the Borough Community Plan</u> - <u>Tolworth Strategy</u> • <u>Additional studies, SPDs, site specific planning briefs.</u> <ul style="list-style-type: none"> - <u>Update and implement Local Centres Study 2009</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Healthy and Safe Communities		
SB1(i)	<p><u>Justification:</u> 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: 7.132 – 7.137</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>South West London and St George's Mental Health Estates Strategy</u> • <u>Health and Urban Planning Toolkit</u> • <u>Delivering Healthier Communities in London</u> • <u>GP Premises Summary</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>RBK - Primary Capital Programme</u> - <u>After Dark Strategy</u> - <u>Safer Kingston Partnership Plan</u> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</u> <ul style="list-style-type: none"> - <u>South West London and St George's Mental Health Estates Strategy</u> - <u>NHS Kingston Strategic Commissioning Plan 2008-2013</u> - <u>Kingston Hospital NHS Trust Masterplan</u> - <u>Healthy Transport Strategy Update 2010+ Action Plan</u>
Education		
SB1(j)	<p><u>Justification:</u> A need for additional school places has</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans including the</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>been identified in South of the Borough.</p> <p>Also refer to paragraphs: <u>7.147 – 7.152</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Building Schools for the Future</u> 	<p><u>Council Capital Programme.</u></p> <ul style="list-style-type: none"> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Community Facilities		
<u>SB1(k)</u>	<p><u>Justification:</u> Community facilities can be found throughout South of the Borough.</p> <p>Also refer to paragraphs: <u>7.158 – 7.161</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> - <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> - <u>South of the Borough Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>

Insert the following new text (after the Local Strategy for Delivery Table):

Please refer to Section 8 (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.

SURBITON NEIGHBOURHOOD

Vision

<Insert Submission Version Vision>

Local Strategy for Delivery

Delete the existing Local Strategy for Delivery Table and insert the following policy and table:

Policy S1

Surbiton Neighbourhood

The Council will:

- a. ~~The Council will a~~ Assess and progress the feasibility of the potential for District Heating Networks and explore the possibility of a Low Carbon Zone as part of development at Surbiton Station Car Park and the Hogsmill Valley Area.
- b. ~~Therefore the Council will:~~ 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. ~~The Council will s~~ Seek to improve access to and the quality of the natural and green environment address this 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:
 - Elmbridge 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. ~~The Council will aim to m~~ Make the most of public transport services at Surbiton District Centre these services and enhance local accessibility further by:
 - implementing a major scheme in Victoria Road and around the 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. ~~It is important that~~ Enhance and protect Surbiton's architecture and local identity ~~by:~~ is enhanced and protected, therefore the Council will:
- 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 former Thames Water Filter Beds,~~ the Hogsmill Valley and Tolworth Broadway sites.
 - ~~safeguarding~~ Protecting and improving ~~enhance~~ 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. ~~Therefore the Council will:~~ 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. ~~The Council will w~~ 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 town centre as an area for economic growth.
- h. ~~The Council will:~~ 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
- ~~The Council will therefore w~~ Work in partnership with local Health Providers to seek opportunities to develop modern healthcare facilities and to ensure that GP surgeries which

are unsuitable for improvement or adaptation, are relocated to a high quality convenient healthcare facility at Surbiton Hospital, in accordance with the service provider's development plans.

- i. In order to accommodate additional classes school places at primary and secondary school level, on accessible and appropriate sites by: the Council will:
- working with partners to support a delivery programme for expanding existing primary schools, recent examples include and providing a suitable site for a new 2-Form of Entry Primary School (potentially located at the Surbiton Hospital Site)
 - supporting opportunities for the remedelling expansion of Hollyfield Secondary School
- j. The Council will Address the lack of community facilities by supporting investigating the development co-location of facilities and services within a Community Hub in the area, including potentially at Surbiton Hospital. 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: <u>7.7 – 7.16</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Energy Strategy (and AIP's)</u> • <u>Climate Change Study (2010)</u> • <u>Royal Borough of Kingston upon Thames: Heat Mapping Study</u> • <u>Please also see evidence base for Hogsmill Valley</u> • <u>London Plan Policy 5.1 – 5.11)</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Energy Strategy (and AIP's)</u> - <u>Climate Change Adaptation Strategy (to be developed)</u> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Design and Construction SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
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: <u>7.22 – 7.26</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Strategic Flood Risk Assessment</u> • <u>Surface Water Management Plan</u> • <u>London Plan Policies 5.12 -5.13)</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Surface Water Management Plan (to be developed)</u> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Strategic Flood Risk Assessment</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Natural and Green Environment		
S1(c)	<p>Justification: Surbiton has a number of attractive open spaces and large mature</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Greenspaces Strategy</u> - <u>RBK Rights of Way Improvement Plan.</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>landscaped gardens creating a green and leafy character, but there are areas that have sparse or inaccessible open spaces (parks, play spaces, natural and semi natural green spaces and allotments).</p> <p>Also refer to paragraphs: <u>7.31 – 7.40 & 7.45 – 7.47</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Greenspaces Strategy</u> • <u>Openspaces Assessment</u> • <u>Allotment Strategy</u> • <u>Thames Landscape Strategy</u> • <u>Rights of Way Improvement Plan</u> • <u>London Plan Policy 7.17 – 7.19</u> 	<ul style="list-style-type: none"> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK’s Second Local Implementation Plan.</u> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council’s Development Management service</u> • <u>The LDF Delivery Plan</u>
Sustainable Travel		
S1(d)	<p>Justification:</p> <p>Surbiton Town Centre has one of the best level 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: <u>7.53 – 7.57</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>RBK’s Second Local Implementation Plan</u> • <u>Rights of Way Improvement Plan</u> • <u>Southwest London Greenways Strategy</u> • <u>Greenspaces Strategy</u> • <u>Thames Landscape Strategy</u> • <u>London Plan Policy 6.1- 6.3, 6.7- 6.13</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>RBK’s Second Local Implementation Plan</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK Rights of Way Improvement Plan</u> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Transport SPD</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council’s Development Management service</u> • <u>The LDF Delivery Plan</u> • <u>Other:</u> <ul style="list-style-type: none"> - <u>Governments High Level Output Specification (HLOS)</u> - <u>Southwest Trains forward Investment Plan.</u>
Character Design and Heritage		
S1(e)	<p>Justification:</p> <p>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 late-19th century townhouses and semi-detached 20th century housing estates.</p> <p>Also refer to paragraphs: <u>7.63 – 7.69 & 7.74 – 7.78</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>RBK Borough Character Study</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Conservation Area Appraisals and Management Plans</u> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Borough Character Study</u> - <u>Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD.</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council’s Development Management service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> • <u>Conservation Area Appraisals and Management Plans</u> • <u>London Plan Policy 7.1 – 7.10</u> 	
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: <u>7.88 – 7.104</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Strategic Housing Market Assessment</u> • <u>Affordable Housing Viability Study</u> • <u>Housing Delivery of Small Sites</u> • <u>Kingston's Housing Strategy 2011-2015</u> • <u>London Plan 2011 Policy 3.3 – 3.5</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston's Housing Strategy 2011-2015</u> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Affordable Housing SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Economy and Employment		
S1(g)	<p>Justification: The high quality train services at <u>Surbiton Station support the local economy particularly in Surbiton District Centre.</u></p> <p>Refer to paragraphs: <u>7.109 – 7.114</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Employment Land Review</u> • <u>London Plan policies 4.1 – 4.4</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
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: <u>7.122 – 7.126</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Retail Study</u> • <u>Retail Study Update</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Update and implement Local Centres Study 2009</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<ul style="list-style-type: none"> • <u>Retail Capacity Study Update</u> • <u>Local Centres Study</u> • <u>MORI Survey of Residents' Use of Local Shopping Areas</u> • <u>Surbiton, New Malden, and Tolworth Comparison and Convenience Catchment Statistics</u> • <u>London Plan Policies 4.7 – 4.9</u> 	
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: <u>7.132 – 7.137</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>South West London and St George's Mental Health Estates Strategy</u> • <u>Health and Urban Planning Toolkit</u> • <u>Delivering Healthier Communities in London</u> • <u>London Plan Policy 3.2</u> • <u>GP Premises Summary</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>RBK - Primary Capital Programme</u> - <u>After Dark Strategy</u> - <u>Safer Kingston Partnership Plan</u> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</u> <ul style="list-style-type: none"> - <u>South West London and St George's Mental Health Estates Strategy</u> - <u>NHS Kingston Strategic Commissioning Plan 2008-2013</u> - <u>Kingston Hospital NHS Trust Masterplan</u> - <u>Healthy Transport Strategy Update 2010+ Action Plan</u>
Education		
S1(j)	<p>Justification: A need for additional school places has been identified in <u>Surbiton Neighbourhood</u>.</p> <p>Also refer to paragraphs: <u>7.147 – 7.152</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Building Schools for the Future</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans including the Council Capital Programme</u> <ul style="list-style-type: none"> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>
Community Facilities		
S1(k)	<p>Justification: A need for additional community facilities has been identified in <u>Surbiton Neighbourhood</u>.</p> <p>Also refer to paragraphs: <u>7.158 – 7.161</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> - <u>Surbiton Community Plan</u> • <u>Additional studies, SPDs, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management service</u> • <u>The LDF Delivery Plan</u>

Insert the following new text (after the Local Strategy for Delivery Table):

Please refer to Section 8 (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.

6 KEY AREAS OF CHANGE

TOLWORTH KEY AREA OF CHANGE

Vision

<Insert Submission Version Vision>

Local Strategy for Delivery

Delete the existing Local Strategy for Delivery Table and insert the following policy and table:

Policy T1

Tolworth Key Area of Change

The Council will:

- a. Climate Change and Sustainability:
 - assess the potential for Decentralised Energy Networks (DENs) 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 RBK 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
- 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 21.00
- 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
- Promote public transport improvements through lobbying and partnership work with transport providers (TfL, South West Trains and Network Rail) including:
- 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. 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 rail based aggregates depot 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; vehicle access to site to be 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.
- Any residential development on the 'government offices, Toby Jug and Marshall House site' should be planned, laid out, and designed to take into account surrounding land uses and in particular 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 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 ~~and potential expansion on the Tolworth Tower 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) for 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 Safer Neighbourhood Team within or closer to its policing area for 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><u>Justification:</u> 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 Boroughs key areas of change and regeneration, opportunities will exist for large scale renewable or decentralised energy generation.</p> <p>Also refer to paragraphs: 7.7 – 7.16</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Energy Strategy (and AIP's)</u> • <u>Climate Change Evidence Base Document</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Energy Strategy (and AIP's)</u> - <u>Climate Change Adaptation Strategy (to be developed)</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Design and Construction SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Managing and Reducing Flood Risk		
T1(b)	<p><u>Justification:</u> 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: _____ 7.22 – 7.26</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Strategic Flood Risk Assessment</u> • <u>Surface Water Management Plan (evidence base)</u> • <u>The Tolworth Regeneration Strategy</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Surface Water Management Plan (to be developed)</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Strategic Flood Risk Assessment</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Natural and Green Environment		
T1(c)	<p><u>Justification:</u> 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 (Alexandra Recreation Ground, King George's Field and food producing sites (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</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Greenspaces Strategy</u> - <u>Thames Landscape Strategy</u> - <u>RBK Rights of Way Improvement Plan.</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK's Second Local Implementation Plan.</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>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: 7.31 – 7.40 & 7.45 – 7.47</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Greenspaces Strategy</u> • <u>Openspaces Assessment</u> • <u>Allotment Strategy</u> • <u>Thames Landscape Strategy</u> • <u>Rights of Way Improvement Plan</u> • <u>Tolworth Court Farm Fields/Tolworth Court Manor Site Management Plans.</u> 	<ul style="list-style-type: none"> • <u>The LDF Delivery Plan</u>
Sustainable Travel		
T1(d)	<p><u>Justification:</u> 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 & 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: 7.53 – 7.57</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>RBK's Second Local Implementation Plan</u> • <u>Rights of Way Improvement Plan</u> • <u>Southwest London Greenways Strategy</u> • <u>Greenspaces Strategy</u> • <u>Thames Landscape Strategy</u> • <u>The Tolworth Regeneration Strategy</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>RBK's Second Local Implementation Plan</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK Rights of Way Improvement Plan</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Transport SPD</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u> • <u>Other:</u> <ul style="list-style-type: none"> - <u>Governments High Level Output Specification (HLOS)</u> - <u>Southwest Trains forward Investment Plan.</u>
Character Design and Heritage		
T1(e)	<p><u>Justification:</u> 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 development and improvement of the area which could be brought</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Conservation Area Appraisals and Management Plans</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Borough Character Study</u> - <u>Develop/update: Residential and Sustainability Design SPD; Shop Fronts Guidance; Guidance for Tall Buildings and Key Views; Historic Environment Record; Landscape Design SPD.</u> - <u>Planning Obligations SPD/CIL</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>through several large opportunity sites.</p> <p>Refer to paragraphs: <u>7.63 – 7.69 & 7.74 – 7.78</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>RBK Borough Character Study</u> • <u>Conservation Area Appraisals and Management Plans</u> • <u>The Tolworth Regeneration Strategy</u> 	<ul style="list-style-type: none"> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Housing and Affordability		
<u>T1(f)</u>	<p><u>Justification:</u> <u>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.</u></p> <p><u>The Tolworth Area of change straddles the South of the Borough & 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. Similarly, residents raised concern over the lack of small family housing in the Surbiton Neighbourhood Community Plan.</u></p> <p>Also refer to paragraphs: <u>7.88 – 7.104</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Strategic Housing Market Assessment</u> • <u>Affordable Housing Viability Study</u> • <u>Housing Delivery of Small Sites</u> • <u>Kingston's Housing Strategy 2011-2015</u> • <u>London Plan 2011</u> • <u>South of the Borough Neighbourhood Community Plan</u> • <u>Surbiton Neighbourhood Community Plan</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston's Housing Strategy 2011-2015</u> - <u>South of the Borough Community Plan</u> • <u>Forthcoming Residential Design Guide SPD.</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Affordable Housing SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Economy and Employment and Town Centres		
<u>T1(g)</u>	<p><u>Justification:</u> <u>The Tolworth Regeneration Strategy</u></p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Community Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>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 accessible location making it a suitable location for additional hotel accommodation.</p> <p>Also refer to paragraphs: 7.109 – 7.114</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Employment Land Review</u> • <u>Tolworth Regeneration Strategy</u> 	<ul style="list-style-type: none"> • <u>Additional studies, SPD's, site specific planning briefs</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
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: 7.122 – 7.126</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Retail Study</u> • <u>Retail Study Update</u> • <u>Retail Capacity Study Update</u> • <u>Local Centres Study</u> • <u>MORI Survey of Residents' Use of Local Shopping Areas</u> • <u>Surbiton, New Malden, and Tolworth Comparison and Convenience Catchment Statistics</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> - <u>Update and implement Local Centres Study 2009</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Healthy and Safe Communities		
T1(i)	<p>Justification: The 4 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:</p>	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> - <u>RBK - Primary Capital Programme</u> - <u>After Dark Strategy</u> - <u>Safer Kingston Partnership Plan</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</u> - <u>South West London and St George's Mental Health</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>7.132 – 7.139</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>South West London and St George's Mental Health Estates Strategy</u> • <u>Health and Urban Planning Toolkit</u> • <u>Delivering Healthier Communities in London</u> • <u>Tolworth Regeneration Strategy</u> 	<p><u>Estates Strategy</u></p> <ul style="list-style-type: none"> - <u>NHS Kingston Strategic Commissioning Plan 2008-2013</u> - <u>Kingston Hospital NHS Trust Masterplan</u> - <u>Healthy Transport Strategy Update 2010+ Action Plan</u>
Education		
<u>T1(j)</u>	<p><u>Justification:</u> 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: 7.147 – 7.152</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Building Schools for the Future</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Building Schools for the Future</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>
Community Facilities		
<u>T1(k)</u>	<p><u>Justification:</u> 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: 7.158 – 7.161</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> 	<ul style="list-style-type: none"> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> - <u>Kingston Town Community Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's development management service</u> • <u>The LDF Delivery Plan</u>

Schedule 3 – Hogsmill Valley Key Area of Change

Vision

<Insert Submission Version Vision, subject to CC12 change in Appendix A above>

Local Strategy for Delivery

Delete the existing Local Strategy for Delivery Table and insert the following policy and table:

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 Kinston University ancillary sport and recreation. The Council will work with stakeholders and local strategic partners to formulate a detailed masterplan prepare a Hogsmill Site Specific Allocation of Land development plan document (including a comprehensive Master Plan) 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. as shown on the Proposals Map and Figure 11 the key aims of which will be to bring forward the following benefits and changes:

HV 1A Strategic Allocation

The Council will:

- Designate approx 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 between the Berrylands railway line and Lower Marsh Lane
- 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.
- Managed student residential accommodation on the Kingston University land within the Clayhill campus, and upgrades to the quality of the external spaces on the Clayhill Campus.

HV1B Broad Location: the following also applies where relevant to the strategic site allocation uses, notably a & 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 ~~local/district heating/cooling/power network~~ 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:

- ~~Release approx 8ha 1ha of Metropolitan Open Land limiting any new developments to the edge of built up urban fringe~~
- 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:
 - ~~Designate the Hogsmill Sewage Treatment Works as a Major Developed Site in Metropolitan Open Land with a reduced footprint~~
 - 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
 - ~~Reconfigure the Kingston Road allotments, including transfer of some holdings to an adjacent larger site.~~
- Seek environmental/biodiversity improvements in addition to those permitted in 2007 (which were 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 r/o Addison Gardens for planned expansion of Surbiton cemetery. This 0.5ha will be added to the area of Metropolitan Open Land.
- ~~Increase the amount of publicly accessible 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.

- ~~Increase/upgrade footpath/cycle links to the new primary school on California Road from the catchment area to the south east of the railway line via the railway underpass at the end of South Park Grove/Willow Road~~
- Fulfil a long-held ambition of the Council to progress/complete the Hogsmill Valley Walk (ref Hogsmill Walk Strategy 2006) between Kingston Cemetery and recreation grounds to the south of the railway line to deliver a linear riverside walk through the Hogsmill/Bonesgate Valley.
- ~~Close access to Clayhill campus from Burney Avenue. Provide alternative means of access to the existing Clayhill campus and the proposed new student accommodation via Lower Marsh Lane.~~
- Upgrade the carriageway and footpaths along Lower Marsh Lane, including some localised road widening so it can accommodate the University bus and address parking and turning conflicts in Lower Marsh Lane associated with the Sikh temple and visitors/funeral corteges to Surbiton cemetery.
- 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.
- Seek a traffic impact statement including a travel plan for ancillary leisure facilities uses attached to the Clayhill campus accessed off Lower Marsh Lane where it is proposed to promote them for community use

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

- ~~Residential development on Thames Water land fronting Lower Marsh Lane~~
- ~~Possible residential development on industrial land on south side of Lower Marsh Lane~~
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
- ~~Student housing on redundant Surbiton Sewage Treatment Works site between the Berrylands railway line and Lower Marsh Lane~~
- ~~Residential development on industrial land in Hampden Road subject to relocation of existing industrial use(s)~~

g. Economy and Employment and Town Centres:

- ~~To facilitate the the reuse of the Lower Marsh Lane and Hampden Road industrial sites for necessary enabling development, identify opportunities to relocate the existing businesses to retain local employment opportunities.~~
- ~~Improve the access road off Kingston Road to Thames Water's operational site and leisure etc uses at the rear, to include provision of safe footpath and cycle route.~~
- 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), ~~e.g. health and fitness club~~ with the athletics track + pavilion
 - 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 will encourage trips by non-motorised transport
 - ~~The provision of a new school adjacent to improved sports facilities~~
 - Partnership working ~~To work~~ 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
- ~~An additional student halls of residence capable of accommodating between 800 and 1,300 bedspaces (on the site of the Clayhill recreation ground and part of the former Surbiton Sewage Treatment Works site with recreational facilities, including e.g. multi use games areas and all weather hockey pitches), social and medical facilities on the balance of the redundant Surbiton Sewage Treatment Works site~~
 - 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 stadium stands
- 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		
<u>HV1(a)</u>	<u>Justification:</u> <u>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</u>	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Energy Strategy (and AIP's)</u> - <u>Climate Change Adaptation Strategy (to be developed)</u> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Design and Construction SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>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: 7.7 – 7.16</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Energy Strategy (and AIP's)</u> • <u>Climate Change Evidence Base Document</u> • <u>Hogsmill Valley Master Plan</u> 	
Managing and Reducing Flood Risk		
HV1(b)	<p><u>Justification:</u></p> <p>There are opportunities to address the potential impacts of climate change, particularly in relation to existing flooding from the Hogsmill River. The Environment Agency support delivery of the Hogsmill strategy as a high priority and an opportunity 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 TW, the EA 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: 7.22 – 7.26</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Strategic Flood Risk Assessment (Level 1, & Level 2)</u> • <u>Regional Flood Risk Appraisal</u> • <u>Surface Water Management Plan (evidence base)</u> 	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Surface Water Management Plan (to be developed)</u> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD's, site specific planning briefs including:</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan</u>
Natural and Green Environment		
HV1(c)	<p><u>Justification:</u></p> <p>Large tracts of MOL fail to meet the designation criteria set out in Policy</p>	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>7.17 of the London Plan. By defining an MDS boundary around the Hogsmill STW to restrict and minimise its building footprint and by locating proposed new enabling developments at the edges of 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 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: 7.31 – 7.40 & 7.45 – 7.47</p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • PPG2 – Green Belt (Jan 1995, Amended March 2001) • RBK Green Spaces Strategy 2008 – 2018 (March 2008) • Kingston Open Space Assessment (Atkins, May 2006) • Kingston Open Space Assessment Appendices (Atkins, May 2006) • 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 (Hyder Consulting, May 2002) • S106 legal agreement for app ref 07/12357 (27/09/2007) re Hogsmill STW ecology enhancement works and assoc Committee reports and written correspondence • Landscape and Ecology Management Plan submitted under Planning application ref. 11/12417 	<ul style="list-style-type: none"> • <u>Hogsmill Valley Walk Strategy (June 2002)</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Hogsmill Valley Walk Strategy Review (April 2006)</u> - <u>East London Green Grid Framework (GLA 2008)</u> - <u>Open Space Strategies – Best Practice (GLA/CABE, 2009)</u> - <u>Allotment Strategy (March 2008)</u> - <u>RBK Green Spaces Strategy, 2008 – 2018 (March 2008)</u> - <u>(Draft) Playing Pitch Strategy</u> - <u>RBK Rights of Way Improvement Plan.</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK’s Local Implementation Plan 2 (Jan 2011)</u> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD’s, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council’s Development Management Service</u> • <u>The LDF Delivery Plan</u>
Sustainable Travel		
HV1(d)	<p>Justification:</p> <p>There are opportunities to improve footpath and cycle linkages across the Hogsmill Valley. Implementing the section of the Hogsmill Walk going</p>	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p><u>through the Hogsmill Valley will complete an important section of the 'town to downs' strategic footpath network and the contribute to the emerging All London Green Grid SPG.</u></p> <p><u>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 minimise the numbers of football etc supporters 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].</u></p> <p><u>There will be opportunities to create a car free Clayhill campus (on both the existing and expanded campus). There will still be 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.</u></p> <p><u>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 Mon, Wed and Friday) to minimise late night traffic movements (and thus noise and disturbance).</u></p> <p><u>Providing on-site student social and leisure/sporting facilities close to the campus will help to reduce journeys to and from the campus.</u></p> <p><u>Also refer to paragraphs: 7.53 – 7.57</u></p>	<ul style="list-style-type: none"> - <u>RBK's Second Local Implementation Plan (Jan 2011)</u> - <u>South West London Greenways Network Expansion – Feasibility Report (March 2010)</u> - <u>RBK Rights of Way Improvement Plan</u> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> <ul style="list-style-type: none"> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Sustainable Transport SPD</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan</u> • <u>Other:</u> <ul style="list-style-type: none"> - <u>Governments High Level Output Specification (HLOS)</u> - <u>Southwest Trains forward Investment Plan.</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Local Implementation Plan 2</u> • <u>Rights of Way Improvement Plan</u> • <u>South West London Greenways Strategy</u> • <u>RBK Green Spaces Strategy, 2008 – 2018 (March 2008)</u> • <u>Hogsmill Valley Stage 1 Masterplan & Development Appraisal (Pick Everard, Oct 2010)</u> • <u>Traffic Statement – September 2011</u> 	
Character Design and Heritage		
<u>HV1(e)</u>	<p><u>Justification:</u> <u>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.</u> Refer to paragraphs: <u>7.63 – 7.69 & 7.74 – 7.78</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>RBK Borough Character Study</u> • <u>Hogsmill Valley Stage 1 Masterplan & Development Appraisal (Pick Everard, Oct 2010)</u> 	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Borough Character Study</u> - <u>Develop/update: Residential and Sustainability Design SPD; Guidance for Tall Buildings and Key Views; Landscape Design SPD.</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan</u>
Housing and Affordability (Strategic Site Allocation)		
<u>HV1(f)</u>	<p><u>Justification:</u> <u>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</u></p> <p><u>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</u></p>	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Strategic Housing Market Assessment</u> • <u>London's Strategic Housing Land Availability Assessment and Housing Capacity Study</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston's Housing Strategy 2011-2015</u> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Affordable Housing SPD (to be developed)</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p><u>years, due both to a lack of suitable sites and competition from other land uses.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>	<ul style="list-style-type: none"> • <u>KU Campus Development Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p><u>existing and new. The details of the size and location of this replacement open space will be 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.</u></p> <p>Also refer to paragraphs: <u>7.88 – 7.104</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Strategic Housing Market Assessment</u> • <u>Affordable Housing Viability Study</u> • <u>Housing Delivery of Small Sites</u> • <u>Kingston’s Housing Strategy 2011-2015</u> • <u>London Plan 2011</u> • <u>KU Accommodation Strategy 2009 – 2011 and KU Extract from Residential Accommodation Strategy 2011 – 2014</u> • <u>Hogsmill Valley Stage 1 Masterplan & Development Appraisal (Pick Everard, October 2010)</u> • <u>KU Campus Development Plan</u> 	
Economy and Employment and Town Centres		
<u>HV1(g)</u>	<p><u>Justification:</u></p> <p><u>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.</u></p> <p><u>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</u></p>	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD’s, site specific planning briefs</u> • <u>The Council’s Development Management Service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p>in identifying alternative premises.</p> <p>Also refer to paragraphs: 7.109 – 7.114</p> <p><u>Evidence Documents:</u> Employment Land Review</p>	
Local Centres		
<u>HV1(h)</u>	<p><u>Justification:</u> 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 Berryands station.</p> <p>Also refer to paragraphs: 7.122 – 7.126</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>Local Centres Study, Feb 2009</u> • <u>MORI Survey of Residents' Use of Local Shopping Areas</u> 	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Update and implement Local Centres Study 2009</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan</u>
Healthy and Safe Communities		
<u>HV1(i)</u>	<p><u>Justification:</u> 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</p>	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>RBK - Primary Capital Programme</u> - <u>Safer Kingston Partnership Plan</u> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan – which will help to deliver stakeholder strategies and plans, including:</u> <ul style="list-style-type: none"> - <u>The NHS Kingston Strategic Plan 2009/10 – 2014/15, the SWL Cluster Strategic Plan, the PCT's QIPP (Quality, Innovation, Productivity and Prevention) plan and GP Commissioning Strategies and Kingston Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p><u>recreational facilities provided by KU 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 TW land south of Lower Marsh Lane, possibly secured on a rolling leasehold basis to protect TW's long-term abilities to provide future sewage infrastructure to meet potential operational needs – this will be the subject of future negotiations with TW</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>Also refer to paragraphs: 7.132 – 7.139</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> •<u>The London Plan</u> •<u>Health Issues in Planning – Best Practice Guidance (GLA 2007) –</u> •<u>Delivering Healthier Communities in London, July 2007 (NHS HUDU)</u> •<u>Planning for Health in London 2009 (NHS HUDU)</u> •<u>Health and Urban Planning Toolkit</u> •<u>Core Data Set - Joint Strategic Needs Assessment</u> •<u>RBK Health Profile, July 2010</u> •<u>Sustainability and Health Joint Annual Public Health Report for Kingston 2009/10 (NHS Kingston/RBK)</u> •<u>The Health Impacts of Spatial Planning Decisions</u> •<u>The Kingston Plan</u> •<u>The NHS Kingston Strategic Plan 2009/10 – 2014/15</u> 	

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
Education		
HV1(j)	<p>Justification: <u>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 & 2-bed flats are now accommodating families due to the lack of affordable family housing.</u></p> <p><u>The proposed school site has the advantages of being in RBK'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.</u></p> <p><u>Also refer to paragraphs: 7.147 – 7.152</u></p> <p>Evidence Documents:</p> <ul style="list-style-type: none"> • <u>Primary Strategy for Change/ Primary Capital Programme</u> • <u>RBK Building Schools for the Future (June 2008)</u> 	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>Primary Schools Expansion Programme</u> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> • <u>Additional studies, SPD's, site specific planning briefs</u> <ul style="list-style-type: none"> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan</u>
Community Facilities		
HV1(k)	<p>Justification: <u>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</u></p>	<ul style="list-style-type: none"> • <u>Hogsmill Valley Master Plan</u> • <u>The Hogsmill Development Partnership Agreement</u> • <u>Other Council Strategies and Delivery Plans</u> <ul style="list-style-type: none"> - <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> - <u>Kingston Town Community Plan</u> - <u>Surbiton Neighbourhood Plan</u> - <u>Safer Kingston Partnership Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p><u>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.</u></p> <p><u>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.</u></p> <p><u>However, the Club has and continues to explore options to move back to the LB 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 LB Merton.</u></p> <p><u>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 LB 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</u></p> <p><u>Also refer to paragraphs: 7.158 – 7.161</u></p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>The Best Place to Live – A Cultural Strategy for Kingston upon Thames 2008 – 2012</u> • <u>Safer Kingston Partnership Plan</u> • <u>Draft Playing Pitch Strategy</u> • <u>RBK Green Spaces Strategy 2008 -</u> 	<ul style="list-style-type: none"> • <u>Additional studies, SPD's, site specific planning briefs</u> - <u>Planning Obligations SPD/CIL</u> • <u>The Council's Development Management Service</u> • <u>The LDF Delivery Plan</u>

Policy Ref	Justification and Evidence Documents	Delivery Mechanisms
	<p><u>2018</u></p> <ul style="list-style-type: none"> • <u>Kingston Open Space Assessment, May 2006</u> 	
Waste		
<u>HV1(l)</u>	<p><u>Justification:</u> The site is required to be safeguarded in line with London Plan Policy 5.17 and PPS10</p> <p><u>Evidence Documents:</u></p> <ul style="list-style-type: none"> • <u>European Directive on the Strategic Environmental Assessment or 'SEA Directive' (2001/42/EC)</u> • <u>Directive on the Promotion of the Use of Energy from Renewable Sources (2009/28/EC)</u> • <u>Directive on the Landfill of Waste (1999/31/EC)</u> • <u>Waste Framework Directive (2006/12/EC)</u> • <u>PPS10 – Planning for Sustainable Waste Management</u> • <u>Mayor's Draft London Climate Change Mitigation and Energy Strategy</u> • <u>Draft Joint Municipal Waste Management Strategy –</u> • <u>South London Waste Plan</u> • <u>London Plan 2011</u> 	<ul style="list-style-type: none"> • <u>South London Waste Plan</u> • <u>South London Waste Partnership</u> • <u>Developers, land owners and waste operators</u>

Schedule 4 – Addition after paragraph 8.24 at the end of Section 8: Implementation and Delivery

Delivering the Neighbourhood Visions and Local Strategies for Delivery

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

- Implementation of the Local Strategy for Delivery (delivery mechanism for Vision for Neighbourhood)
- 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/policy XXX.
- Neighbourhood Community Plans.

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

Delivery of the Visions and Local Strategies for Delivery

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

<u>Vision for the Neighbourhood</u>	<u>Local Strategy for Delivery (Headings)</u>	<u>Thematic Policies</u>	<u>Implementation & Delivery Policies</u>	<u>Further Delivery Mechanisms</u>
	<u>Employment</u>	<u>Employment</u> Policies: CS11, DM17, DM18		
	<u>Retail and Town Centres</u>	<u>Retail and Town Centres</u> Policies: CS12, DM19, DM20	IMP1, IMP3, IMP4	
	<u>Healthy and Safer Communities</u>	<u>Healthy and Safer Communities</u> Policies: CS13, CS14, DM21, DM22	IMP1, IMP3, IMP4	
	<u>Education</u>	<u>Education</u> Policies: CS15, DM23	IMP1, IMP3, IMP4	
	<u>Community Facilities</u>	<u>Community Facilities</u> Policies: CS16, DM24	IMP1, IMP3, IMP4	

Hogsmill Valley Key Area of Change:

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

- The Thematic Policies and Hogsmill Key Area of Change guidance, the Hogsmill Site Specific Allocation of Land development plan document and Implementation/Delivery Policies.
- The Hogsmill Valley Master Plan - A master plan will be developed for the area with stakeholders and local strategic partners to bring forward the range of improvements and new facilities/infrastructure. The master plan will be based on the Hogsmill Site Specific Allocation of Land development plan document.
- A development partnership agreement will need to be agreed and signed up to by all the 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 master plan 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 also has a well developed Neighbourhood structure in place for decision making (with its Neighbourhood Committees and forums) and this will help take the strategy forward.

Kingston Town Centre:

Kingston Town Centre Area Action Plan 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:

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 PPAs and site briefs for specific development proposals which will relate to area objectives.
- Figure 13 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 a SPD, or a site specific planning brief (if necessary).
- The LDF Delivery Plan.
- Through the development management process and site briefs. Of the 8 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.

Delivery Mechanisms for the Key Areas of Change

<u>Key Area of Change</u>	<u>Thematic Policies</u>	<u>Implementation and Delivery Policies</u>	<u>Further Delivery Mechanisms</u>
<u>Hogsmill Valley</u>	<u>CS1-CS16</u> <u>DM1-DM24</u> <u>Fig 11</u> <u>Proposals Map</u>	<u>IMP1-IMP4</u>	<ul style="list-style-type: none"> • <u>The Hogsmill Valley Master Plan</u> • <u>Waste Plan DPD</u> • <u>Greenspaces Strategy</u> • <u>One Norbiton Strategy</u> • <u>Energy Strategy</u> • <u>Second Local Implementation Plan</u> • <u>LDF Delivery Plan</u> • <u>Development management processes, including S106 legal agreements</u>
<u>Kingston Town Centre</u>	<u>CS1-CS16</u> <u>DM1-DM24</u>	<u>IMP1-IMP4</u>	<ul style="list-style-type: none"> • <u>K+20 AAP</u> • <u>Second Local Implementation Plan</u> • <u>Greenspaces Strategy</u> • <u>Energy Strategy</u> • <u>LDF Delivery Plan</u> • <u>Development management processes, including S106 legal agreements</u>
<u>Tolworth</u>	<u>CS1-CS16</u> <u>DM1-DM24</u> <u>Figure 13</u> <u>Proposals Map</u>	<u>IMP1-IMP4</u>	<ul style="list-style-type: none"> • <u>The Tolworth Strategy</u> • <u>The Tolworth Broadway Major Transport Scheme</u> • <u>Second Local Implementation Plan</u> • <u>Green Spaces Strategy</u> • <u>Energy Strategy</u> • <u>Neighbourhood Plan, SPD, site specific planning brief</u> • <u>LDF Delivery Plan</u> • <u>Development management processes, including S106 legal agreements</u>

Background on the LDF Delivery Plan

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

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 make 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 1-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 RBK 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.

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.

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

The following is an explanation of how to consider planning applications against the Core Strategy.

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.

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 Strategy 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.

Schedule 5 - Annex 4: UDP Policies Superseded by the Core Strategy

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
UDP Policies being superseded by the Core Strategy
OL1 The Green Belt
OL2 Reuse of Buildings in the Green Belt
OL3 Agriculture in the Green Belt
OL4 Metropolitan Open Land
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
UDP Policies being superseded by the Core Strategy
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

Schedule 6 – Annex 5: Housing Trajectory

Introductory text:

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 1, provides this information, showing predicted net housing completions up to 2026/27.

The trajectory includes 'deliverable' sites for the first 5 years of the Core Strategy, supported by the 5-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 5,635 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.

Table 1: Housing Trajectory:

1	2	3	4				5			6			7		8		
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	Number above or below cumulative requirement 1997/98 - 2006/07	Number above or below cumulative requirement 2007/08 - 2011/12	Number 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			-221	-	
2007/08	290	-	-	290	-	-	385		-	385	-		-95		-	409	
2008/09	398	-	-	688	-	-	385		-	770	-		-82		-	412	
2009/10	149	-	-	837	-	-	385		-	1155	-		-318		-	544	
2010/11	136	-	-	973	-	-	385		-	1540	-		-567		-	952	
2011/12	-	277	-	1250	-	-	385		-	1925	-		-675		-	675	
2012/13	-	483	-	-	483	-	-	375	-	-	375			108	-	-	375
2013/14	-	287	-	-	770	-	-	375	-	-	750			20	-	-	396
2014/15	-	1015	-	-	1785	-	-	375	-	-	1125			660	-	-	405
2015/16	-	686	-	-	2471	-	-	375	-	-	1500			971	-	-	349
2016/17	-	137	-	-	2608	-	-	375	-	-	1875			733	-	-	315
2017/18	-	717	-	-	3325	-	-	375	-	-	2250			1075	-	-	335
2018/19	-	137	-	-	3462	-	-	375	-	-	2625			837	-	-	288
2019/20	-	437	-	-	3899	-	-	375	-	-	3000			899	-	-	309
2020/21	-	302	-	-	4201	-	-	375	-	-	3375			826	-	-	288
2021/22	-	187	-	-	4388	-	-	375	-	-	3750			638	-	-	285
2022/23	-	432	-	-	4820	-	-	375	-	-	4125			695	-	-	309
2023/24	-	232	-	-	5052	-	-	375	-	-	4500			552	-	-	268
2024/25	-	232	-	-	5284	-	-	375	-	-	4875			409	-	-	287
2025/26	-	232	-	-	5516	-	-	375	-	-	5250			266	-	-	341
2026/27	-	232	-	-	5748	-	-	375	-	-	5625			123	-	-	109

Table 2: Components of Kingston's projected housing delivery

Components of Kingston's projected housing delivery											
	1	2	3	4	5	6	7	8	9	10	11
	Phase	Year	Large Sites over 0.25 ha					Small sites estimate	Total conventional dwelling supply	Non-conventional supply (student housing etc)	Total projected number of homes (including non conventional supply)
			Sites with planning permission or under construction	Kingston Town Centre AAP sites	Core Strategy Sites and Sites with Developer Interest	SHLA A Sites	Other sites				
Pre Core Strategy	Current Year	2011/12	136	0	0	0	0	141	277	0	277
Core Strategy Plan Period	1	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
	2	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
		2021/22	0	50	0	0	0	137	187	0	187
	3	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

Chart 1: Housing completions and projected housing delivery against targets

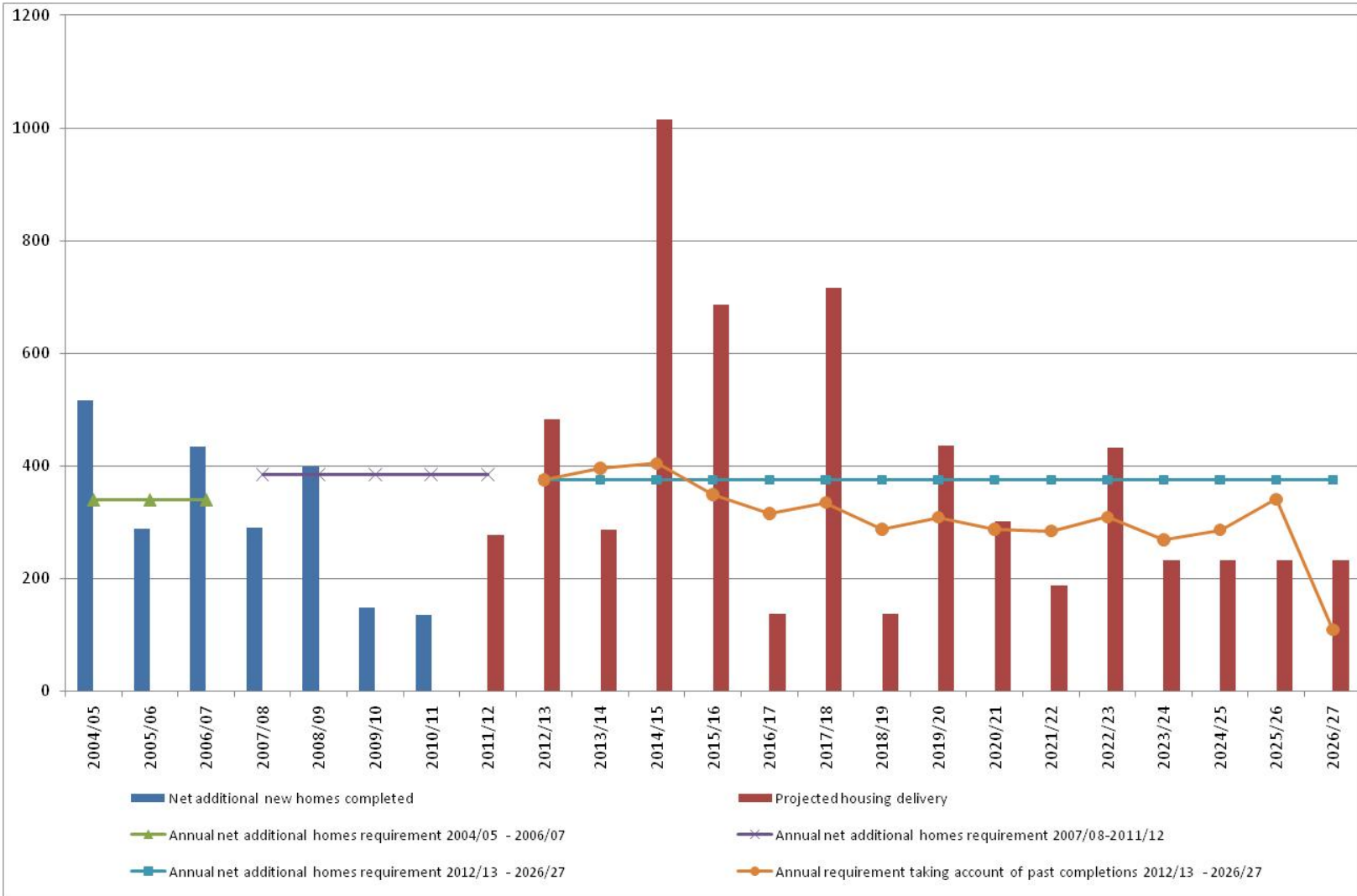
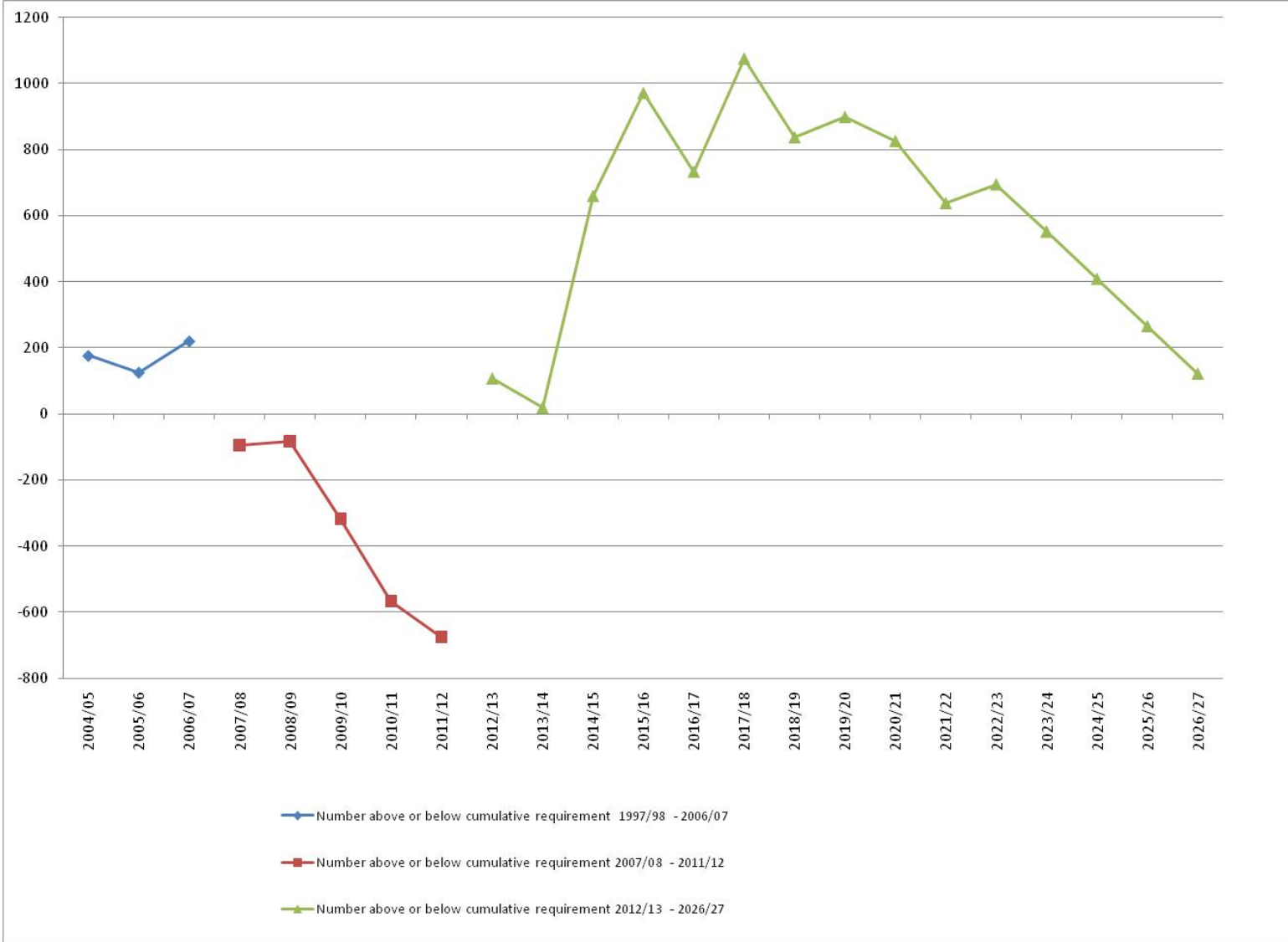


Chart 2: Projected housing completions above or below cumulative requirement



Schedule 7 – Performance and Monitoring CC32 Changes

Page No	Policy/Para No	Change
82 - 151	All Monitoring and Performance Tables	Add reference numbers to all indicators
82	Climate Change and Sustainability Monitoring and Performance Table	Indicator: “Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.” Target/Direction: “To ensure that no planning permissions are granted contrary to Environment Agency advice.”
82	Climate Change and Sustainability Monitoring and Performance Table	(Indicator: All development proposals to incorporate SUDS) Target/Direction: “For all 100% of planning applications to incorporate SUDS unless there are practical reasons for not doing so”
91	Natural and Green Environment Monitoring and Performance Table	Delivery Bodies: “RBK Planning, Private Sector, RBK Green Spaces Team and their partnership contractors with their management companies, RBK/Thames Landscape Strategy, Lower Thames Strategy, Environment Agency, Transport for London, land/property owners”
91	Natural and Green Environment Monitoring and Performance Table	Indicator: “NH197: Improve local biodiversity – proportion of local sites where positive conservation management has been or is been implemented” Target/Direction: “Increasing a Number of schemes/change in areas contributing to biodiversity importance sites with nature conservation management plans”
91	Natural and Green Environment Monitoring and Performance Table	Indicator: “E2: Changes in areas and population of biodiversity” Target/Direction: “Net increase in areas of biodiversity importance interest”
91	Natural and Green Environment Monitoring and Performance Table	(Indicator: Amount of eligible open spaces managed to Green Flag Award Standards importance) Target/Direction: “Maximise the amount of eligible Number of open spaces managed to Green Flag Award standard”
91	Natural and Green Environment Monitoring and Performance Table	Indicator: “Planning applications permissions for new buildings in the Green Belt and MOL” Target/Direction: “Maintain or reduce current rates/limit forms numbers of development permissions for new buildings in the Green Belt and MOL”
91	Natural and Green Environment Monitoring and Performance Table	Indicator: “Public open space standard of 2.46 hectares per 1000 population (of which 0.8 hectares per 1000 population should be used for play space)” Target/Direction: “All new residential development to provide public open space in line with the open space

		standards"
91	Natural and Green Environment Monitoring and Performance Table	Indicator: " SINCs with management agreements " Target/Direction: " Increasing number of schemes/change in areas contributing to biodiversity importance "
91	Natural and Green Environment Monitoring and Performance Table	(Indicator: Number of Local Nature Reserves) Target/Direction: " Maximise a % i <u>Increase number of Local Nature Reserves</u> "
91	Natural and Green Environment Monitoring and Performance Table	Indicator: " Access to local open space: catchment based on accessibility standards " Target/Direction: " To assess trends and maximise beneficial change "
91	Natural and Green Environment Monitoring and Performance Table	Indicator: "Planning Obligation <u>/CIL</u> contributions to the improvements of existing and new open spaces" Target/Direction: " Maximise an i <u>Increase total annual contributions</u> "
91	Natural and Green Environment Monitoring and Performance Table	Indicator: " No. of r <u>Riverside links improved</u> " Target/Direction: " All <u>Number of</u> links to the riverside improved"
91	Natural and Green Environment Monitoring and Performance Table	Indicator: " No. of r <u>Riverside spaces improved</u> " Target/Direction: " All <u>Number of</u> riverside public spaces improved"
91	Natural and Green Environment Monitoring and Performance Table	Indicator: " Improved Hogsmill Walk" Target/Direction: "Length of Hogsmill Walk improved <u>and extended</u> "
91	Natural and Green Environment Monitoring and Performance Table	Indicator: " Biodiversity improvement " Target/Direction: " Implementation of biodiversity improvements "
97	Sustainable Travel Monitoring and Performance Table	(Indicator: Number of new cycle parking spaces in on street locations, at train stations and in new developments) Target/Direction: "Target to increase the provision of cycle parking in on street locations, at train stations and in new developments – specific annual targets detailed through <u>the in LIP2 process</u> "
97	Sustainable Travel Monitoring and Performance Table	(Indicator: Number of new cycle training sessions conducted per year) Target/Direction: "Target to increase cycle training take up for adults and secondary school children – specific annual targets detailed <u>will be developed through the in LIP2 process</u> "

97	Sustainable Travel Monitoring and Performance Table	Indicator: " Number of cycle journeys recorded on key routes <u>Mode share for cycling</u> " Target/Direction: "Target to increase year on year the number of cyclists recorded at cycle counters on key cycle routes <u>the mode share of cycling in the borough</u> – specific annual targets detailed <u>will be developed through the in LIP2 process</u> "
97	Sustainable Travel Monitoring and Performance Table	Indicator: "School tri-modal splits" Target/Direction: "Target to reduce Borough wide car mode share for school journeys and increase cycling and walking – specific annual targets detailed through LIP process"
97	Sustainable Travel Monitoring and Performance Table	Indicator: "Number of electric vehicle charging points" Target/Direction: "Target to increase the number of electric vehicle charging points provided on street, in public and in private car parks, and through new development – specific annual targets detailed through LIP process"
97	Sustainable Travel Monitoring and Performance Table	(Indicator: Number of car club bays and car club members) Target: "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 detailed <u>will be developed through in LIP2 process</u> "
97	Sustainable Travel Monitoring and Performance Table	Indicator: "Number of travel plans developed" Target/Direction: "Target to increase the number of workplaces and other organisations with a travel plan in an area <u>travel plan network</u> specific annual targets detailed through the LIP process"
106	Character Design and Heritage Monitoring and Performance Table	Indicator: " Core Output Indicator H6: Housing Quality – Building for Life Assessments "
106	Character Design and Heritage Monitoring and Performance Table	Indicator: " Average densities of new developments " Target/Direction: " Ensure densities are compatible with local area to maintain local character and distinctiveness "
106	Character Design and Heritage Monitoring and Performance Table	Indicator: " Number of p <u>Public realm and private/communal amenity spaces</u> improvement schemes undertaken and net gains in private/communal amenity space" Target/Direction: "Increase amount <u>number</u> of public/private/community amenity spaces across the borough, particularly in residential developments and town centre locations"
106	Character Design and Heritage Monitoring and Performance Table	(Indicator: Planning appeal decisions in respect of householder applications) Target/Direction: " Monitor results of DoE Inspector decisions and seek to r <u>Reduce</u> number of "allowed" appeal decisions"
106	Character Design and	Indicator: " Number of new <u>Tree Preservation Orders</u> and

	Heritage Monitoring and Performance Table	number of protected trees lost and replaced" Target/Direction: " Minimise loss and ensure full replacement where unavoidable <u>Increase number of Tree Preservation Orders</u> "
106	Character Design and Heritage Monitoring and Performance Table	Indicator: "Number of car parking spaces provided as part of new developments" Target/Direction: " To accord with London Plan standards and lead to reduction in car dominated environments"
106	Character Design and Heritage Monitoring and Performance Table	Indicator: " Number of e <u>Entries on the Heritage at Risk Register</u> "
106	Character Design and Heritage Monitoring and Performance Table	Indicator: " Loss or damage to the Borough's historic built (Listed Buildings and Buildings of Townscape Merit) and natural landscape (historic parks and gardens, key views and other heritage assets" Target/Direction: " Monitor the quality of planning applications being permitted"
106	Character Design and Heritage Monitoring and Performance Table	Indicator: " Police data on crime levels/hotspots <u>Good design practice, crime and the opportunities for crime</u> " Target/Direction: " Refuse applications for developments that fail to incorporate the principles of safe design <u>Number of S106 agreements seeking safety improvements/safety improvements to the public realm</u> "
106	Character Design and Heritage Monitoring and Performance Table	(Indicator: A positive improvement to the quality of the historic environment) Target/Direction: " Review the quality of the historic environment using Character appraisals and <u>Monitor the implementation of the Borough Character Study's findings</u> "
106	Character Design and Heritage Monitoring and Performance Table	Indicator: " Total Number of Conservation Areas" Target/Direction: " Review whether there is a need for additional <u>Number of conservation areas</u> "
106	Character Design and Heritage Monitoring and Performance Table	Indicator: " % of Conservation Areas with an up to date appraisal" Target/Direction: " Identify areas where appraisals are required to stem loss of character <u>Number of Conservation Areas with appraisals</u> "
108	Waste Monitoring and Performance Table	Indicator: " Number of completed development schemes which include facilities for storage and collection of waste" Target/Direction: " Increase the capacity of waste management facilities"
108	Waste Monitoring and Performance Table	Indicator: " 25% of household waste recycled by 2012" Target/Direction: " To meet national targets"
108	Waste Monitoring and Performance Table	(Indicator: Waste per head)

		Target/Direction: " <u>445kgs</u> "
108	Waste Monitoring and Performance Table	(Indicator: % of waste recycled) Target/Direction: " <ul style="list-style-type: none"> • <u>Municipal Waste – 45%</u> • <u>Commercial/Industrial Waste – 70%</u>
108	Waste Monitoring and Performance Table	Indicator: " Availability of recycling facilities "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H1 – Plan period and Housing targets for plan period "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H2a – Net additional dwellings in previous years "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H2b – Net additional dwellings for the reporting year " Target/Direction: " 375 or 385 per annum "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H2c – Net additional dwellings in future years " Target/Direction: " 375 or 385 per annum <u>See Housing Trajectory</u> "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H2d – Managed delivery target "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H3 – New and converted dwellings on previously developed land " Target/Direction: " Increase year on year <u>100% on brownfield land</u> "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H4 – Net additional pitches (Gypsies and Travellers) " Target/Direction: " Target to be determined through London Plan <u>future Gypsies and Travellers DPD</u> "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H5 – Gross affordable housing completions "
117	Housing and Affordability Monitoring and Performance Table	Indicator: " Core Output Indicator H6 – Housing Quality – Building for Life Assessments "
117	Housing and Affordability Monitoring and Performance Table	Indicator: "Intermediate and <u>social affordable</u> rented dwellings as a % of total affordable completions"
117	Housing and Affordability Monitoring	Indicator: " Total <u>units</u> designed to wheelchair standards"

	and Performance Table	as a % of housing completions"
124	Economy and Employment Monitoring and Performance Table	Indicator: " Core Output Indicator BD1 – £ Total amount of additional employment floorspace - by type" Target/Direction: " No net loss of employment <u>Restrict loss of B1/B2/B8 floorspace</u> in designated employment/business/warehouse areas over the life of the plan (from 2012 base year)"
124	Economy and Employment Monitoring and Performance Table	Indicator: " Core Output Indicator BD2 – £ Total amount of completed employment floorspace on previously developed land"
124	Economy and Employment Monitoring and Performance Table	Indicator: " Core Output Indicator BD3 – e Employment land available by type" Target/Direction: " No net loss of employment <u>Restrict loss of B1/B2/B8 floorspace</u> in designated employment/business/warehouse areas over the life of the plan (from 2012 base year)"
124	Economy and Employment Monitoring and Performance Table	Indicator: " Core Output Indicator BD4 – £ Total amount of floorspace for "town centre uses" within: i) town centres and ii) the borough" Target/Direction: " Increase <u>Monitor and review</u> 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)"
124	Economy and Employment Monitoring and Performance Table	Indicator: " Overall employment rate (working age) " Target/Direction: " Increase employment rate over the life of the plan (from 2012 base year) "
124	Economy and Employment Monitoring and Performance Table	Indicator: " Working age people on out of work benefits " Target/Direction: " Reduce the number of working age people on out of work benefits over the life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " % of working age population qualified to at least Level 2 or higher " Target/Direction: " Increase % over life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " % of working age population qualified to at least Level 3 or higher " Target/Direction: " Increase % over life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " % of working age population qualified to at least Level 4 or higher " Target/Direction: " Increase % over life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " Number of firms registering for VAT " Target/Direction: " Increase number over life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring	Indicator: " % of small businesses in an area showing growth "

	and Performance Table	Target/Direction: " Increase % over life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " Flows on to incapacity benefits from employment " Target/Direction: " Reduce the number over the life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " Amount of employment floorspace and/or land lost to completed non-employment floorspace " Target/Direction: " Minimise the loss of employment floorspace (over the life of the plan) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " Number of employees in the Borough from the previous year " Target/Direction: " Increase the employment rate over the life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " Number of SMEs starting up in the Borough " Target/Indicator: " Increase the number of SMEs over the life of the plan (from 2012 base year) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " Number of residents who work in the Borough " Target/Direction: " Maintain the number of residents who work in the Borough (from 2012 base year over the life of the plan) "
125	Economy and Employment Monitoring and Performance Table	Indicator: " Net gain in Hotel bedrooms"
131	Retail and Town Centres Monitoring and Performance Table	Indicator: " BD4 – t Total amount of floorspace for "town centre uses" within: i) town centres and ii) the borough"
131	Retail and Town Centres Monitoring and Performance Table	Indicator: " Predominance of non-A1 uses in the District Centres' shopping frontages " Target/Direction: " Resist applications for change of use that would threaten the predominance of A1 uses % of A1 uses in the District Centres shopping frontages "
131	Retail and Town Centres Monitoring and Performance Table	Indicator: " Loss of retail A1 uses in Local Centres and those shops that fall outside designated centres " Target/Direction: " Resist loss of A1 units in Local Centres and those shops that fall outside designated centres % of A1 uses lost within Local Centres and outside designated centres "
131	Retail and Town Centres Monitoring and Performance Table	(Indicator: Diversity of uses in Local Centres) Target/Direction: " Seek a balance of uses in local centres so as to avoid an over-proliferation of any one type % of town centre uses in Local Centres (by Centre) "

139	Healthy and Safer Communities Monitoring and Performance Table	Indicator: " Development of additional an/or upgraded <u>Local healthcare facilities</u> " Target/Direction: " Seek more and/or <u>Increase number of enhanced premises for GPs, dentists, pharmacists, opticians in areas of under-provision or where needed to support an increasing population or in areas with health inequalities</u> "
139	Healthy and Safer Communities Monitoring and Performance Table	Indicator: " Creation of new and improved links (including bus, footpath, cycle links) to new and existing <u>Access to health facilities</u> " Target/Direction: " Liaise with TfL and SW Trains to review bus routes and bus and rail services to improve their connectivity, frequency, reliability and safety <u>Number of schemes which improve access to existing and new health facilities</u> "
139	Healthy and Safer Communities Monitoring and Performance Table	Indicator: "Net gains in amount of public open space accessible to the public and new footpath and cycle link to them " Target/Direction: " Improvements in health of borough residents <u>Increase in area of open space accessible to the public</u> "
139	Healthy and Safer Communities Monitoring and Performance Table	(Indicator: Number of road traffic accidents (slight/serious/fatal) and progress towards accident reduction targets) Target/Direction: "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"
139	Healthy and Safer Communities Monitoring and Performance Table	Indicator: " Increases/decreases in incidences of crime and disorder across the borough and results of public opinion surveys regarding fear of crime and actual/perceived crime hotspots " Target/Direction: " Closer liaison with police and fire services and reductions in borough crime and disorder figures to improve social cohesion and mental well-being of borough residents "
140	Healthy and Safer Communities Monitoring and Performance Table	Indicator: " Net gain in numbers of floorspace and concentrations of A4, A5 and D2 and other sui generis uses in Kingston Town Centre and the District Centres. Monitor number of successful licensing applications " Target/Direction: " Seek a balance of uses to avoid an over-proliferation of any one type and resist applications for changes of use likely to generate unacceptable levels of late night noise and disturbance, particularly where close to residential accommodation <u>Net gain in A4, A5 and D2 floorspace in Kingston Town Centre and the District Centres</u> "
140	Healthy and Safer Communities Monitoring and Performance Table	Indicator: " Number of additional <u>Late night bus and rail services provided, including to neighbouring Surrey Districts</u> "

144	Education Monitoring and Performance Table	Indicator: " Number of p Primary school and secondary school places within the Borough" Target/Direction: " To meet existing needs <u>Number of primary and secondary school places within the Borough</u> "
144	Education Monitoring and Performance Table	Indicator: " Number of a Additional permanent school places/Forms of Entry provided" Target/Direction: " To meet existing needs <u>Number of additional permanent school places/Forms of Entry provided to meet need</u> "
144	Education Monitoring and Performance Table	Indicator: " Number of p Permanent school expansion schemes completed " Target/Direction: " To meet existing needs <u>Number of permanent school expansion schemes completed</u> "
144	Education Monitoring and Performance Table	Indicator: " Amount of new m Managed student accommodation completed " Target/Direction: " To meet existing needs <u>Number of new managed student accommodation units completed</u> "
146	Community Facilities Monitoring and Performance Table	Indicator: " Change in the amount of c Community facilities available " Target/Direction: " Net gain in community facilities <u>Maintain or increase number of</u> <u>a) community centres</u> <u>b) day centres</u> <u>c) youth centres</u> <u>d) Children's centres</u> <u>e) Libraries</u> <u>f) museum/galleries</u> <u>in the borough</u> "
146	Community Facilities Monitoring and Performance Table	Indicator: " Amount of l Leisure facilities available " Target/Direction: " Net gain in leisure facilities <u>Maintain or increase number of</u> <u>a) leisure centres</u> <u>b) outdoor sports facilities</u> <u>in the borough</u> "
151	Implementation and Delivery Monitoring and Performance Table	Indicator: " No. of new developments with p Planning obligations/ contributions <u>CIL</u> for social, physical, environmental and green infrastructure" Target/Direction: "All major developments to have Planning Obligations <u>/CIL</u> covering future infrastructure provision"