

Kingston's Local Plan

The Local Plan will shape the borough from **2019 - 2041**



First Draft of the Local Plan Consultation (Regulation 18)
28 November 2022 - 28 February 2023

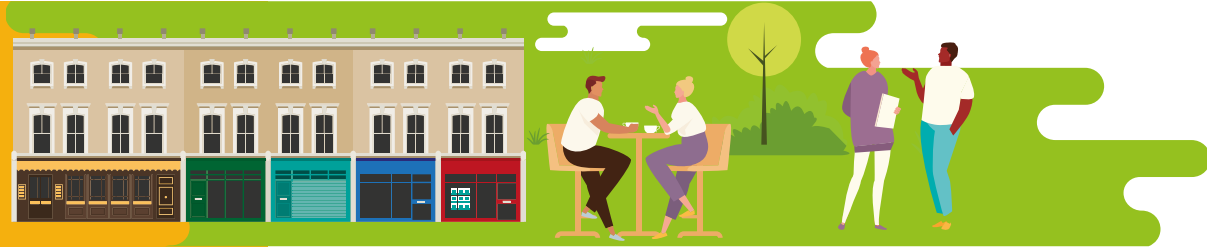
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THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES



Foreword



We have a vision of a better borough with a brighter future for all our communities. To achieve this we need a compelling 20 year vision of the place we want to live in. A place that understands and treasures its history and seeks to build on the best of that past, cares passionately about both its built and natural environment and is confident of its future. A future that can be shaped by and in the best interest of us all. That's why we see the Local Plan as a People's Plan.

We can find ourselves making excuses for things central government or the Mayor of London force upon us. However this is our opportunity to state what we want and need and why. We cannot try to hold back the tide of change but neither must we meekly accept it in whatever shape and form it arrives. We must mould it, embrace it, make it ours, and bend it to our will.

This draft contains ideas and policies that will spark a debate of how to create a Local Plan we can be proud of. What is clear is that we are at a make-or-break point in our history locally, nationally and internationally and we cannot achieve our much-needed goals through wishful thinking alone.

We must play a full and pioneering role in correcting the climate emergency and ensure that the changes to come are arrived at through the deliberate choices of local people and not imposed by unsuitable development. We are not afraid of intervention – if we want it, then let's go and get it, and make it happen.

This first draft Local Plan is informed by the aspirations and ideas that you have already shared with us:

- Good, quality design that produces elegant buildings, that blend well with the existing areas and offer the best in function and liveability
- Real, meaningful and enforceable environmental protection.
- Proper homes for families, not just small flats.
- Council housing, truly affordable housing and first-time homes for rent and to buy for our children and future generations just getting started
- Creative culture – spaces and places to play and enjoy, to grow and to learn, to challenge and inform
- Genuine public realm – green spaces, open spaces, play spaces, public art, fountains, drinking water, publicly accessible toilets
- Social infrastructure to support us all and to care for the vulnerable and those in need

- Locally produced, distributed and conserved energy
- Sustainable transport that is subservient to, not dominant of, the people it serves.
- People-first town centres where pedestrians of all ages and abilities can share spaces safely with cyclists, public transport and cars.

We hope you find your own voice echoed in this first draft. We look forward to your comments and continued engagement and thank you for your commitment to the future of our borough. With the help of everyone who loves our area, whether resident, worker, student, or visitor, we hope that this Local Plan will be truly local, represent the desires and aspirations of the communities we serve and have the lasting effect we all desire.

Councillor Andreas Kirsch, Leader of the Council and Councillor Roger Hayes, Portfolio Holder for Planning Policy & Community Engagement




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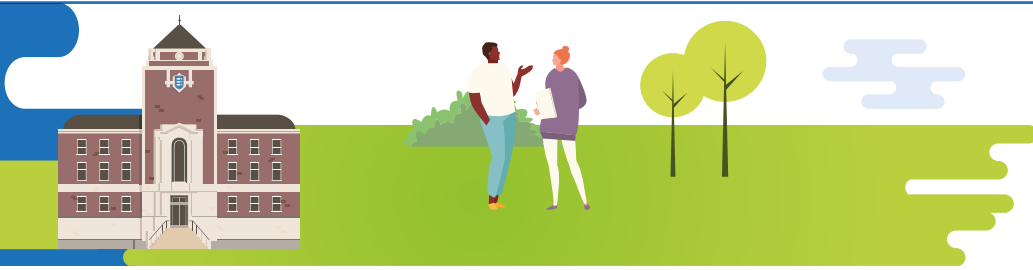


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Introduction





- 1.1 The Royal Borough of Kingston upon Thames is in the process of preparing a new Local Plan for the borough. This is an important document as it sets out the policy framework for how land is used and guides development so that it comes forward in a way that is coordinated and planned for, up to 2041.
- 1.2 The Local Plan covers a wide range of different and interrelated issues that need to be considered when new development is proposed to ensure it can be managed to deliver the most benefit for our communities and local environment.
- 1.3 Work on the new Local Plan started in March 2019. It has been shaped by our communities through two phases of engagement and will enable us to realise our vision for the borough. It sets out how the borough can sustainably develop with exemplary place-making and high-quality developments, securing the new homes and jobs we need, tackling climate change and improving biodiversity. It will enable us to protect and enhance all the features that our communities

cherish, such as our town centres, parks and open spaces, waterways, cultural and historic buildings and places.

- 1.4 This draft of the Local Plan is for consultation. We have published it in order to invite comments and views on our draft vision and policies. As the new Local Plan will be used to support and manage change and assess all planning applications from adoption until 2041 it is important we hear from you and get it right.

How has this document been prepared?

- 1.5 This draft plan document has been prepared to be consistent with the principles and policies in the government’s National Planning Policy Framework and the London Plan.
- 1.6 It seeks to build upon previous borough-wide consultations and respond to the many ideas and key issues identified by local communities, local groups, businesses, infrastructure providers and other partners that have contributed to the plan-making process so far.
- 1.7 It also includes an emerging vision and a number of objectives to capture our commitments to local communities, including enhancing our natural environment, protecting our heritage and addressing the climate emergency.

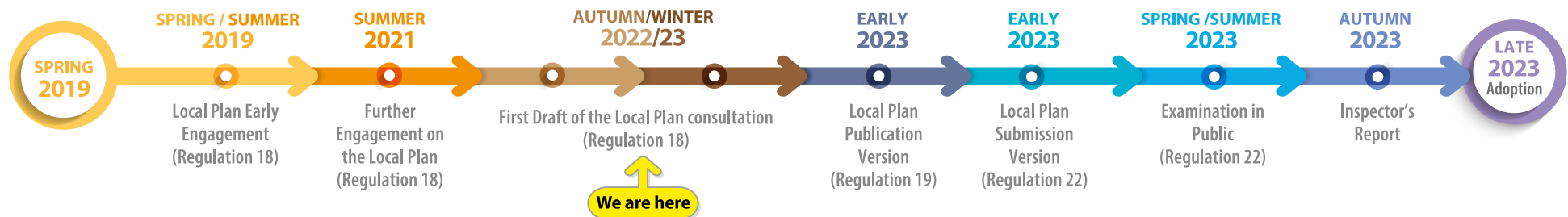


Figure 1.1: Timetable for preparing our new Local Plan



What is a Local Plan?

- 1.8 Local Plans are at the heart of the planning system and are the main consideration in deciding planning applications. They set the framework in which decisions on particular proposals are taken locally. As a result, when Kingston’s new Local Plan is published it should be the starting point for developers who wish to submit planning applications in the borough.
- 1.9 Our new Local Plan will set out our vision of how we intend to embrace development in a positive and sustainable way for the benefit of everyone in our borough. The policies within it will guide decisions on future development proposals covering a range of areas from new housing and jobs to community infrastructure and the natural environment, identifying where development should take place and areas where development should be restricted. By managing and supporting change and enhancing and celebrating our borough’s natural beauty, culture, diversity and heritage, it will help to ensure Kingston continues to be a place where people choose to live, work, study and visit.
- 1.10 Once adopted, alongside the London Plan and neighbourhood plans (made by qualifying bodies), the Local Plan will form part of the borough’s Development Plan and be the basis for determining planning applications; shaping how the borough will develop over the next 20 years.

The Development Plan

- 1.11 At the moment, Kingston’s adopted Development Plan - which contains policies used to determine planning applications is made up of four documents:
 - **London Plan** - adopted in 2021 and sets out a framework for how

London will develop up to 2041 and the Mayor of London’s vision for ‘good growth’.

- **Core Strategy** - adopted in 2012 and sets out the long-term vision for the borough and policies to deliver that vision.
- **Kingston Town Centre Area Action Plan** - adopted in 2008 and sets a framework for future development in the town centre.
- **South London Waste Plan** - adopted in 2012 and produced with the boroughs of Sutton, Merton and Croydon. A new waste plan will cover the period up to 2037 and is anticipated to be adopted before the end of 2022.

- 1.12 The new Local Plan is intended to replace the existing Core Strategy and Kingston Town Centre Action Plan and become part of the borough’s Development Plan. The plan must be in conformity with the National Planning Policy Framework.

Development Plan for the borough



Figure 1.2: Development Plan for the borough



Consultation on Kingston's Local Plan

- 1.13** This first draft of the Local Plan is for consultation. We have published it in order to invite comments and views on our draft policies from our communities and specific consultation bodies. This consultation fulfils our obligations to consult, under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.14** Two phases of public consultation have already taken place to develop Kingston's draft new Local Plan and policies map.
- 1.15** The first phase of early engagement took place from 1 May to 31 July 2019 to seek the views of Kingston's varied communities and stakeholders about the future of the borough and what the local plan should contain. This was an important stage to ensure the local plan is shaped by early and effective engagement with a wide range of groups. This included publishing a list of sites that were submitted to the council as part of the Call for Sites exercise in 2018. Over 1,500 responses were received.
- 1.16** Since we heard from communities in 2019, a lot has changed. The COVID-19 pandemic had a big impact on everyone and changed the way we all live our lives. The new London Plan was formally adopted in March 2021 and set Kingston a new higher housing target. The Government has new planning rules and, as a council, we've declared a climate emergency. In order to capture people's latest thoughts and aspirations for the borough, a further phase of engagement took place from 29 June to 30 September 2021. This included another Call for Sites exercise and an updated site assessments document for

people to share further thoughts on the sites identified so far. Over 1,100 responses were received. The feedback we heard is captured in a detailed summary report available on our website.

- 1.17** Thank you to everyone who took the time to respond to the consultation exercises to date. The feedback and views received have helped inform policies in the draft new plan. A Statement of Consultation has been produced setting out how we consulted, including summaries of the main issues raised and how they have been addressed in the Local Plan. The purpose of this consultation is to enable people to comment on the content and policies which have now been drafted.

How to comment on this document

- 1.18** All Local Plan consultation documents can be read and downloaded from www.kingston.gov.uk/localplan.
- 1.19** Our website has the first draft Local Plan, policies map, evidence documents and directs you to our engagement portal where there is a consultation response form for you to give us your comments. At this stage in the consultation process, we ask you to be as specific as possible with your comments, using the sections on the form to make it clear which policy or paragraph you are referring to. We want to know if you support the policies set out in this plan, and if you feel there is anything incorrect, missing or needs to be changed.
- 1.20** You can also send your comments to us by email or by post:
- Email: localplan@kingston.gov.uk
 - Post: Strategic Planning Team, The Royal Borough of Kingston upon Thames, Guildhall 2, High Street, Kingston upon Thames, KT1 1EU.



- 1.21 We kindly ask that you are as specific as possible if you are emailing or writing to us; identifying which policy or paragraph in the draft Local Plan you want to comment on. If possible, please use the Local Plan Consultation Response Form which sets out the different elements of the document to help you to record your comments clearly against the corresponding section.
- 1.22 Hard copies of the first draft Local Plan and our consultation response form can be found in any open library in the borough or at the council's offices. Alternatively, you can also request a hard copy by:
- Emailing the planning policy team at localplan@kingston.gov.uk
 - Calling our contact centre on 020 8547 5000
 - Writing to: Strategic Planning Team, The Royal Borough of Kingston upon Thames, Guildhall 2, High Street, Kingston upon Thames, KT1 1EU.
- 1.23 The consultation is taking place from **28 November 2022 until 28 February 2023**.

What happens next?

- 1.24 Following this Regulation 18 consultation, the plan will be refined in response to the comments we receive and the emerging evidence which is being compiled. A final draft of the Local Plan will be consulted on in 2023.
- 1.25 Following that, the plan will be submitted to the Secretary of State, together with a summary of the main issues raised.



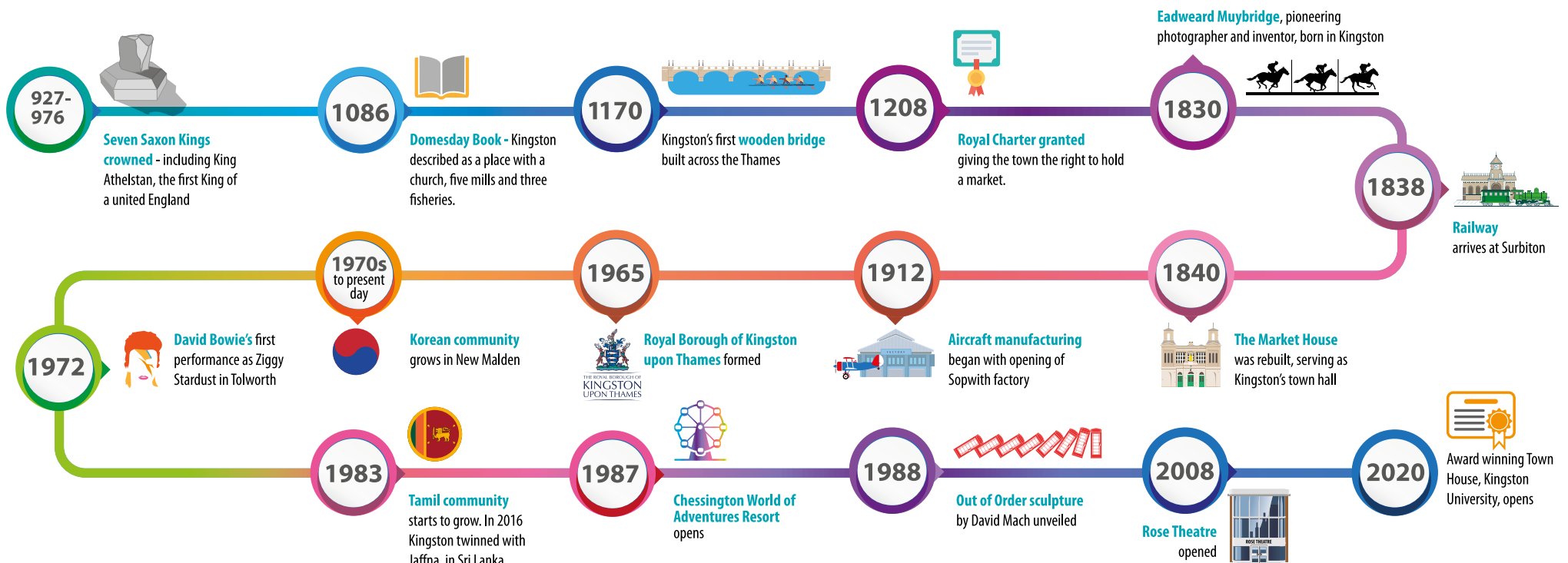


Figure 1.3: Key dates in the borough's history.

Our borough

- 1.26 Kingston is a special place, with a distinctive heritage, diverse natural environment and thriving communities. The borough is a vibrant and attractive place to live, work, visit and study, with high-quality parks and open spaces and significant cultural and leisure opportunities for communities in the borough and beyond to enjoy.
- 1.27 Kingston's rich history stretches back to its role as a crossing point on the River Thames - for 500 years it was the only bridge upstream from

London Bridge. As a result Kingston became strategically important as a town, inland port and gateway to the south and west.

- 1.28 Kingston went on to be mentioned in the Domesday Book of 1066 as a place that possessed a church, five mills and three fisheries - represented today with three salmon featuring prominently on Kingston's coat of arms.
- 1.29 Jumping forward to today, Kingston University's new Town House building has once again put us in the record books with its cutting-



edge design winning both the RIBA Stirling Prize (2021) and the EU Mies van der Rohe Award for Contemporary Architecture (2022), the highest accolade in European architecture.

- 1.30 Kingston upon Thames has strong royal connections and has been a Royal Borough longer than anywhere else. It is where the coronation of the first kings of all England took place - including the first, King Athelstan, in 925. Tradition holds that the ceremonies took place on the Coronation Stone, which today sits outside the Guildhall.
- 1.31 Our natural landscapes, wide range of designated and non-designated heritage assets and local prize-winning architecture, collectively form the unique character and identity of Kingston. They add value to the future development of the borough, providing a rich and interesting setting for high-quality new developments which will need to meet the highest design and environmental standards and have heritage at their heart.

Getting around

- 1.32 Kingston is well positioned as an outer London borough with easy access to central London and connections to Surrey and London's two major airports - alongside 10 rail stations.
- 1.33 Kingston is a national leader in supporting sustainable travel options, investing funding from the Mayor of London and Transport for London to deliver the 'Mini Holland' programme, known as Go Cycle, designed to encourage more people to cycle and improve safety while providing better streets and places for everyone. The programme has enhanced cycling infrastructure across the borough to ensure cycling is a realistic travel option for people of all ages. We want to continue to improve this type of infrastructure.

- 1.34 The River Thames plays an important role in defining the character of the borough. As well as being an important feature providing a popular space for people to walk, exercise and socialise, the use of the river for transport by boat is also a key element, with ferry services operated by commercial firms, connecting Kingston with Hampton Court, Richmond and Twickenham.

Economy and town centres

- 1.35 Kingston has never stood still. It is constantly evolving, placing itself at the forefront of innovation, from the pioneering photography of Eadweard Muybridge and its aviation history to modern businesses and innovators such as British Aerospace and Merlin Entertainments' Chessington World of Adventures. More recently, supermarket chain Lidl has moved its UK headquarters to Tolworth, providing a boost to the local economy and employment market. The council has also approved proposals from Unilever for a new office and residential development, which will establish Unilever's global headquarters in Kingston town centre.
- 1.36 Kingston town centre is a metropolitan and commercially competitive town centre, which is not only a hive for economic and retail activity, but also a cultural centre; home to the Rose Theatre and a popular live music and comedy scene which attracts visitors to the borough. The riverside in the town centre has been improved in recent years, offering a range of bars and restaurants to help contribute towards a thriving day time and growing night-time economy. As well as Kingston town centre, New Malden, Tolworth and Surbiton are other thriving centres in the borough. They not only serve their own local communities but also draw in people from much further afield with their unique offerings, such as the Korean restaurants, shops and arts centre, in New Malden.

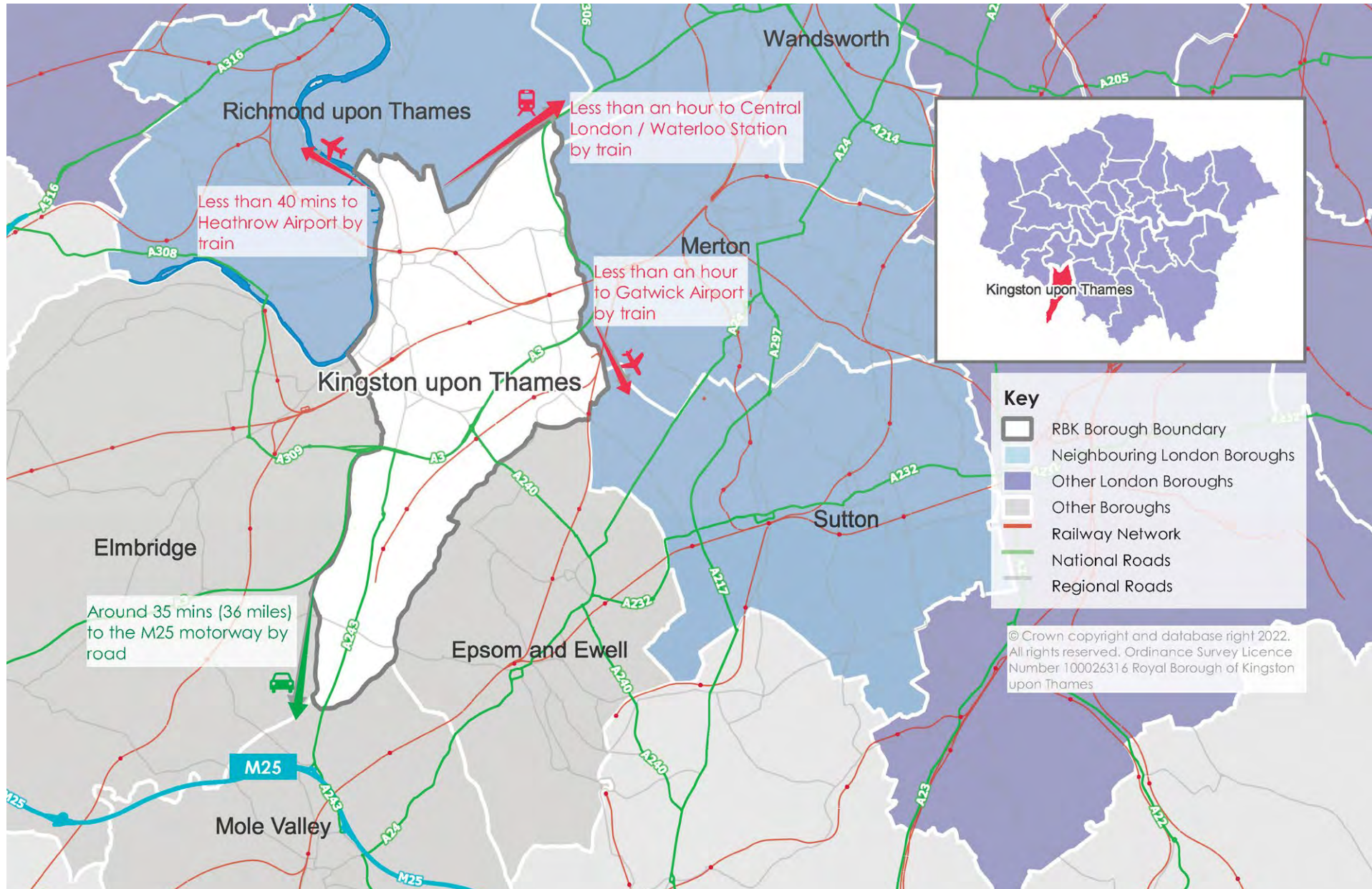


Figure 1.4: Map of borough location, key transport connections and context within Greater London and South East region



Introduction

1.37 Kingston has outstanding schools, a college with a wide catchment area and a high ranking University. Kingston College, part of the South Thames Colleges Group, has its campus in Kingston town centre, providing an extensive range of Vocational, Undergraduate, Apprenticeships and Access courses, attracting students from the borough and beyond. Kingston University is ranked as one of the top 50 institutions by the Guardian's University Guide league table, and is placed second in the capital for architecture, social work, film production and photography, and design and crafts. Its School of Art is long recognised as one of the best art and design schools for teaching and research. The University's students have produced the country's second highest level of start-ups in the country, talent which we need to aim to retain in the borough.

94,100

Economically active residents (aged 16-64) in the Borough



16,000

Students attend Kingston University



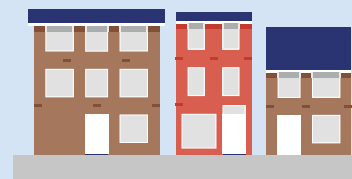
Housing

1.38 The borough is home to over 168,000 people. Our growing population and different existing and future housing needs means that we have to plan for the right number of homes and the right type of homes. Housing affordability remains a pressing issue that needs to be addressed.

- 1.39** Most residents live in houses, but there is an increasing number of people living in flats or in shared accommodation. Kingston town centre in particular has seen significant new housing development, with residents able to benefit from good access to shops, services and good public transport links.
- 1.40** Housing affordability continues to be a pressing issue for residents wanting to rent or buy a home. There is still a significant number of people on the social housing waiting list, so delivering new homes, in particular affordable housing, will be a key objective of this plan.

68,550

Homes in the borough (2020)



9,640

Homes is the housing target for the borough between 2019 and 2029



3,459

Households on the social housing waiting list



15 X

the average salary to buy a home in the borough





The environment

- 1.41** Kingston Council has declared a climate emergency and is committed to reducing emissions from new developments over the lifetime of the plan. Development can be a significant contributor to global greenhouse gas emissions, therefore Kingston will require all new developments to achieve net-zero carbon standards and mitigate against the impacts of climate change. It is important to act now, reducing emission from developments in the borough, and safeguarding the environment for future generations.
- 1.42** Poor air quality is a significant public health issue for Kingston. It has a direct impact on the health, quality of life and life expectancy of the borough's residents. The impacts tend to be most heavily felt by children, older and poorer people. Kingston's air quality needs to be significantly improved. The council has declared the whole borough an Air Quality Management Area based on its high levels of air pollution.
- 1.43** Well-planned places with high-quality green spaces encourage people to come together as a community, bring nature into everyday life and create an environment where being active is easy and enjoyable. The borough will not only preserve but also make space for more nature, support the rewilding of habitats and ensure our natural environment can continue to play its life-giving role. Development needs to protect, support and enhance our natural environment.

Infrastructure to support development

- 1.44** The planning policies within this Local Plan, combined with adopted policy and guidance at national, regional and local levels, will seek to ensure that new development is appropriate and that any localised impacts are minimised or, in some cases, mitigated through the use of planning conditions and financial and non-financial covenants within signed Section 106 legal agreements.
- 1.45** Nonetheless, the development set out and planned for within this Local Plan will result in additional and wider pressures on Kingston's infrastructure in a variety of ways. In order to mitigate these impacts and in line with current legislation, certain liable developments will be required to pay developer contributions secured via S106 planning obligations and/or Community Infrastructure Levy.
- 1.46** An Infrastructure Delivery Plan (IDP) has been developed alongside this Local Plan to set out the borough's key infrastructure requirements, their anticipated costs, and funding and delivery arrangements. This live document should be read alongside the Local Plan and will enable the council to effectively plan and allocate developer contributions to infrastructure projects and ensure that suitable infrastructure is in place in order to support the new development set out within this Local Plan. Furthermore, the council will continue to work with infrastructure partners and providers to develop strategic and local infrastructure projects, in addition to coordinating their delivery.

You can review the Infrastructure Delivery Plan, as part of this consultation on the First Draft Local Plan, and complete the section in the consultation response form if you have any comments.



The Key Challenges

1.47 Kingston will see significant change over the next 20 years as it develops, changes and adapts to being a more sustainable borough, tackling climate change, building resilience and striving to become carbon neutral. The challenges below highlight the pressures the borough faces, followed by our vision and objectives of how we will seek to tackle and achieve change in Kingston.



Environmental Challenges

- Over a third of the borough is designated as Green Belt or Metropolitan Open Land. We are committed to the continued protection and enhancement of our natural environment.
- We need to promote the effective use of land, in a way that makes as much use of previously developed land and brownfield sites as possible, and direct significant developments to the most sustainable locations.
- In response to the Climate Emergency, the borough is aiming to become carbon neutral by 2038. This will require a step change in the targets that development achieves, including on smaller sites.
- Climate change means that Kingston residents and businesses are more likely to experience extreme weather events. The borough will experience more flooding, water shortages and heatwaves, with an increased risk of damage to homes, health and infrastructure.
- The borough's location puts it at high risk of flooding, and this includes areas that have been built on for a long time such as the town centre. Redevelopment in flood prone areas must be designed to deal with this risk.

- Poor air quality affects the borough as a whole, with areas of concentration around Kingston town centre, the A3 and major roads. This has direct impacts on the health, quality of life and life expectancy of the borough's population.
- Traffic congestion contributes to poor air quality across large parts of the borough, and a further shift to active travel modes is needed to take cars off the roads.
- There is limited passenger capacity on the existing rail network, and ongoing uncertainty about the delivery of Crossrail 2 to the borough. Reducing the need to travel is important.
- The borough contains a large number and variety of heritage assets, including conservation areas and listed buildings. Development must preserve these assets, ensuring that they are a focal point of regeneration.
- We need to identify locations that may be suitable for tall buildings and areas that may not be suitable in order to protect our heritage assets, special character areas and key views.
- New developments will place additional demand for public open spaces and green spaces within the borough. Many areas have a deficiency in access to public open spaces and to nature.
- Although there have been some conservation successes in recent years, biodiversity loss and degradation of habitats have continued at some locations.
- There is an urgent need to reverse the decline in biodiversity and support the recovery of our natural environment.
- District heat networks, decentralised energy networks and other forms of green energy.



Social Challenges

- In response to the challenges faced by the COVID-19 pandemic, we need to ensure everyone has access to good healthcare and that indoor spaces are adaptable to allow fresh air circulation.
- We need to address health inequalities, including levels of obesity amongst children, by ensuring good access to green and open spaces and leisure facilities.
- The cost of housing in the borough has continued to rise, meaning that market housing is unaffordable for a significant proportion of the borough's residents.
- There is a significant need to deliver more housing that is suitable for families and for different groups of people, including Gypsies and Travellers.
- The borough continues to have too many people who are homeless or without a permanent home.
- We need to ensure there is a suitable range of housing and services to meet people's needs when they get older.
- We need to ensure that all spaces and buildings are accessible to all, including people with physical disabilities.
- We need to tackle crime and social wellbeing in order to create safer and cohesive communities, including having safer walking routes and open spaces.
- We must meet the demand for school places, health and social care as new homes are delivered.



Economic Challenges

- The COVID-19 pandemic has impacted the borough's town centres in many ways. Town centres were already facing increased competition from online services, but the COVID-19 pandemic has intensified this change and accelerated pre-existing trends.
- Comparison retail remains important for the borough's town centres, especially Kingston town centre, but there is a need to refocus the borough's town centres to better accommodate other uses that will allow the town centres to thrive.
- Changes to the Use Class Order in 2020 have increased the flexibility of the borough's commercial floorspace but have made certain commercial uses vulnerable to change of use.
- There is an unmet need for additional office and industrial floorspace within the borough.
- Providing job and training opportunities that meet the needs of the economically active population.
- Delivering affordable workspaces to accommodate the change to hybrid working after the COVID-19 pandemic.

2

Vision and Objectives





Our proposed vision



We want to make Kingston a better borough by 2041. The Local Plan will help us to achieve this. Environmentally we will become a sustainable, net zero carbon and climate change resilient borough. We will make effective use of land, minimising waste and pollution. We will embrace our valuable riverside location alongside the Thames and ensure our open spaces, parks and all our waterways are more accessible, protected and enhanced, increasing the borough's biodiversity and natural value. We will look for every opportunity to follow the healthy streets approach and provide sustainable transport choices for all, promoting more active and healthy lifestyles to improve people's health and well-being and the borough's air quality.

Kingston's rich character and heritage will be respected and enhanced for current and future generations, with heritage at the heart of new developments and regeneration.

We will promote exemplary place-making through high-quality design of all buildings and public spaces, to create greener, safer and accessible places. New homes, commercial and other developments will meet the highest environmental and building standards, providing for future generations in a sustainable way.

We will ensure we have enough homes for everyone to live in, and make sure we provide adaptable homes that meet the needs of our existing and future

residents. This will mean providing a diverse range of well-designed homes that are affordable, creating a socially inclusive place, with a mix of homes for single occupancy, couples, families and older people including people with special needs.

We will support a strong and resilient local economy and ensure we protect and create the right employment spaces in the borough. We will continue to strengthen and diversify Kingston's economy, securing benefits for local people to reduce inequalities in the borough, enabling increased access to jobs, skills, training and education opportunities, ensuring nobody gets left behind. Kingston's town centres and high streets will adapt to climate change and socio-economic shifts, and contain a wide mix of retailers, cafes and restaurants, with culture, leisure and other uses, supporting both their local communities and attracting others from beyond the borough boundary. This will celebrate our diverse communities, support community cohesion and social interaction.

We will work with partners to identify and coordinate the provision of social, physical and environmental infrastructure needed to support the development identified for the borough and work closely with our partners to make all necessary improvements.



Our vision and objectives

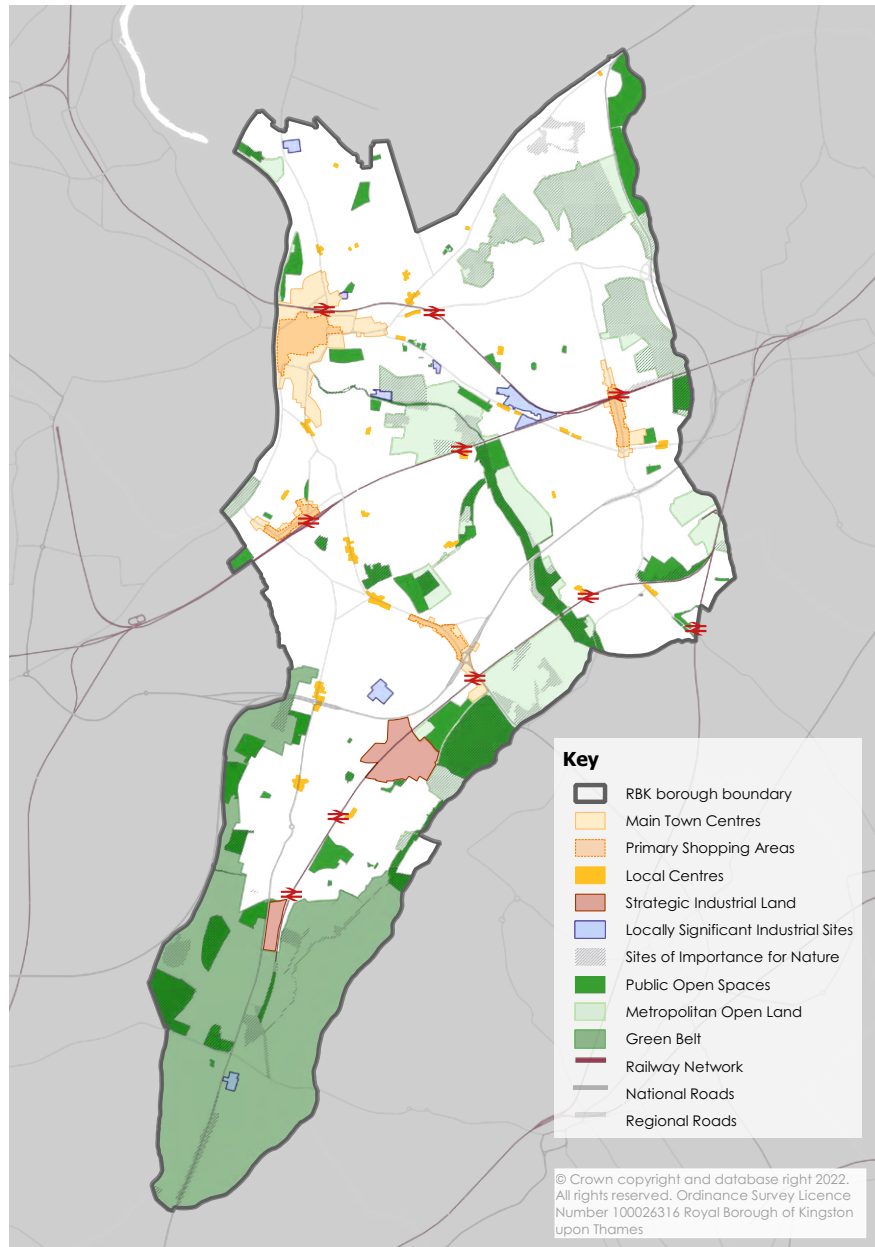
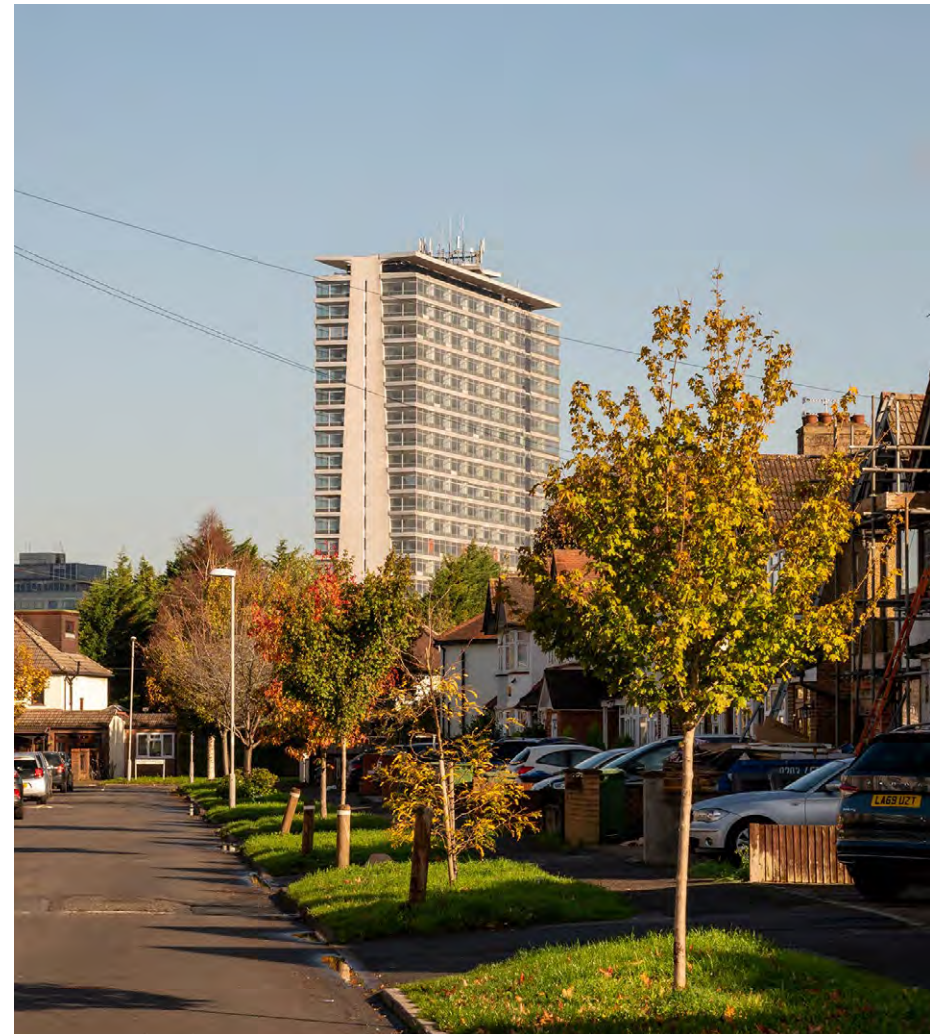


Figure 2.1: Key Diagram

2.1 The Key Diagram (Figure 2.1) brings together the main planning designations of this Local Plan. It shows the plan will place an emphasis on delivering sustainable development, while protecting the Green Belt and open spaces within the borough.





The Local Plan is underpinned by three overarching objectives for achieving sustainable development; these are environmental, social and economic, which relies on one another, however they need to seek to address challenges in their own right.



Environmental Objectives

- 1. Take action in response to the Climate Emergency and help move the borough to carbon neutrality by 2038. Support development in the most sustainable locations to minimise energy use, adopt zero carbon technologies and make the best use of local efficient and renewable energy generation. Require building design that meets, responds and mitigates the impact of climate change.
- 2. Treat natural capital as an asset in planning for sustainable, healthy and thriving communities, resilient to future climate change impacts. Use principles of smart growth to ensure existing capital is protected and enhanced.
- 3. Support a green infrastructure approach and deliver net gains for biodiversity by maximising opportunities for urban greening, and protecting and enhancing our green and open spaces, waterways, and habitats for species wherever possible.
- 4. Provide opportunities for present and future needs of everyone, including the provision of new public space and improvements to open spaces that support current and future needs and promote opportunities for social and cultural well-being.
- 5. Ensure development supports the delivery of decentralised energy and district heat networks, continuing to work with partners to facilitate this.
- 6. Make it easier and safer to choose a healthy and sustainable way

to move around, ensuring high-quality connections between places, so that walking, cycling and using public transport are people’s first choices to move around. Support and promote public transport and electric vehicle infrastructure to reduce our reliance on private cars to cut down congestion and improve air quality. Ensure the borough is well connected to main town centres through good access to public transport and/or safe cycle and pedestrian routes.

- 7. Set the design bar high to ensure development meets present and future needs and respects the distinctiveness, local character and heritage of the borough. Well-designed development should improve local connections and create vibrant new places and spaces.
- 8. Respect and celebrate Kingston’s historic environment by conserving and promoting its distinctive character. Have a positive approach to accommodate growth ensuring all development is of high-quality design and makes a positive contribution, respecting the setting and significance of any heritage assets.





Social Objectives

1. Improving the health and wellbeing of our residents, workers, students and visitors by ensuring healthy and sustainable places and communities are created. We will promote and support healthier lifestyle choices through enhanced access to our open spaces, recreation and play facilities.
2. Social and community infrastructure - Promote strong and inclusive communities, ensure local residents can access an appropriate range of services, experiences and facilities to maintain a high quality of life, and that new development is supported by the necessary social and cultural infrastructure.
3. Support the delivery of high-quality new homes, in the right places, to meet our local housing needs and the housing targets set by the London Plan. Ensure we provide a variety of housing types and genuinely affordable housing, supported by the health, education and community facilities our communities need.
4. Protect and promote cultural assets to promote the borough as a significant cultural destination by supporting dynamic and inclusive culture venues and promoting associated uses.
5. Reduce the health inequality gap in providing access to all, to mitigate against social inequality and the barriers to accessing healthy environments.



Economic Objectives

- 1. Support and facilitate new jobs and investment to help nurture and grow the local economy, securing its recovery from the pandemic. Create the right conditions for all businesses to thrive by protecting and encouraging a range of employment spaces including flexible and affordable workspaces, and co-working options close to residential communities.
- 2. Promote key sectors and major employers like Chessington World of Adventures within the borough's economy. Ensure that we continue to facilitate employment opportunities for new investors into the borough as demonstrated with Unilever's new Headquarters.
- 3. Secure appropriate workspaces to increase employment opportunities, from industrial sites to small workspaces.
- 4. Play an important role in reimagining Kingston's town centres so they can thrive in the future. Ensure a wide variety of uses and high-quality public spaces in our high streets and town centres, including Kingston, New Malden, Tolworth and Surbiton so local communities can meet, shop, work and spend leisure time.



3

Our Neighbourhoods





- 3.1 The borough is divided into four neighbourhoods that all have individual characteristics and aspirations, yet can work together to deliver the collective aim of the Local Plan for Kingston. Over the next 20 years, the borough will see significant change, which is inevitable to enable the borough to grow together. It is important that each neighbourhood is recognised for their differences to emphasise how Kingston changes so much from north to south and east to west.
- 3.2 The neighbourhoods were reorganised in 2022 following changes to the ward boundaries. Each neighbourhood is also developing its own community plan which will be informed by the aspirations and the feedback received during the consultation on the draft Local Plan.
- 3.3 Local communities have the ability to produce planning documents to inform decision-making and guide new developments in their area. To support local aspirations, alongside the Local Plan, the council will continue to support local communities in preparing neighbourhood plans and development orders for designated neighbourhood areas. Within the Kingston and North Kingston Neighbourhood, the North Kingston Forum is in the process of producing a neighbourhood plan for the North Kingston Neighbourhood Area.
- 3.4 The following pages highlight the key locally distinctive characteristics and aspirations of the borough's four neighbourhoods. The policies in this plan seek to support the delivery of these aspirations. Aspirations relating to infrastructure delivery will also be included in neighbourhood community plans.



Figure 3.1: Map showing the borough's neighbourhoods



Kingston and North Kingston

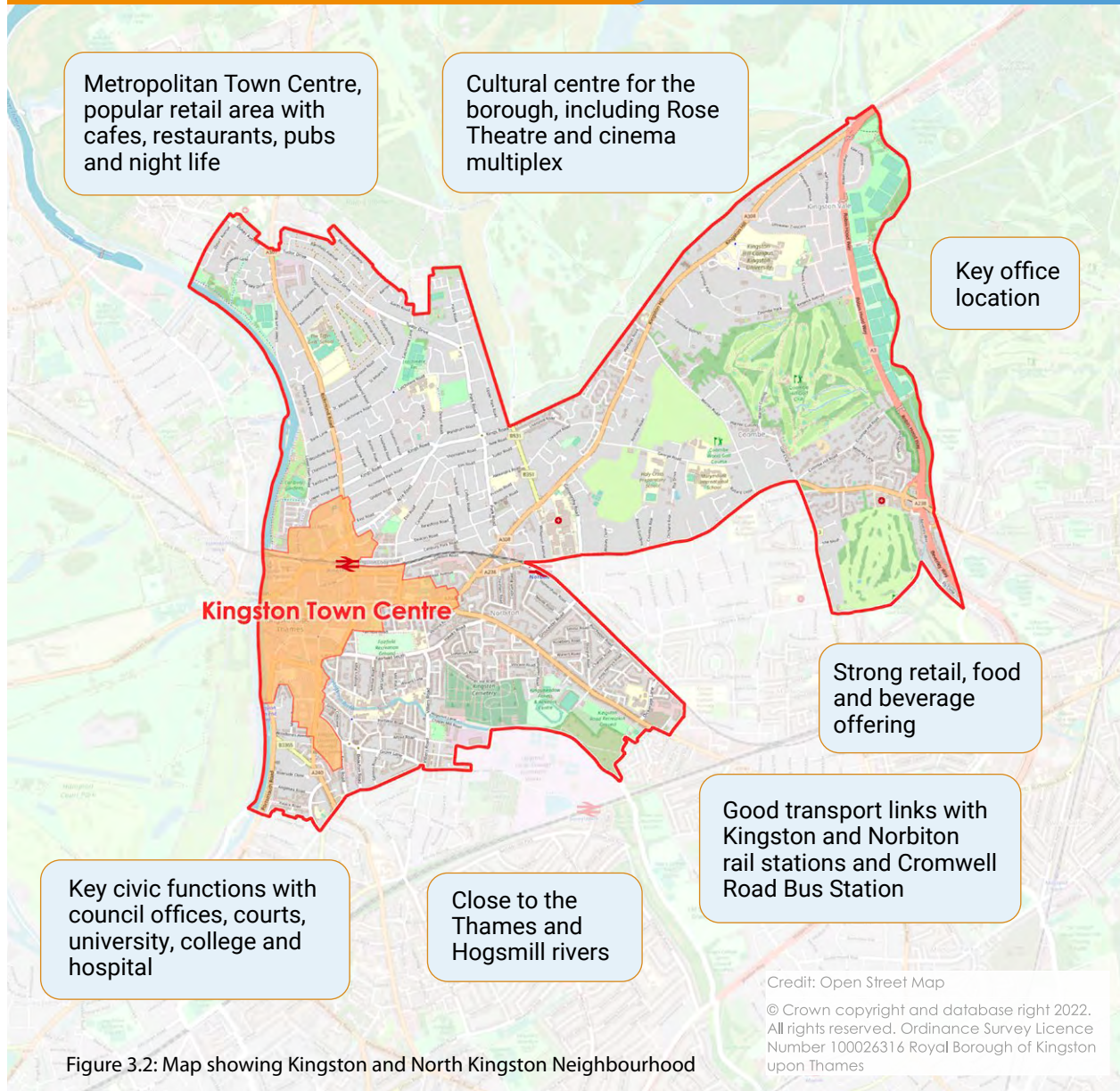


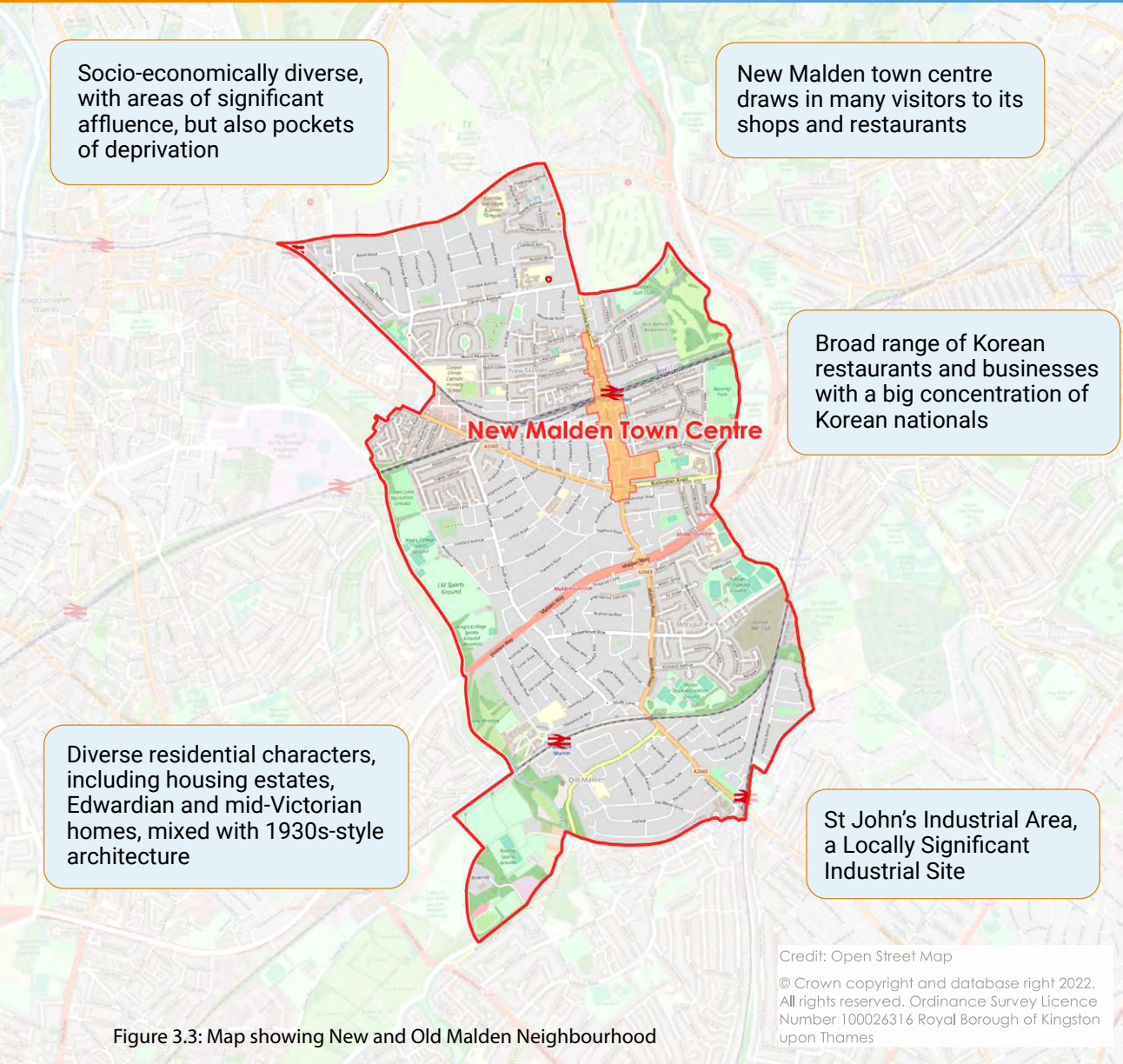
Figure 3.2: Map showing Kingston and North Kingston Neighbourhood

Aspirations

- Breathe new life into Kingston town centre and support its regional appeal by expanding its appeal as a retail, cultural and leisure destination.
- Create high-quality spaces and places, taking advantage of unique features such as the riverside and parks.
- Support the development of a thriving night-time economy.
- Support and encourage new businesses and offices in Kingston town centre.
- Celebrate, respect and enhance the area's rich heritage and culture.
- Ensure that major development is managed in a sensitive and coordinated way.
- Ensure a balanced mix of homes, commercial and green spaces with the right supporting infrastructure.
- Continued improvements at the Kingston University campuses to meet evolving future needs.
- Improve access to leisure activities by creating a new leisure facility or arts/theatre venue.
- Provide economic growth through new offices and improving the quality of jobs available.
- Redevelopment of the Cambridge Road Estate.



New and Old Malden



Aspirations

- Reimagining the high street to ensure it provides both a retail and leisure destination, including enhanced cultural attractions.
- To become a destination for festivals, building on celebrations led by the diverse local Korean, Tamil and other communities.
- Redevelopment to include improvements to the public realm at Cocks Crescent and around New Malden train station.
- Improved communal spaces and facilities in the neighbourhood.
- Improved public access to the Hogsmill River and Beverley Brook.
- Improving existing green spaces and park facilities, including at Beverly Park, Manor Park and Dickerage Road Recreation Ground.
- Improving New Malden's night-time economy so that the high street is more of a restaurant and bar destination.



Figure 3.3: Map showing New and Old Malden Neighbourhood



South of the Borough

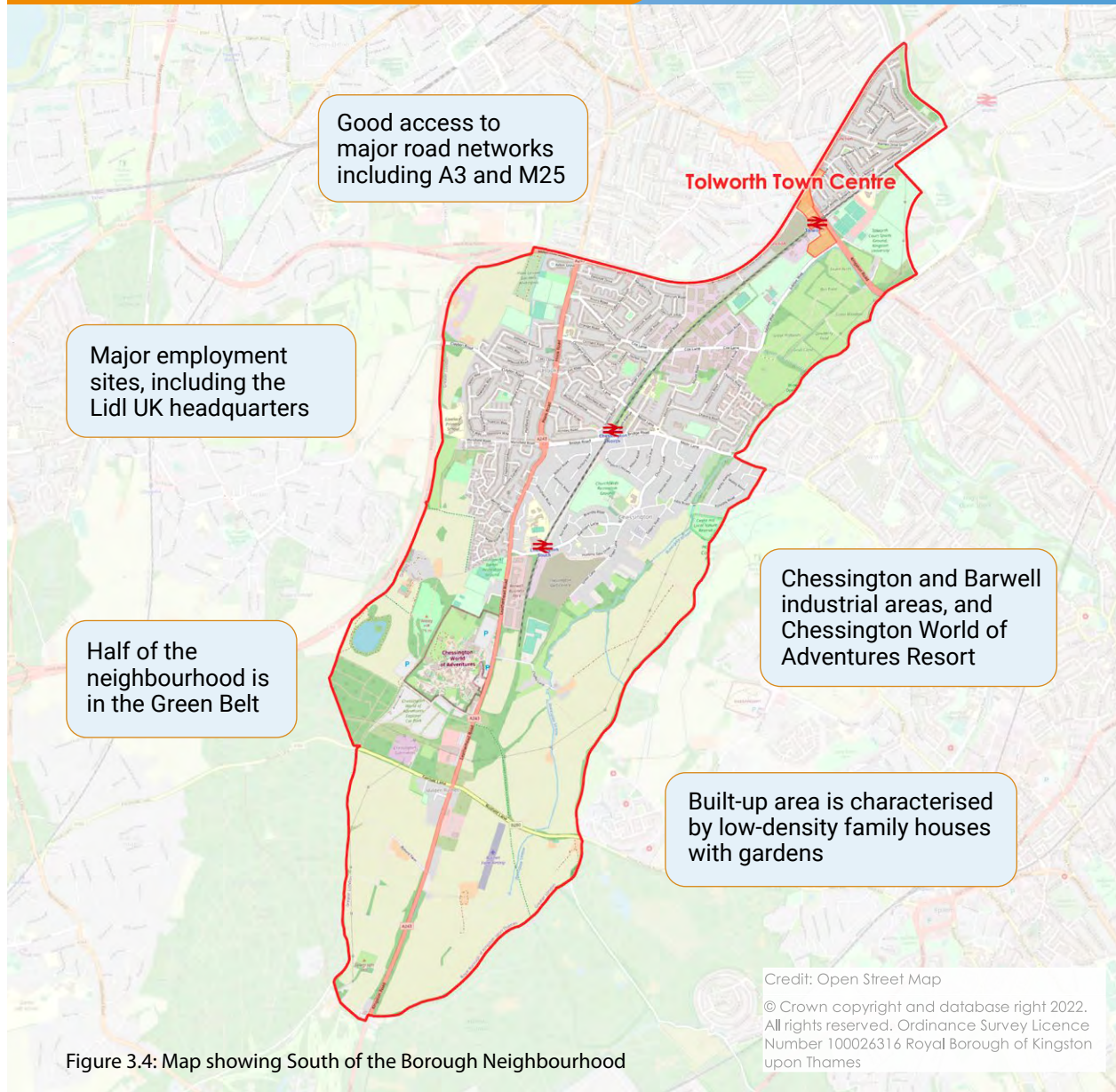


Figure 3.4: Map showing South of the Borough Neighbourhood

Aspirations

- Continue to protect the quality and value of the countryside that falls within the green belt.
- Improvements to open spaces, including King George's Field.
- Support the upgrade of building stock within the Chessington Strategic Industrial Location to encourage businesses to grow and create new jobs.
- Work with relevant stakeholders to provide more cycle lanes in the neighbourhood.
- Celebrate, respect and enhance the area's rich heritage (including the aircraft industry) and culture.
- Supporting economic growth in the neighbourhood, which benefits from three industrial estates and the Chessington World of Adventures Resort.
- Improving communal spaces and facilities across the neighbourhood to meet the needs of existing and future residents, such as at the Hook Centre.
- Improving accessibility to leisure facilities.



Surbiton

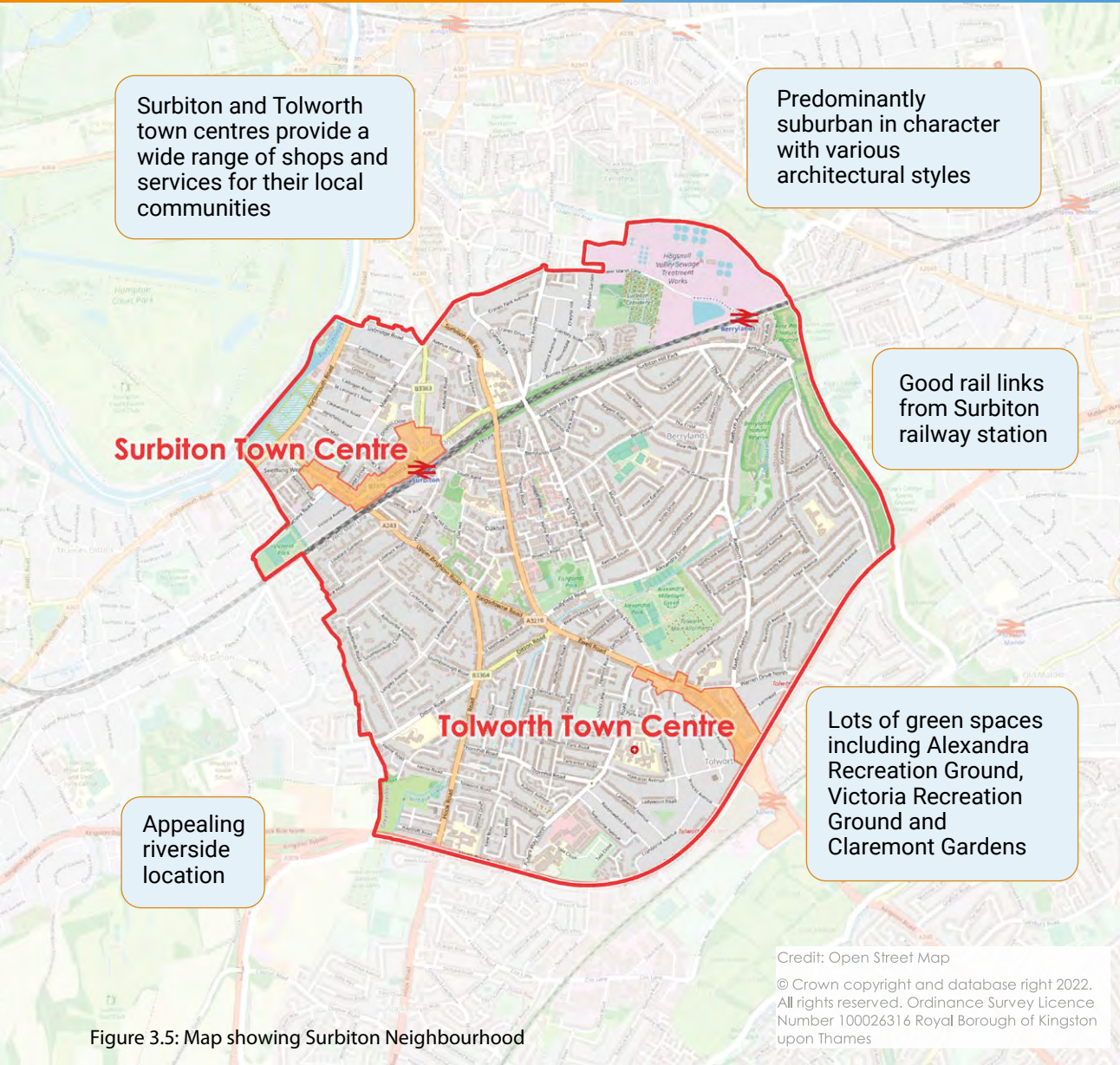


Figure 3.5: Map showing Surbiton Neighbourhood



Aspirations

- Develop and implement innovative local projects which benefit and attract residents and businesses to the area.
- Promote and enhance the neighbourhood's parks, streets and open spaces to encourage more outdoor-based activity including at Alexandra Recreation Ground, Victoria Recreation Ground and Claremont Gardens.
- Improve the access and quality of the riverside paths including the ongoing work on the Hogsmill and other biodiversity and wildlife areas.
- Find suitable locations across the neighbourhood for a community health and well-being garden and allotments for vegetable and fruit growing.
- Recognise and enhance the neighbourhood's heritage and help to identify and enhance community projects which promote art and culture. Improve the public realm and facilities in the town centres and work with local groups to develop flexible, multi-purpose public spaces.

4

Sustainable Development Strategy





Policies in this chapter:

- **Draft Sustainable Development Policy K1:** Sustainable Locations for Good Growth
- **Draft Sustainable Development Policy K2:** Spatial Strategy for the Kingston Town Centre Area



Draft Sustainable Development Policy K1: Sustainable Locations for Good Growth

- A. The council will work proactively with the community, public and private sector stakeholders, development partners and the wider public to realise the vision and objectives of this Local Plan.
- B. The council will seek to make the most efficient use of Kingston's limited available and developable land and steer growth to the most accessible parts of the borough.
- C. In order to make the best use of the land and optimise housing potential, new housing development will initially be directed towards:
 1. The Kingston Town Centre area, in accordance with Draft Sustainable Development; and
 2. The most sustainable and accessible locations, including the borough's district centres (New Malden, Surbiton and Tolworth), the railway stations and those areas with good public transport

connections (PTAL 3-6); and

3. Site allocations that are suitable for a range of residential and mixed-use developments.
- D. The three District Centres of New Malden, Surbiton and Tolworth will remain a focus for retail, employment, leisure and cultural activities to encourage people into the most sustainable locations. The borough's Local Centres will be required to help support the provision of services and facilities for local communities.
 - E. The council will support development which facilitates, protects and enhances the role and function of the borough's designated employment locations and maximises the provision of employment floorspace, including in town centres and industrial locations. The borough's industrial locations will continue to be protected and supported to help meet unmet need for additional employment floorspace, including managing change where this will deliver growth in jobs. The council will take advantage of place-making opportunities to better integrate industrial locations with the local areas.
 - F. All development will be required to support the delivery of new infrastructure across the borough to ensure all development is as sustainable and self-sufficient as possible. This will include improvements to transport, education, health, open spaces, leisure, cultural facilities, energy, carbon reduction and biodiversity. Proposals will be expected to consider, and be linked to, the provision of future



planned levels of infrastructure along with the timing of the delivery of this infrastructure. Where there is insufficient capacity of existing infrastructure to support a development proposal, applicants will be required to work with infrastructure providers to ensure sufficient capacity will exist at the appropriate time, including through the phasing of development.

- G. Development in the borough must ensure that it continues to protect the borough's Green Belt, Metropolitan Open Land and open spaces.
- H. The borough's rich cultural heritage assets will continue to be conserved and enhanced where possible to ensure that the borough's character is preserved.

- 4.1 We must plan the future of Kingston in a positive way to help us achieve much-needed sustainable development. New development will provide the opportunity to create more environmentally sustainable buildings, improve the design and appearance of locations through good design, create new jobs, and provide new and improved facilities for the local community and visitors to use.
- 4.2 The identified spatial strategy for the Local Plan provides a balanced approach to new development. It directs development to the most sustainable areas which benefit from good accessibility and existing and planned infrastructure, such as our town centres and areas around our railway stations, whilst also allowing for development on small sites on previously developed land throughout the borough.
- 4.3 Development will also be distributed across the borough so that the opportunities provided by smaller town centres can assist in meeting the housing need, whilst protecting the borough's valuable character and heritage as well as our open spaces, Green Belt and Metropolitan Open Land. Although this will see a significant step change in the

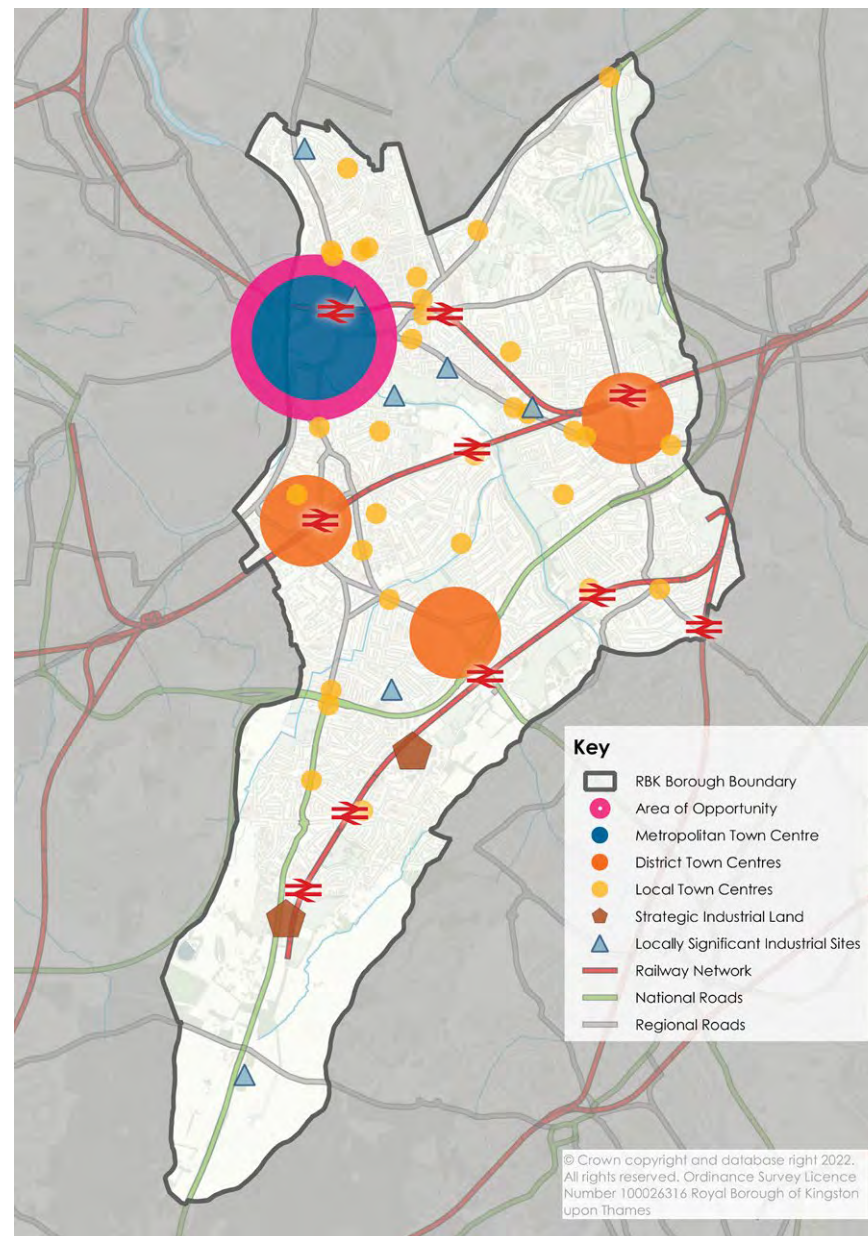


Figure 4.1: Growth Strategy Diagram



borough for development and is necessary to deliver the housing and employment space we need.

- 4.4 New development provides the opportunity to bring derelict brownfield sites back into use. This can result in the effective use of land and repair the urban fabric by supporting high-quality sustainable design that adds value to an area's character and sense of place.
- 4.5 This plan proposes amending the boundary of Kingston Town Centre by incorporating Canbury Business Park and London Road Locally Significant Industrial Sites as they are predominantly home to office and other main town centre uses. These locations benefit from excellent public transport accessibility levels, making them ideal locations to focus new office-led development. There is a significant unmet need for office floorspace and these locations as Kingston Town Centre is identified as having the potential to deliver new Grade A office floorspace. The town centre boundary will be amended to exclude the residential area adjacent to Canbury Gardens.
- 4.6 The plan proposes amending the boundary of Tolworth District Centre by extending it to the south-east to incorporate Tolworth railway station and the new Lidl Head Office. The extended area offers potential for future masterplanning of the area around Tolworth railway station including retail, leisure, office and residential uses.




Draft Sustainable Development Policy K2: Spatial Strategy for the Kingston Town Centre Area (A Plan for the Kingston Town Centre Area)

- A. The council has identified an area in the Policies Map focussed around Kingston Town Centre as a key area of opportunity.
- B. The Kingston Town Centre area will be a key focus for development and investment. The council will work with the Greater London Authority and other partners and agencies to enable the delivery of homes, jobs and supporting infrastructure in the Kingston Town Centre area.
- C. Kingston town centre will continue its regional strategic role as a metropolitan town centre to serve the local community and wider catchment area, ensuring that people can work, study, live in and enjoy the area. Continued improvements in Kingston town centre - including diversification of use and boosting the night-time economy - will pave the way for future development, whilst continuing to recognise the opportunities offered by its riverside location and heritage assets.
- D. The council will maximise the potential for job creation and new gardens, play areas, streets, and community facilities through the regeneration of the Cambridge Road Estate.
- E. The council will work with its partners, local communities and developers to ensure that the development potential of the key area of opportunity is delivered by:
 1. supporting development which creates employment opportunities and housing choice for the local community;
 2. allocating key sites in this plan for a mix of residential and main town centre uses (including offices, retail and leisure);
 3. supporting development involving residential uses on small sites (under 0.25 hectares);



Sustainable development strategy

- 4. supporting new and improved social infrastructure (including education and community facilities) to sustain growth and create mixed and inclusive communities, working with infrastructure providers where necessary;
 - 5. making place-making that respects heritage assets and key views a priority for all development;
 - 6. promoting greater travel through walking, cycling and public transport;
 - 7. support wider regeneration and ensure that development proposals integrate into the surrounding areas; and
 - 8. requiring appropriate measures to deal with any contamination that may exist.
- F. Development in this area will be required to conform with local design codes and relevant supplementary planning guidance.

 The council is working with residents, businesses, landowners and a wide range of stakeholders and communities, to create a 10-year Plan for the Kingston town centre area. This will include a vision for how we all want the town centre to positively develop and change.

The plan will form part of the Local Plan’s area based policy evidence to guide and manage new development and infrastructure in and around the town centre. The plan will link to Policy K2: Spatial Strategy for the Kingston Town Centre Area

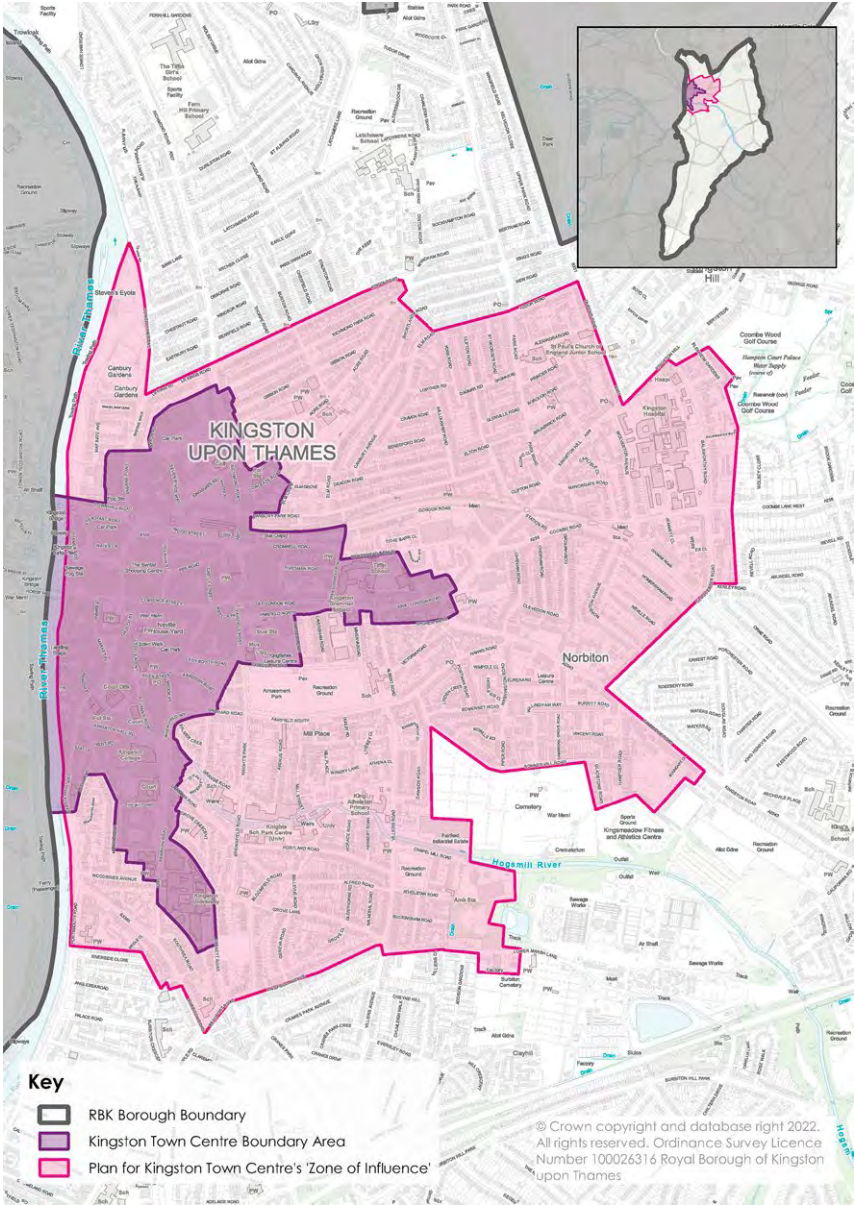
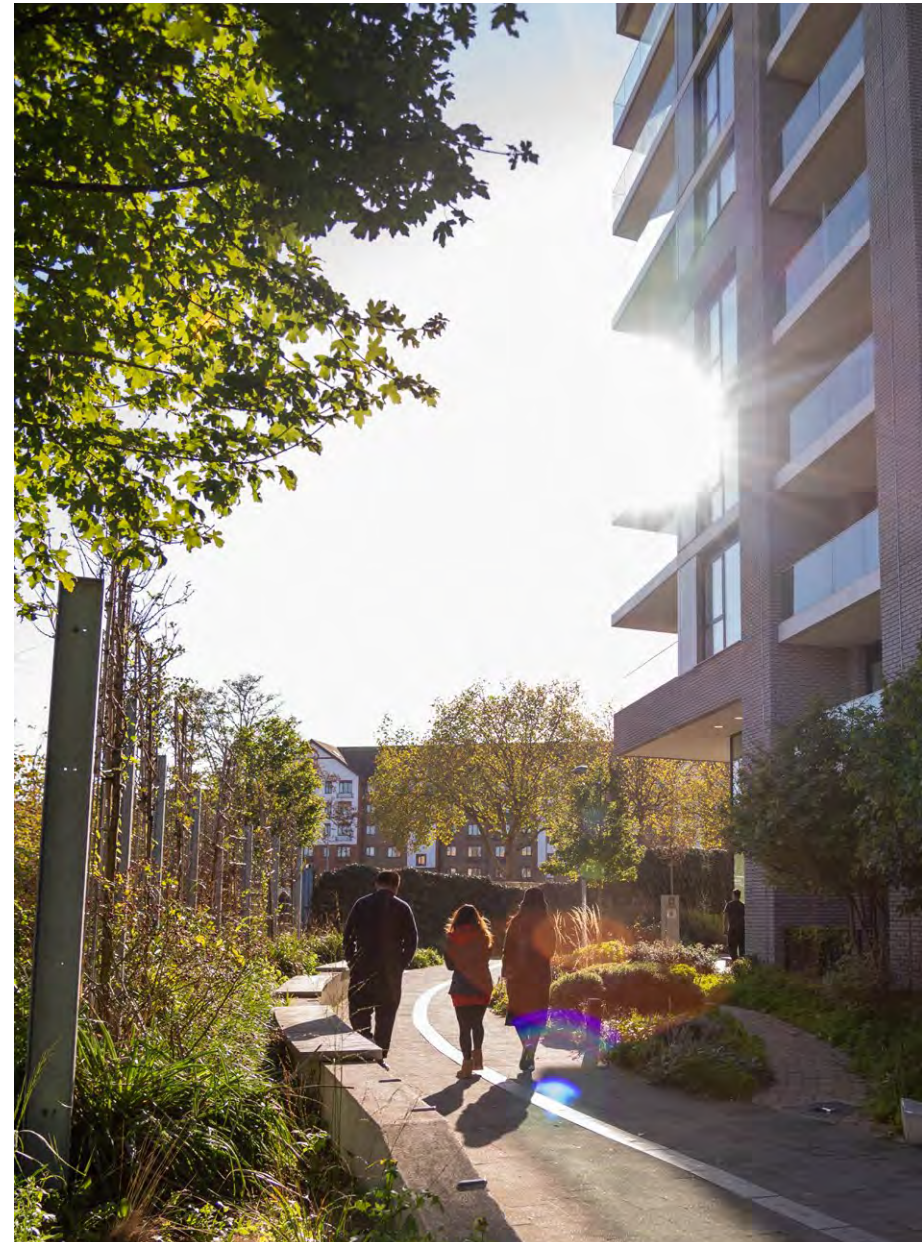


Figure 4.2: Map showing the Kingston Town Centre Area and Plan for Kingston Town Centre's 'Zone of Influence'

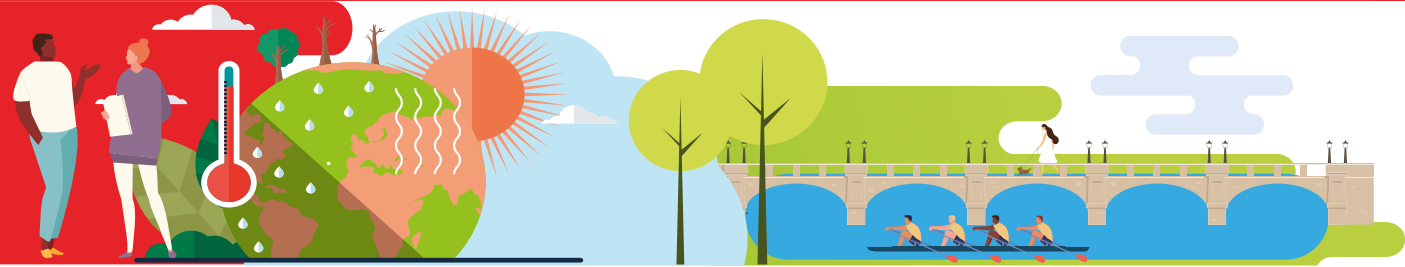


- 4.7 The London Plan identified locations in the borough as part of the Kingston Opportunity Area. The longer-term potential for growth in these areas may be dependent on Crossrail 2. The funding for Crossrail 2 is now unlikely to come forward in the short to medium-term. Nonetheless, these areas remain the most sustainable locations for growth due to their proximity to town centres, infrastructure and public transport connections and for this plan are to be referred to as key areas of opportunity.
- 4.8 The need to provide homes for Kingston's communities very much remains in light of the national shortfall for housing against a growing and ageing population. The borough is keen to work with the Mayor of London to realise any future potential in Kingston to harness investment, manage growth and support future infrastructure.
- 4.9 For this reason, the council is ambitious in setting out its spatial strategy for the borough through the Local Plan, however, in the short to medium-term, it is appropriate to focus in more detail on Kingston town centre and its surrounding areas such as the Cambridge Road Estate.
- 4.10 A large portion of the homes built and jobs created in the borough will be located within this area, however, this will not be to the detriment of the existing rich character and heritage of Kingston. Growth needs to positively contribute to local character and distinctiveness to ensure the creation of high-quality, beautiful and sustainable places.
- 4.11 Sustainable Development Policy K2 sets out how the council meets the expectations of part B of Policy SD1 (Opportunity Areas) of the London Plan 2021, including clearly setting out how it will encourage and deliver the growth potential of Opportunity Areas.



5 Climate Change and Environmental Sustainability





Policies in this chapter:

- **Draft Strategic Policy KC1:** Climate Change and Environmental Sustainability
 - **Draft Policy KC2:** Air Quality
 - **Draft Policy KC3:** Flood Risk
 - **Draft Policy KC4:** Sustainable Drainage
 - **Draft Policy KC5:** Sustainable water and wastewater management
 - **Draft Policy KC6:** Managing Heat Risk
 - **Draft Policy KC7:** Minimising Greenhouse Emissions
 - **Draft Policy KC8:** Energy Infrastructure
 - **Draft Policy KC9:** Ground Contamination and Hazardous Substances
 - **Draft Policy KC10:** Sustainable Construction and Supporting the Circular Economy
 - **Draft Policy KC11:** Waste and Recycling Management
- 5.1 Climate change is resulting in Kingston residents and businesses experiencing more frequent extreme weather events. Kingston will experience a greater chance and severity of flooding, heatwaves and

water shortages. Climate change will result in an increased risk of damage to homes, health and infrastructure.

- 5.2 Climate change mitigation refers to efforts to reduce or prevent emission of greenhouse gases (GHG). These emissions are altering the composition of the atmosphere and contributing to climate change. Carbon dioxide (CO₂) is the most abundant GHG globally, and concentrations in the atmosphere have risen dramatically.
- 5.3 Climate change adaptation refers to the actions taken to manage the impacts of climate change by reducing vulnerability and exposure to its harmful effects and maximising potential benefits. Development in Kingston will be expected to be designed to be adaptable to a changing climate and resilient to its impacts.
- 5.4 This chapter sets out the strategic and non-strategic policies to address climate change and how it should be dealt with in a coordinated manner as proposals for new development come forward, taking account of the policies already in the London Plan.
- 5.5 Kingston Council has declared a Climate Emergency and has published a Climate Action Plan, developed collaboratively with communities, partners and experts. This plan sets out a commitment to carbon neutrality in council operations by 2030, and carbon neutrality in the wider borough by 2038.



Draft Strategic Policy KC1: Climate Change and Environmental Sustainability

- A. To ensure that the borough develops in an environmentally sustainable way and is resilient to climate change, the Council will support development that:
1. delivers sustainable development over carbon offsetting;
 2. helps the borough to become net zero-carbon as part of a zero-carbon London;
 3. effectively mitigates heat risk;
 4. enhances natural habitats and the environmental amenity of the borough;
 5. contributes to improving air quality in the borough and ensures exposure to poor air quality is reduced;
 6. mitigates flood risk over its expected lifetime and is not located in flood-prone areas unless it can be suitably demonstrated that flood risk will be sufficiently mitigated using flood resistance and/or resilience measures;
 7. is designed using the London Plan drainage hierarchy and aims to achieve greenfield runoff rates, ensuring surface water runoff is managed as close to its source as possible;
 8. ensures water efficiency;
 9. is designed in a manner fully compatible with any existing or planned future decentralised energy network;
 10. ensures efficient use of resources and minimises embodied carbon throughout its life cycle; and
 11. supports the circular economy in order to increase the re-use and recycling of materials and achieve reductions in waste going for disposal.

- 5.6 The Council will promote low and net zero carbon development that will mitigate carbon emissions associated with buildings, and be resilient to the effects of climate change. Promoting decarbonisation supports healthier homes and workplaces as well as tackling issues such as fuel poverty.
- 5.7 Extreme heat events are affecting Kingston more frequently as a result of climate change. The council seeks to ensure that new development is designed in a way that mitigates heat risk effectively.
- 5.8 Poor air quality has a direct impact on the health, quality of life and life expectancy of Kingston's population. The council will encourage and enable residents, businesses and visitors to use emission-producing vehicles less, and require new developments to be at least 'air quality neutral' and 'air quality positive' for major schemes.
- 5.9 In recognition of the borough's areas of flood risk, more vulnerable development should be located away from areas of flood risk. Redevelopment in areas prone to flooding must effectively mitigate risks to users through design requirements as set out in Kingston's Strategic Flood Risk Assessment and those of the Environment Agency. As part of our commitment to reducing the risk of flooding, we will work closely with national and regional bodies and neighbouring authorities.





Draft Policy KC2: Air Quality

- A. Major developments in Kingston and large-scale development subject to an Environmental Impact Assessment (EIA) should achieve Air Quality Positive Approach status.
- B. All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan.
- C. To tackle poor air quality, protect health and meet legal obligations, development proposals should meet the requirements set out in Policy SI1 of the London Plan 2021, or any subsequent policy revision and must not:
 1. lead to further deterioration of existing poor air quality;
 2. result in any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits; or
 3. create an unacceptable risk of high levels of exposure to poor air quality.
- D. An air quality impact assessment, based on current best practice, is required as part of a planning application for:
 1. All new build developments, excluding householder extensions;
 2. Developments which will require substantial earthworks or demolition;
 3. Development proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people, and
 4. Conversions or changes of use in areas of sub-standard air quality (as designated and shown on the most up-to-date Air Quality map).

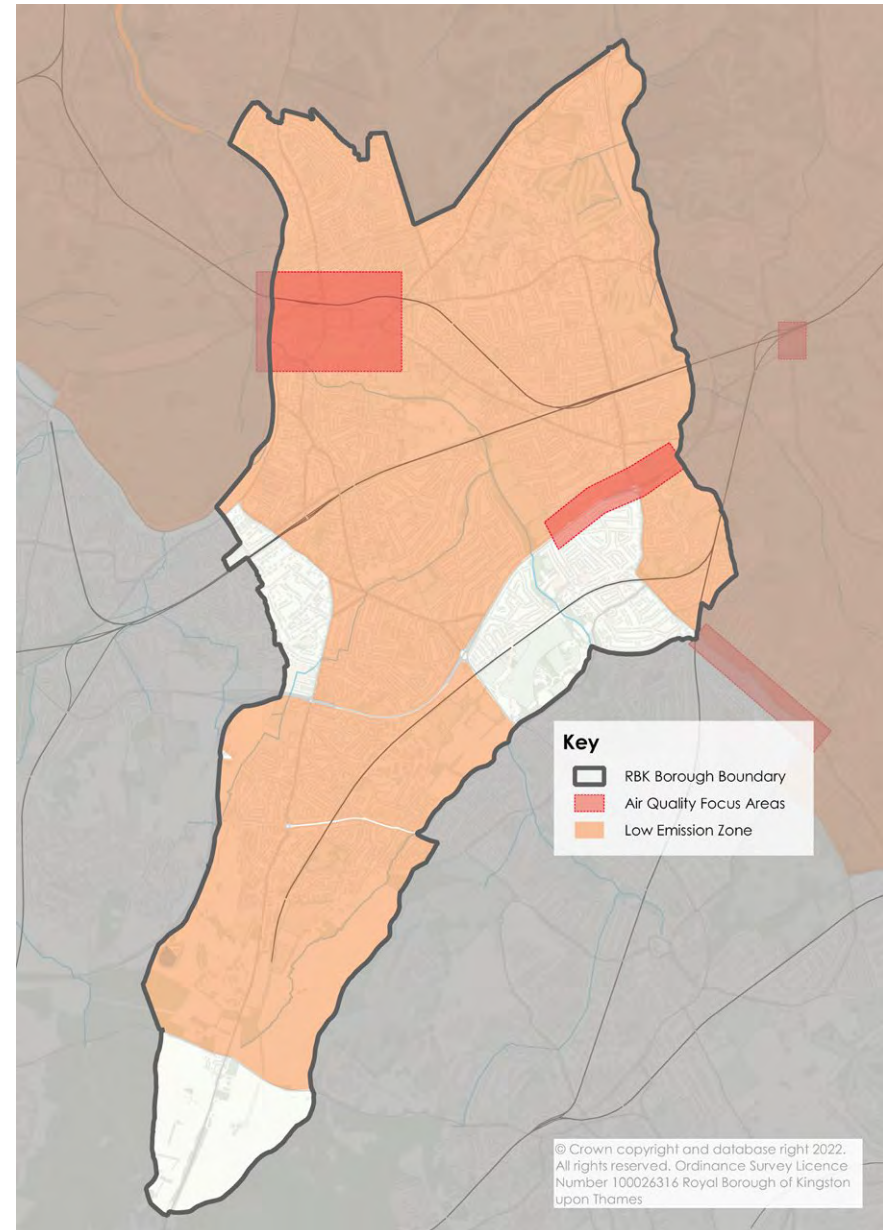


Figure 5.1: Map showing Air Quality Focus Areas and London Low Emissions Zone



Climate change and environmental sustainability

E. Where an air quality assessment indicates that occupants could be exposed to poor air quality, development will be resisted unless appropriate mitigation measures are adopted to reduce the impact to acceptable levels.

F. New-build developments which include the provision of private, communal or publicly accessible open space in areas of sub-standard air quality are required to demonstrate that the siting and design of the open space would reduce air pollution exposure of future users to an acceptable level.

5.10 Poor air quality is a significant public health issue for the borough and has a direct impact on the health, quality of life and life expectancy of Kingston residents. The impacts tend to be most heavily felt by people who are most vulnerable to the impacts, such as children, older people and the poor. Kingston's air quality needs to be significantly improved and exposure to poor air quality, especially for vulnerable people, should be reduced.

5.11 Around 4,000 Kingston residents live in areas that experience levels of nitrogen dioxide that exceed regulatory limits and every single resident is exposed to levels of PM2.5 (ultra-fine particle pollution) that exceed the WHO exposure limit. We need to take action to tackle this.

5.12 Pollution in Kingston comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK. Of the pollution that originates in the borough, the main sources of NO₂ are road transportation, industrial and residential heat and power generation. The main sources of particulate matter are road transportation, construction and domestic biomass burning, which includes woodburners.

5.13 Kingston has declared the whole borough an Air Quality Management Area. The declaration was based on the risk of the objectives for nitrogen dioxide and PM10 being exceeded. An Air Quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There are two focus areas in the borough. These are in central Kingston and on the A3 in New Malden/West Barnes.

5.14 Improving local air quality, mitigating the impact of development on air quality and reducing exposure to poor air quality in the borough are vital in safeguarding public health and the environment.

5.15 The Air Quality Positive Approach maximises the benefits to local air quality in and around a development site or masterplan area and minimises exposure to existing sources of poor air quality. It requires planners, designers, architects and air quality experts to show what measures have been taken during the design stages to achieve the best possible outcomes for air quality. This approach goes beyond compliance with both the Air Quality Neutral benchmarks and the minimum requirements of an air quality assessment and sets out the measures taken to benefit local air quality and reduce exposure to poor air quality.

5.16 'Air Quality Neutral' is a term for developments that do not contribute to air pollution beyond allowable benchmarks set out in the London Plan and London Plan Guidance.

5.17 All new development should contribute to improving air quality within the borough and reducing the population's exposure to poor air quality.



Draft Policy KC3: Flood Risk

- A. All development should meet the requirements of the National Planning Policy Framework and avoid or minimise contributing to all flooding sources including fluvial, groundwater, surface water, tidal or sewage flooding, taking into account future climate change modelling.
- B. The Council will apply the Sequential Test, and where necessary, the Exception Test, to guide development to areas of lower flood risk as set out in the National Planning Policy Framework,.
- C. Development is required to provide a flood risk assessment if it meets any of the following criteria:
 1. all major development within flood zone 1, or in an area at risk of other sources of flooding as set out in the Strategic Flood Risk Assessment;
 2. the site is within flood zones 2 or 3a;
 3. all development in flood zone 1 located in a critical drainage area;
 4. the development may be subject to other sources of flooding, as defined in the Kingston SFRA
- D. The flood risk assessment should include:
 1. a sequential test if the development is in flood zone 2 or 3a or 3b;
 2. the risks of both on and off-site flooding to and from the development for all relevant sources of flooding including fluvial, surface water, groundwater, and sewer;
 3. the impact of climate change using the latest guidance
 4. demonstration of safe access and egress; and
 5. mitigation measures in accordance with the advice and recommendations set out in the Kingston Strategic Flood Risk Assessment Level 1 and Level 2 where relevant.

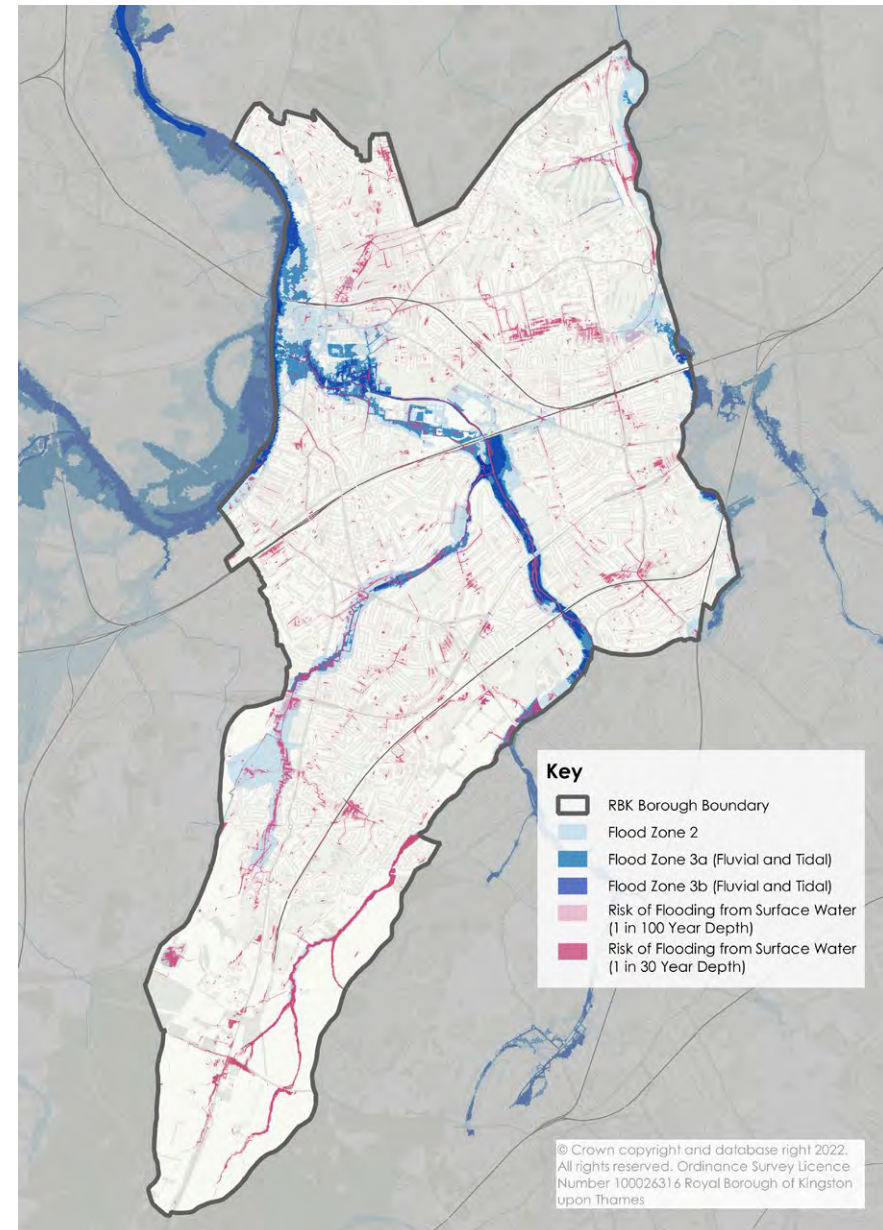


Figure 5.2: Map showing Flood Zones



Climate change and environmental sustainability

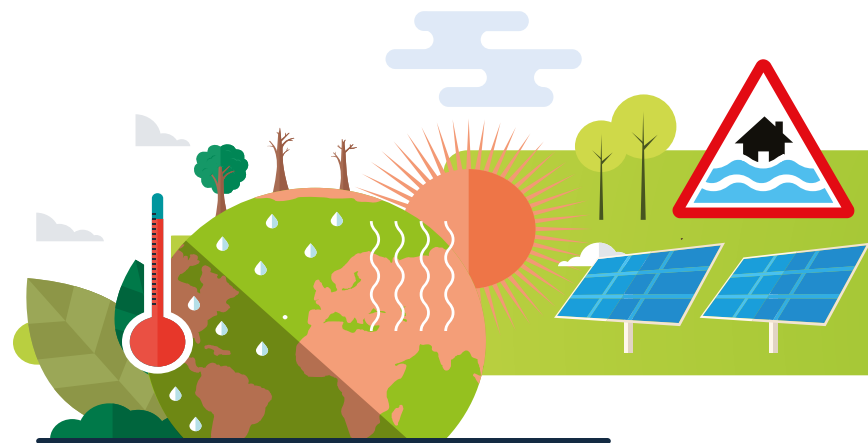
- E. Site design of development which meets the criteria outlined in Part D above is required to:
 - 1. undertake a sequential approach to development layout to direct the highest vulnerability uses to areas of the site with lowest flood risk, and
 - 2. incorporate flood resilience and/or resistance measures.
- F. Development is required to protect and where possible increase the capacity of existing water spaces and flood storage areas to retain water and delay discharge elsewhere.
- G. All basement development, including its proposed use, is required to comply with the National Flood Risk Policy and the requirements set out in Table 6-1 of the 2021 Kingston Strategic Flood Risk Assessment or any subsequent assessment.
- H. All new development should be set back a minimum of 8 metres from riverbanks and existing flood defence infrastructure (unless otherwise agreed with all relevant regulatory bodies) so as not to impact their integrity and to allow for any foreseeable future maintenance, river naturalisation and ecological enhancements.
- I. Where flood mitigation measures are required, proposals should contribute positively to the street scene, visual amenity and biodiversity.

5.18 Climate change will result in extreme flood events occurring more frequently in the future, with the potential to affect residents, businesses, heritage and other assets across significant parts of the borough. Planning has a key role to play in managing and reducing flood risk.

5.19 The borough is affected by a range of flooding risks. Figure 5.1 shows the areas subject to flood risk from the River Thames and its tributaries. These cover most of Kingston Town Centre; land along the Thames; the Hogsmill Valley; the Bonesgate Stream through Chessington; and, the Beverley Brook along the borough's eastern boundary.

5.20 A new Strategic Flood Risk Assessment (SFRA) has been prepared to support this Local Plan to enable an up-to-date understanding of flood risk. It sets out an assessment of all the sources of flooding in the borough, to provide a basis for the application of the sequential test and therefore guide future development to the most sustainable locations of minimal flood risk.

5.21 Level 2 Strategic Flood Risk Assessment has been undertaken on behalf of the council, to guide future development on allocated sites. Level 2 assessment provides detailed recommendations for each site





Draft Policy KC4: Sustainable Drainage

- A. Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques, and achieve the targets set out in the London Plan.
- B. Major development is required to submit a drainage strategy which demonstrates that surface water will be controlled as near to its source as possible in line with the London Plan sustainable drainage systems hierarchy.
- C. Development which includes the creation or extension of basements must demonstrate that they will not increase the potential for groundwater flooding to itself or to the surrounding area.
- D. Development proposing the use of impermeable ground-level surfaces will be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.
- E. Development should maximise the wider benefits of Sustainable Drainage Systems (SuDS) as outlined in the London Plan, ensuring that their design contributes to a positive sense of place, where possible and increases biodiversity.

- 5.22 Sustainable Drainage Systems (SuDS) are engineering approaches that can be used to manage surface water drainage in a way that mimics the natural environment. The management of rainfall (surface water) is considered an essential element of reducing future flood risk to both a site and its surroundings. Reducing the rate of discharge from urban sites to greenfield runoff rates is one of the most effective ways of reducing and managing flood risk. Development proposals should aim to achieve run-off rates and surface water management as set out in the London Plan. London Plan Guidance is available to guide the design of SuDS.
- 5.23 The integration of sustainable drainage systems into a site design can also provide broader benefits. These include an improvement in the quality of runoff discharged from the site, the capture and re-use of site runoff for irrigation and/or non-potable uses, benefits to biodiversity, urban cooling and the provision of green-space areas offering recreation and improved visual amenity.
- 5.24 Sustainable drainage measures are of particular importance in areas with sewer capacity limitations and their widespread implementation over the coming decades will assist the climate change resilience of London and avoid the need for further major sewer tunnel projects.





Draft Policy KC5: Sustainable water and wastewater management

- A. Development is required to reduce water consumption, new residential developments must achieve a maximum water use of 105 litres per person per day and refurbishments and other non-domestic development should meet BREEAM 'Excellent' water efficiency credits. All developments should utilise opportunities to install internal water-efficient fixings and incorporate rainwater use and harvest greywater where possible.
- B. Development proposals should meet the requirements of the London Plan in relation to the impact on water and wastewater infrastructure.

5.25 London and South East England are areas of serious water stress, meaning that more water is taken from the environment than the environment can sustain in the long term.

5.26 Kingston has adopted the 'optional' higher national technical standard for water consumption of 105 litres per person per day (excluding an allowance of 5 litres or less per person per day for external water consumption) in line with the national technical standard set out in Part G of the Building Regulations 2013. All new residential developments including conversions, reversions, changes of use and extensions that create one or more new dwellings must meet this target.



Draft Policy KC6: Managing Heat Risk

- A. New development is required to ensure that buildings (both internally and externally) and the spaces around them are designed to avoid overheating and excessive heat generation, while minimising the need for internal air conditioning systems.
- B. Development proposals should minimise the impact of and contribution to the urban heat island effect through design, layout, orientation, materials and the incorporation of green infrastructure.
- C. All new development, including extensions, should demonstrate how they have been designed to reduce the potential for overheating and reliance on air conditioning systems based on the cooling hierarchy adapted from the London Plan:
 - 1. reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
 - 2. minimise internal heat generation through energy efficient design;
 - 3. manage the heat within the building through exposed internal thermal mass and high ceilings;
 - 4. provide passive ventilation;
 - 5. provide mechanical ventilation; and
 - 6. provide active cooling systems.
- D. Major development is required to submit an overheating risk assessment based on dynamic thermal simulation and satisfy the criteria set out in current London Plan Guidance.
- E. Minor development is required to submit an overheating risk assessment and pass the [Good Homes Alliance](#) standard or the simplified method from Building Regulations Part O.



F. Amenity space and public realm for major development proposals should be designed to create a heat comfortable environment through the provision of shade and other passive cooling measures.

- 5.27 Climate change means Kingston is already experiencing higher average temperatures and is resulting in more frequent overheating. Overheating results in discomfort and health impacts to Kingston's residents and visitors disproportionately affecting vulnerable members of the borough's communities. Overheating increases reliance on cooling systems.
- 5.28 The high density of buildings and paved surfaces in urban areas means that more heat is absorbed during the day, heating up these areas more significantly than areas of countryside or greenspace. As a result, densely developed areas of the borough can be warmer than surrounding rural areas and the centre of London can be up to 10°C warmer than the countryside.
- 5.29 Overheating in buildings causes discomfort and can pose health risks to occupants. Design solutions, such as dual aspect windows, passive ventilation and the incorporation of cooling measures such as overhangs, blinds as well as trees to provide shading are necessary to mitigate overheating and avoid health risks
- 5.30 The use of active air cooling systems can itself result in intensive energy use and higher emissions. Cooling systems require external heat release which further contributes to the urban heat island effect and as such natural cooling solutions should be sought wherever possible.
- 5.31 All new development should be designed to manage heat risk. It is acknowledged that the scope for hierarchy measures on some minor development such as householder extensions may be limited, however, all development proposals are required to investigate potential measures and incorporate these wherever possible. Energy upgrades to existing buildings should not further aggravate overheating.



Draft Policy KC7: Minimising Greenhouse Emissions

- A. All proposed development must demonstrate that the fullest contribution to minimising greenhouse gas emissions has been made on site. This will be achieved by requiring:
1. All development to reduce greenhouse gas emissions in operation and minimise both annual and peak energy demand in accordance with the London Plan energy hierarchy:
 - i. be lean: use less energy and manage demand during operation
 - ii. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
 - iii. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
 - iv. be seen: monitor, verify and report on energy performance.
- B. All development including conversions and changes of use that result in the creation of 1 or more dwellings are required to:
1. provide an Energy Strategy demonstrating how emissions savings have been maximised on site at each stage of the London Plan energy hierarchy;
 2. achieve net-zero carbon with a minimum of 35% on-site reduction beyond Building Regulations (2013) (or any future updating successor to these standards).
- C. All new build development resulting in the creation of 1 or more dwellings and/or 500 square metres (gross) or more non-residential floorspace must demonstrate:
1. compliance with the London Plan's net-zero carbon target, or any future locally adopted target.
 2. A minimum on-site reduction beyond Building Regulations
 3. Promoting renewable energy generation on-site



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- D. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either a cash in lieu contribution to the borough's carbon offset fund, or off-site provided that an alternative proposal is identified and delivery is certain.
- E. Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.
- F. All non-residential developments, and conversions over 500 square metres (gross) floorspace should achieve the BREEAM 'Outstanding' rating (or an equivalent rating under any other system which may replace it).¹
- G. Proposals for conversions or change of use to residential use will be required to meet BREEAM Domestic Refurbishment 'Outstanding' standard or equivalent.
- H. All new developments should estimate operational energy at the design stage to be verified against the performance in use.
- I. All major development is required to calculate whole life-cycle carbon emissions in accordance with London Plan requirements through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions²

5.32 Kingston declared a Climate Emergency in the borough in June 2019 with an ambition to take the lead at a local level and for the borough to be zero-carbon by 2038. According to Climate Mobilisation statistics, Kingston is now one of more than 900 local authorities from 18 countries, which have declared a Climate Emergency. Kingston has higher carbon emissions per person compared to our neighbouring boroughs and we need planning policies that support carbon reduction.

- 5.33** Within London as a whole, homes and workplaces are responsible for producing approximately 78% of its greenhouse gas emissions. Improving energy efficiency is vital if Kingston Council is to be zero-Carbon by 2038 as required by the Climate Emergency Declaration, and the borough as a whole by 2030 as required by the London Plan. More energy-efficient buildings will bring environmental benefits, but also deliver positive social impacts such as helping to tackle fuel poverty, and improving the health and wellbeing of the borough's residents.
- 5.34** Kingston expects all new development to be net-zero carbon, which is to be achieved through minimising carbon emissions in accordance with the energy hierarchy: Be Lean, Be Clean and Be Green.
- 5.35** The London Plan requires only 'major' development to achieve net-zero carbon, however most development in Kingston is classed as 'minor' in size, for which the London Plan policy would not apply. The cumulative impact of all our minor developments therefore represents a large source of carbon emissions, and will play a significant role in becoming a net-zero carbon borough by 2050. All development will need to reduce its greenhouse gas emissions to near zero on site, and become net-zero carbon or net-positive buildings. In addition, given that a significant proportion of non-residential schemes in Kingston are less than 1,000sqm in size, the threshold of 500sqm has been applied to non-residential schemes to ensure that larger minor developments also achieve the carbon targets.
- 5.36** The carbon reduction targets should be met on-site. Only where it is clearly demonstrated carbon reduction targets cannot be fully met on site due to physical or design constraints, may any shortfall be off-set through local carbon offsetting.

¹ London Plan 2021 - boroughs are encouraged to include BREEAM targets in their Local Plans where appropriate. RBK need to agree a local target, i.e. major (1000sqm or 500sqm as seen in many boroughs)

² Whole life-cycle carbon emission assessments are therefore required for proposals referable to the Mayor. Majors are encouraged to undertake whole life cycle carbon assessments.



Draft Policy KC8: Energy Infrastructure

- A. Development should be designed in a manner fully compatible with any existing or planned future decentralised energy network in accordance with any relevant energy masterplan and the District Heating Manual for London (GLA, 2014) or equivalent replacement document (including appropriate design of building systems to minimise return temperatures). Developments must connect to the decentralised energy network if it is expected to be operational within five years of the development being completed.
- B. Major development proposals within Heat Network Priority Areas should comply with all relevant London Plan policies

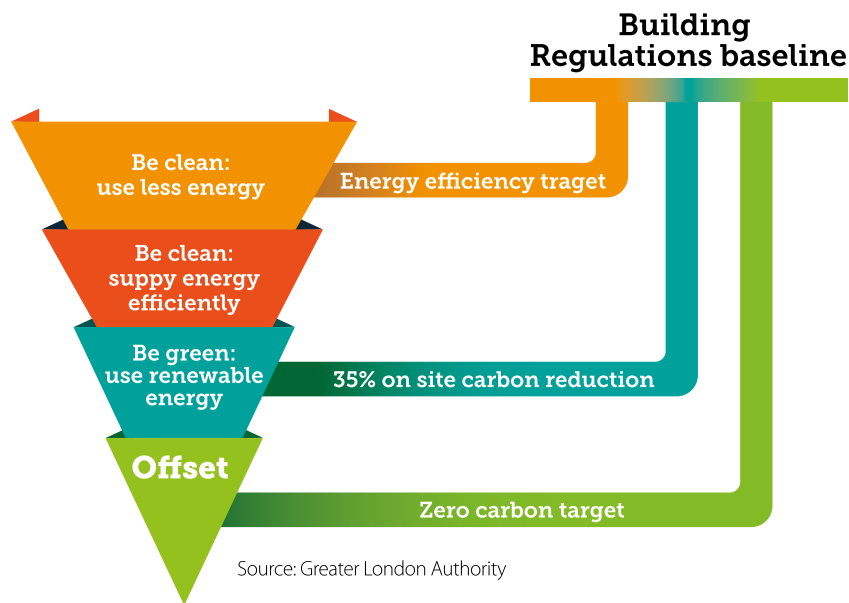


Figure 5.3: Diagram showing Energy Hierarchy





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- 5.37 Decentralised energy and local secondary heat sources will become an increasingly important element of London's energy supply and will help Kingston become more self-sufficient and resilient in relation to its energy needs.
- 5.38 To help achieve the Council's own Climate Emergency zero-carbon target, and London's net carbon target, more efficient methods of energy supply and usage within developments are required. Parts of the borough have been designated as Heat Network Priority Areas. The council is supporting the development of decentralised energy systems, including a significant sewage-to-power project, acknowledging the important role they play in the borough's future sustainable energy supply. The council will also support the consideration of other forms of green energy, such as the use of solar panels, where appropriate.



Draft Policy KC9: Ground Contamination and Hazardous Substances

- A. All proposals for development on land which is contaminated or suspected of being contaminated, or if a sensitive use is proposed, will be required to submit the following to be carried out by a competent person:
1. a preliminary Risk Assessment (Phase 1 Study) to identify the level and risk of contamination on the site and adjacent land, and where necessary;
 2. a Site Intrusive Investigation (Phase 2 Study) to provide a detailed assessment of contamination and risks to all receptors;
 3. a Risk Management and Remediation Strategy appropriate to the individual site circumstances; and
 4. a Verification Plan and Closure Report prior to the occupation of the development. After remediation, as a minimum, land should

not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

- B. Development proposals involving the storage or use of hazardous substances, or development of a site in the vicinity of a hazardous installation, will only be permitted where it is demonstrated that appropriate safeguards are in place to ensure there is no risk to human health, safety and the environment. Where proposals have the potential to result in harm to trees, they will be required to provide mitigation in conformity with BS5837.

- 5.39 Contaminated land is land that has been polluted with harmful substances to the point where it now poses an unacceptable risk to health and the environment. Environmental health and planning legislation requires the Council to ensure that land is assessed for contamination and made suitable for current and proposed future uses.
- 5.40 Site investigations must be carried out by a competent person, defined in the National Planning Policy Framework as a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.



Draft Policy KC10: Sustainable Construction and Supporting the Circular Economy

- A. All development proposals are required to adopt a circular economy approach to building design and construction to reduce waste, keep materials and products in use for as long as possible, and minimise embodied carbon. All development should:
1. Prioritise the reuse and retrofit of existing buildings wherever possible before considering the design of new buildings.
 2. Be designed for durability and flexibility as well as easy disassembly and reuse to minimise waste during the 'in-use' and 'end of life' phases of the development. Building shape and form should be designed to minimise embodied carbon and limit the need for repair and replacement.
 3. Ensure resource efficiency and reduce embodied carbon emissions by sourcing and prioritising materials that can easily be maintained, repaired and renewed across the development lifetime.
 4. Minimise the environmental impact of materials by specifying sustainably-sourced, low impact and re-used or recycled materials; this should include identifying opportunities for the retention and reuse of existing materials on site (e.g. re-using demolition material on site). Materials should be locally-sourced wherever possible to minimise transport emissions.
 5. sustainably manage both the type and volume of recyclable materials and waste arising from the development during both the construction and operational phases.
- B. All development resulting in the creation of 1 or more dwellings and/or 500 square metres (GIA) or more non-residential floorspace must submit:

1. a Circular Economy Statement (utilising the guidance and principles set out by the GLA); and
2. a Whole Life-Cycle Carbon assessment proportionate to the scale of development and demonstrate that whole life-cycle carbon savings have been maximised.

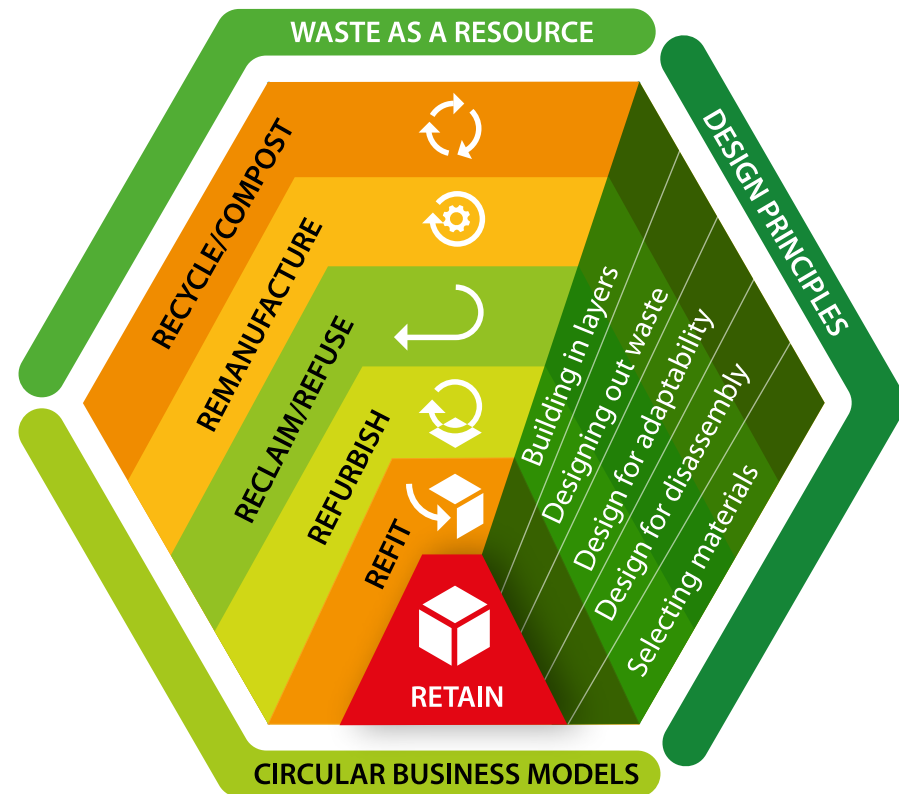


Figure 5.4: Diagram showing Circular Economy



Climate change and environmental sustainability

- 5.41 A circular economy is one where materials are retained in use at their highest value for as long as possible and are then re-used or recycled, leaving a minimum of residual waste. The end goal is to retain the value of materials and resources indefinitely, with no residual waste at all. This is possible, but it will require a transformational change in the way that buildings are designed, built, operated and deconstructed.
- 5.42 The reuse and retrofit of existing buildings should be sought wherever possible before considering demolition and the design of new buildings. Reuse of existing buildings reduces the overall construction impact, including noise disruption and air pollution.
- 5.43 In order to conserve resources, improve the resource efficiency of businesses, and help to reduce carbon emissions, Kingston must move towards a more circular economy in conjunction with London as a whole. The successful implementation of circular economy principles will help to reduce the volume of waste that the borough produces and has to manage. A key way of achieving this will be through incorporating circular economy principles into the design of developments. By encouraging the use of circular economy principles in the design and construction process, the Council aims to prioritise the re-use and recycling of materials over their disposal.



Draft Policy KC11: Waste and Recycling Management

- A. All new development must include sufficient accessible space to separate and store dry recyclables, biodegradable and residual waste for collection, both within individual units and for the building as a whole.
- B. Waste and recycling facilities should minimise noise and smell impacts to surrounding occupants and incorporate biodiversity measures where appropriate externally.
- C. Where public realm is included as part of a development proposal, provision for recycling and waste management facilities appropriate to this element will be required.
- 5.44 The Council is committed to reducing the amount of waste produced in the borough, and will ensure that recycling and waste management are fully considered with new development.
- 5.45 The Council, along with the London Boroughs of Croydon, Merton and Sutton, jointly prepared the South London Waste Plan (SLWP) to set out the strategic planning framework for waste management across the four boroughs until 2037. The SLWP identifies the sites for waste management and sets out the planning policies for determining waste planning applications. Proposals for new waste storage, transfer or processing facilities and for the development of existing waste sites should comply with the policies in the South London Waste Plan (SLWP).



- 5.46 The London Plan sets requirements for waste management in all types of development. Circular economy principles should be incorporated into the design of developments, in order to extend the useful life of buildings and allow for materials to be reused or recycled.
- 5.47 All new development should be designed with waste storage and management in mind. To ensure that residents and businesses can properly store and sort their waste and to make household recycling as easy as possible, the Council will require developments to provide adequate facilities for recycling and the storage and disposal of waste. Applicants will need to forecast how much organic, recyclable and residual waste will be generated when the development is occupied and demonstrate that sufficient space has been allocated to the storage and management of this waste in both individual units and for the development as a whole.
- 5.48 The design of waste and recycling facilities for new development can have a significant impact on the usability of facilities and the wider quality of places. Facilities should be positioned to minimise noise and smell impacts on surrounding occupants.



6

Design and Heritage





Policies in this chapter:

- **Draft Strategic Policy KD1:** Delivering High-quality Design
- **Draft Policy KD2:** Design Considerations for Development
- **Draft Policy KD3:** Amenity
- **Draft Policy KD4:** Public Realm
- **Draft Policy KD5:** Housing Quality and Standards
- **Draft Policy KD6:** Residential Extensions, Alterations and Basements
- **Draft Policy KD7:** Residential Amenity Space
- **Draft Policy KD8:** Commercial Frontages and Signage
- **Draft Policy KD9:** Telecommunications and Digital Infrastructure
- **Draft Policy KD10:** Views Management
- **Draft Policy KD11:** Tall Buildings
- **Draft Strategic Policy KD12:** Heritage Assets
- **Draft Policy KD13:** Development affecting Heritage Assets
- **Draft Policy KD14:** Archaeology

- 6.1** This chapter sets out the council's approach to design and the historic environment. A key priority for the council is to seek the very highest design standards in all development in the borough and to ensure that any regeneration has heritage at its heart. Design is also central to achieving net-zero carbon, with the key objective of ensuring that the borough's buildings and places are resilient to climate change in the future. Accessibility is a key part of the design process and the council will seek to maximise opportunities to improve accessibility for all as part of the key objective of achieving 20-minute neighbourhoods.
- 6.2** How our streets, town centres, public spaces and neighbourhoods look, feel and function is important for supporting a sense of civic pride, wellbeing and safety, vital to realising wider socio-economic objectives. The borough has a rich and distinguished history, and a wide range of designated and non-designated heritage assets which collectively form the unique character and identity of Kingston. The borough's character varies from the open, rural character of the Green Belt in the south, its attractive riverside setting to the west, the arcadian character of Coombe Hill and the 'Tudor' character of housing to the north, the cohesive Victorian and Edwardian character of parts of Surbiton and Kingston to high-rise social housing areas including Cambridge Gardens in Kingston and Kingsnympton in Kingston Hill with local heritage designation.



- 6.3 The council values a high-quality environment and a high standard of design. We are keen to conserve and enhance areas with distinctive character, and make improvements where needed. In order to define Kingston's specific character areas and how they may best develop in the future, the Local Plan will be supported by the Character Area Assessments (yet to be published).
- 6.4 Nationally, there has been a shift and focus on the central role of design to create beautiful places, as reflected in the National Planning Policy Framework (NPPF) and the National Design Guide. The London Plan and supplementary guidance focuses on a design-led approach to deliver high-quality, sustainable and inclusive buildings and places.
- 6.5 The human experience in neighbourhoods is influenced by key design issues such as the scale and layout of buildings and public spaces; clear and legible urban and landscape structure; diversity, variety and connectivity of these elements. Good urban design is essential to create sustainable places on all fronts: places that are socially just, support residents' health and wellbeing, environmentally responsible and thriving.
- 6.6 The borough's requirement to deliver more employment space and 9,640 homes between 2019/20 and 2028/29 does not outweigh the need for developments to be design-led, promote inclusive and livable neighbourhoods and make the best use of land. We require all development to be of the highest design quality and contribute to the key objective in this plan, including the borough's long-term economic prosperity, quality of life and a net-zero carbon future.



Draft Strategic Policy KD1: Delivering High-quality Design

- A. The council expects the highest standards of design for all development in order to create high-quality environments. All development will be required to respect and enhance the special and distinctive visual, historical, environmental, social and functional qualities of buildings, spaces and places that positively contribute to local identity, character and sense of place.
- B. All development must follow a design-led approach in accordance with relevant guidance, including the Good Quality Homes for All Londoners. New homes on small sites should follow the approach set out in the Small Sites Design Toolkit.
- C. Development will be refused if it is of an unacceptable design. This includes where a proposal:
1. fails to be suitable for its intended function;
 2. is inappropriate to the site's context, or which fails to have appropriate regard for its surroundings; and
 3. does not provide high-quality external form and appearance.
- D. On large or strategic sites where multiple buildings are proposed, masterplans and design codes should be used to help bring forward development and ensure it delivers high-quality design. The preparation of masterplans or design codes should include full engagement with the local community.
- E. Development proposals will be supported where they help to facilitate good physical and mental health and contribute to the wellbeing of the population. Proposals should deliver active design to encourage greater physical movement as part of everyday routines and healthy, liveable and walkable neighbourhoods by incorporating accessible green spaces and landscaping into developments.



- 6.7 Strategic Policy DH1 seeks to achieve the highest standards of design for all sites across the borough. In order to meet the housing requirement and other uses, a key strategic aim for proposals is to optimise the development potential for each site. The optimisation of delivery on sites should take into account the local context and character whilst recognising some areas will evolve and require the highest design standards to be achieved.
- 6.8 Design-led development requires the consideration of design options at the early stage of the development process informed by an understanding of the local context, including through effective engagement with the local community. These design options should then be used to determine the most appropriate form of development that responds to the local context, along with the optimal use of land to support the delivery of the spatial strategy for the borough. This process must be demonstrated in a Design and Access statement.
- 6.9 Developments are required to demonstrate they have followed the steps set out in the GLA - A design-led approach SPG. Options for site development need to be explored to ensure that proposals make the best use of land.
- 6.10 Development proposals will be supported where they deliver well-functioning, safe and resilient places.
- 6.11 The optimisation of sites may involve the development of tall buildings. The council is preparing a Tall Buildings study to identify appropriate, sensitive and inappropriate locations for tall buildings as part of an urban design framework.
- 6.12 The changing nature in shopping behaviour requires a proactive response to how town centres are used, including the management of public space. Encouraging a wide range of uses of public spaces and

improving their quality forms part of a strategy to help our residents continue to enjoy and benefit from our town centres.

- 6.13 Developments are expected to achieve the highest standards of accessible and inclusive design, in accordance with London Plan Policy D5 and subsequent updates, with the aim of enhancing connectivity and permeability throughout the borough for all. This approach will ensure a safe, inclusive development layout and public realm that considers the needs of all, including the older population and those with disabilities, and increase the feeling of belonging and pride in local communities.
- 6.14 Applicants should work closely with local communities and others likely to be affected by new development to understand the local and distinctive context of the site, as well as to consider design options that respond positively to this context. Development proposals that can demonstrate early, proactive, inclusive (including easy-to-read documents) and effective engagement with the local community and other key stakeholders will be considered more favourably than those that cannot.
- 6.15 Masterplans and design codes will include images, graphics and diagrams to help visualise how spaces and buildings should be designed.





Draft Policy KD2: Design Considerations for Development

- A. Development should positively promote and reinforce local distinctiveness by delivering buildings, spaces and places that enhance local character as well as promote inclusive neighbourhoods and communities. Proposals are expected to respond to the Borough's Character Area Assessment and, where required, demonstrate this within a Design and Access Statement, showing how the proposal responds to and understands the:
1. external form, appearance and architectural style, detailing and materials of the proposed development;
 2. character and appearance of the existing area, prevailing or emerging form (urban grain, typologies), the spaces around and between them and the pattern and grain of existing or historic streets, plot widths, squares, mews and passageways;
 3. building lines, building form (height, scale, mass and bulk), orientation, access, definition, surface treatment, height and massing;
 4. strategic and local views, vistas and landmarks;
 5. townscape and streetscape features;
 6. significance of surrounding heritage assets and their settings;
 7. the mix of uses proposed, including the need for shared or separate access;
 8. natural features including trees, landscape, topography, open spaces and waterways; and
 9. accessibility and inclusivity considerations have been taken into account in the design.
- B. Development proposals will be supported where they help to facilitate good physical and mental health and contribute to the wellbeing of the population and deliver healthy, liveable and

accessible walkable neighbourhoods. As such, new development must ensure that:

1. buildings and spaces are inclusive and accessible for all ages and disabilities, including the older population and disabled people;
2. buildings should have good ventilation to ensure that indoor environments have clean air for people to breathe, and include mitigation to achieve air quality standards where needed;
3. where appropriate, active frontages with visual interest are provided at street level;
4. consideration is given to the appearance and functionality of the external space between the building and public highway, including the impact of vehicle parking;
5. a high standard of amenity for all that is well-designed, integrated and functional. It should mitigate issues of noise and air quality, support wellbeing and a variety of formal and informal activities;
6. active travel (walking and cycling) is encouraged by responding to desire lines, provide wide pavement areas, make provision for cycle parking and resting places around transport nodes and reduce vehicle dominance;
7. include, where possible, community spaces where people can freely meet and access support - including libraries, leisure centres, youth community centres, markets, festivals, sports competitions, arts events and street parties;
8. include, where possible, outdoor covered spaces with good ventilation and shade to help minimise health risks to people;
9. flat roof space is used efficiently for amenity space or biodiversity increase, such as green roofs;
10. improve green and blue infrastructure to support the health and wellbeing of residents and wildlife so that:
 - i. green spaces, waterways and ponds are attractive and well-maintained, with safe and easy routes to get there to



- encourage users to access them;
 - ii. landscaping around buildings creates improved outlook, trees for shade and space for community gardens for growing produce; and
 - iii. living walls and roofs create benefits to the environment; and
 - iv. natural species are protected.
- C. Development proposals are required to deliver well-functioning, safe and resilient places by demonstrating:
1. that the form and layout of buildings are coherent and functional, positively responding and knitting land-uses, spaces and surroundings together comprehensively;
 2. consideration of the importance of how the orientation and form of buildings supports people's sense of safety, connectedness and community;
 3. positive relationship with neighbouring properties, the wider area and the community;
 4. legible, overlooked and well-connected routes that encourage walking, cycling and use of public transport; and
 5. efficient servicing for waste, deliveries and building management.
- D. Development proposals must demonstrate consideration of plant equipment and rooftop infrastructure, including telecommunications equipment. They must reduce visual intrusion and be properly integrated in the design.

Planning Applications and Post-planning Processes

- E. Design quality must be maintained through to building completion by ensuring maximum detail appropriate for the design stage is provided to avoid the need for later design amendments that negatively impact quality (to include smoke and air vents, rainwater goods, grills, signage and other items to be affixed to or interrupt the elevations).

- F. For major development, a higher level of detail must be submitted, including:
1. important design features will be identified and agreed with officers, with input from Design Review Panel members or other independent technical experts;
 2. ensuring the wording of the planning permission, associated conditions and legal agreements provide clarity regarding the quality of design to ensure that design quality is carried through into the detailed design and construction of the development; and
 3. avoiding deferring the assessment of the design quality of large elements of a development to the consideration of a planning condition or reserved matter (for example through the requirement for the submission of a design code).





- 6.16** Design and Access Statements, submitted as part of development proposals, will be expected to contain an inclusive design statement as set out in London Plan Design Policies and subsequent updates to demonstrate how the highest standards of accessible and inclusive design have been achieved.
- 6.17** The council will require all development to accord with inclusive design requirements set out in the London Plan and the council's Inclusive Kingston Strategy (2021).
- 6.18** Design should be inclusive for people of all ages and disabilities, including people with dementia. This means development that is intuitive to use, safe and secure
- 6.19** Design and Access Statement must demonstrate how development proposals have followed the design-led approach to deliver high quality development in accordance with Policy KD2. Applications accompanied by design and access statements that do not clearly document the design evolution and rationale behind the proposal will not be accepted. They must include an analysis of the site constraints and opportunities, and an assessment of how the context has influenced the design. Design development must show a variety of options for development.
- 6.20** Proposals are expected to have regard to and address:
- The council's Supplementary Planning Documents, London Plan Guidance, and any other relevant guidance such as Planning Practice Guidance; and
 - feedback from the council, including through its Pre-application Advice Service, community engagement and, where appropriate, the council's independent Design Review Panel.
- 6.21** All planning applications should seek pre-application advice. Applications for major development should be informed by a thorough and genuine pre-application process. This will involve:
- signing up to a planning performance agreement (PPA) that sets a target committee date, expectations and programme of meetings;
 - engagement with the borough's Design Review Panel, unless advised otherwise. Large schemes (and GLA referable schemes) will need to attend multiple panels at early, intermediate and pre-submission stages; and
 - review of 3D modelling and views.
- 6.22** All major applications must demonstrate a meaningful engagement with local communities that give them the opportunity to shape development. This includes using a wide range of methods, including in-person and online methods of engagement. Attempts to proactively engage with all sectors of the local community must be demonstrated as part of any meaningful engagement.
- 6.23** All major applications must provide a 3D digital massing model suitable to allow the council to assess cumulative impact of development and inform required views of Townscape and Visual Impact Assessments. This must be in a form that accommodates VU.CITY software.
- 6.24** The council recognises the importance that 3D virtual reality tools and other interactive digital models have in helping understand the options and opportunities for particular sites. Applicants are required to submit graphic 3D modelling (as provided for example by VU.CITY) for all major applications and those deemed sensitive to change.



Draft Policy KD3: Amenity

- A. Development must demonstrate appropriate levels of amenity for its proposed occupants by ensuring that acceptable levels of privacy, outlook, natural daylight and other forms of amenity are provided, and that occupants would not be exposed to unacceptable levels of noise or odour.
- B. Development must demonstrate that it would not result in unacceptable harm to neighbouring amenity, including that of existing buildings and open spaces. The factors we will consider include:
 1. visual privacy, outlook;
 2. daylight, sunlight and overshadowing;
 3. artificial lighting levels;
 4. transport impacts, including parking and servicing;
 5. impacts of construction;
 6. noise and vibration levels;
 7. odour, fumes and waste disposal;
 8. microclimate;
 9. contaminated land; and
 10. impact upon water and wastewater infrastructure.

6.25 This policy seeks to ensure buildings are well-designed for future occupants, and seeks to manage the impact of development by protecting neighbouring amenity. The potential impacts on amenity should be considered at the very start of the design-led process and be reviewed throughout.



Draft Policy KD4: Public Realm

- A. Public realm must be designed and maintained to a high-quality standard. It should deliver inclusive, safe, accessible, attractive and well-connected places and spaces that make a positive contribution to the neighbourhoods in which they are located. Development proposals are encouraged to create new public space or enhance existing public space, wherever opportunities arise.
- B. Development proposals must demonstrate an understanding of how the public realm functions and creates a sense of place. Consideration should be given to the ways in which people use these spaces and how its design will influence their experiences within it.
- C. Public space should be designed with flexible uses in mind, incorporating heritage, art, culture, leisure and greenery wherever possible. The role and function of the public realm should be accessible to all, giving priority to those walking and cycling, and using public transport.
- D. Public realm will be supported if it optimises connectivity and brings a positive creative approach in terms of its operation and function, and creates and supports community spaces where people can freely meet and access support. Public realm will be encouraged to be dynamic places that create positive experiences for people to dwell, play and have fun.
- E. Development that provides new or enhanced pedestrian links in the public realm will be supported.
- F. All development should create safe and secure places and comply with all current safety in public realm design standards.
- G. Public art should be installed in an appropriate location. Applicants should work with the council to ensure that public art is commissioned and delivered with local influence.



Design and heritage

- H. Developments on existing streets or those that propose new ones should seek to implement new trees and sustainable urban drainage solutions to improve the diversity in the public realm, and tackle surface water and air pollution issues.
- I. Large developments are expected to contribute to the local public realm offer, improving greening, reducing clutter and providing places to dwell as well as infrastructure for visitors such as public toilets and wayfinding.
- J. The council will support a healthier town centre environment through supporting:
 1. mixed-use streets, with a combination of commercial, residential, cultural, leisure and service industries;
 2. green infrastructure; and
 3. inclusive high street environments through design

- 6.26 Policy KD4 promotes the enhancement of the borough's character and heritage for present and future generations through a positive approach towards sustainable development by the high-quality design of the built environment and the public realm.
- 6.27 Developers will be required to demonstrate deliverability of landscape proposals - including new trees, planning and landscaping - and taking on board underground services.
- 6.28 The Character Area Assessment is the main tool that will be used to enable future development and should be included in the Design and Access statements for early planning application discussions. A Design and Access Statement should set out the consideration of design options, using the principles of the 10 characteristics of a well-designed place as set out in the National Design Guide:

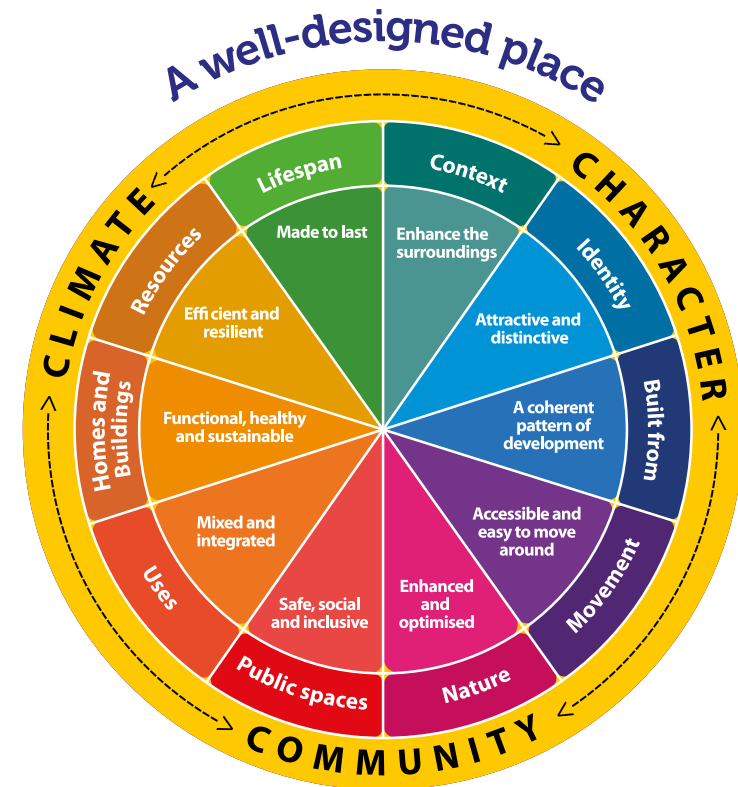


Figure 6.1: Diagram showing 10 characteristics of a well-designed place as set out in the National Design Guide

- 6.29 A Design and Access Statement should be proportionate to the scale and type of development, although the principles can be applied to larger schemes as well as the detailed design of a small space. Well-designed environments will bring a significant contribution towards increased safety and security in the built environment and public spaces through the provision of active frontages, and promotion of natural surveillance which will enhance at the same time the local identity and civic pride.



- 6.30** The design of the public realm is a crucial component of the built environment's attractiveness and operating success. Public realm needs to be flexible to enable activities and events to happen, as well as spaces to visit, dwell in and as a way of connecting spaces. Enhancing the public realm can help to improve the connectivity, legibility and permeability of the built environment and ensures the plan is underpinned by the right type of development. Addressing improvements to the public realm is essential - while placing public realm considerations at the heart of individual development schemes and establishing the critical measures an applicant needs to consider when going through the planning process. Public spaces also need to be considered in relation to how they operate strategically together across the borough, as a network of connected spaces, and should not be gated.
- 6.31** Public realm and landscape play an important role in boosting the local economy and improving environmental quality, community cohesion, cultural intervention and people's wellbeing. The policy is guiding the creation of high-quality places that will be appreciated by present and future generations and will add value to local communities. A distinctive public realm will actively contribute to the enhancement of local character through consideration of both aspect and function. The Public London Charters emphasises the importance of public spaces to community wellbeing. For example, play streets have the potential to improve urban areas.
- 6.32** The council will promote the public spaces in accordance with the purposes that they serve, including promoting public spaces that are flexible enough to encourage the increase of dwell time and engagement in the life of local communities and visitors. The main aim is to improve the experience provided for residents and visitors in the borough through improving the sense of community, belonging and civic pride.
- 6.33** Local communities, workers and visitors of the borough's spaces are placed at the centre of the policy which promotes high-quality design tailored to local character and accessibility for all types of users while considering them throughout all the design stages.
- 6.34** The Council places a strong emphasis on creating high-quality environments that residents can enjoy without being impacted by disturbance (including anti-social behaviour, litter, graffiti and dog fouling) so that they can work and live in a healthy and safe environment. Development should be designed in a way that does not negatively affect the amenity in the borough at any given time, or the ability of different uses to continue operating (where they are appropriately located).
- 6.35** Mixed-use streets (with a combination of commercial, residential, cultural, leisure and service industries) have been shown to encourage active travel (walking and cycling) and social interaction by providing a diverse range of amenities clustered in one area. Mixed-use streets also have the potential to improve diet-related health inequalities by providing access to a range of convenient healthy food outlets and grocery stores.
- 6.36** Principles for implementing mixed-use developments include ensuring building height is on a human scale, enhancing the streetscape and creating varied shop frontages that are aesthetically pleasing. This provides visual stimulation and encourages visitors.
- 6.37** The introduction of green infrastructure has multiple economic, health and environmental benefits, including promoting biodiversity, addressing issues relating to climate change, enhancing the aesthetics of environments and improving the economic value of local areas.



- 6.38 Street design can protect pedestrians from road traffic injuries and fatalities, encourage physical activity, modify the behaviour of pedestrians and improve or worsen levels of comfort and activity on the high street.
- 6.39 Ensuring high streets encourage walking also contributes to reducing congestion, noise and pollution levels, in turn reducing environmental impacts and the risk of health conditions associated with high levels of noise and air pollution



Draft Policy KD5: Housing Quality and Standards

- A. All new housing development should provide adequately-sized rooms and spaces with comfortable and functional layouts along with well-integrated amenities. This includes proposals for new-builds, changes of use, alterations and extensions. Development should consider natural light, external storage space and year-round thermal comfort.
- B. Proposals for new housing development must meet, and wherever possible exceed, the housing standards set out in the London Plan and London Plan Guidance, including the minimum standards for:
1. private internal space, having regard to:
 - i. internal floor area and built-in storage area;
 - ii. bedroom size; and
 - iii. ceiling height;
 2. private outside space, having regard to:
 - i. outside space adequate for the intended number of occupants; and
 - ii. minimum depth and width of balconies or other private outdoor spaces;
 3. where possible, homes and surroundings must be designed to be inclusive, accessible and adaptable;
 4. shared residential accommodation;
 - i. Internal amenity space
 - ii. external amenity space that is covered and well-ventilated;
 5. children's play space; and
 6. landscaping around buildings to improve outlook, trees for shade, and space for community gardens for growing produce.
- C. Development proposals for new housing must address the qualitative design aspects set out in the London Plan and the Housing



Design Standards London Plan Guidance, demonstrating detailed considerations for:

1. layout, orientation and form;
 2. outside amenity space; and
 3. usability and ongoing maintenance.
- D. Housing development should be designed to be inclusive, accessible and safe to all, having regard to the requirements of London Plan Policy D7, Policy KD2, Building for Life 12 and, secured by design principles. Regard should be had to microclimate to ensure that proposals are high quality and fit for purpose.
- E. Housing development should protect and enhance the amenity for occupiers of the building, as well as that of adjoining site users and uses, in line with Policy KD3.
- F. Housing development must be designed to ensure that homes across all tenures are indistinguishable from one another in terms of quality of design and materials, space standards, access and amenity provision. Separate access to different parts of the same development will only be acceptable if it can be demonstrated that it would be financially unviable to do so because of service charges.
- G. Housing development should maximise the provision of dual-aspect homes. Proposals for single-aspect homes will be resisted and should only be considered in exceptional circumstances, where it can be suitably demonstrated that it will provide for a more appropriate design solution than a dual aspect dwelling, having particular regard to:
1. building layout and orientation;
 2. outlook for occupiers;
 3. microclimate management including heating, cooling and ventilation; and
 4. amenity including adequate privacy and protection against exposure to odour, noise, light and air pollution.

- 6.40** High quality and adaptable design is integral to ensuring housing meets the diverse and changing needs of the borough's residents over their lifetimes. Proposals for new housing development must meet, and wherever possible seek to exceed, the housing standards set out in the London Plan, including the minimum standards set out in Table 6.1. Where external amenity spaces cannot be justifiably provided, internal amenity spaces should be provided. Further guidance will be provided in the form of local Design Codes and Supplementary Planning Guidance.
- 6.41** With many people staying at home, the COVID-19 pandemic has highlighted the importance of having appropriate indoor and outdoor space. Having sufficient space is important for both physical and mental wellbeing and the Council will require all housing to to maximise both internal and external amenity space. Proposed developments are expected to demonstrate how they meet the Housing Design Standards London Plan Guidance within a Design and Access Statement.
- 6.42** The layout, orientation and form of buildings is important for ensuring that homes are well designed and usable for residents. This is also important when considering the heating and cooling of buildings. The microclimate management of buildings should follow the Government's Heatwave Plan for England.
- 6.43** Where possible for shared accommodation, outdoor amenity space and community meeting areas should be well-ventilated areas for safe gatherings that minimise the risk of transmission of respiratory infections such as COVID-19 and flu and provide shaded areas in hot weather.



Table 6.1: Minimum space standard for new homes

| Type of dwelling | | Minimum gross internal floor areas and storage (square metres) | | | |
|------------------------|----------------------------------|--|--------------------|--------------------|------------------|
| Number of bedrooms (b) | Number of bed spaces (person(p)) | 1 storey dwellings | 2 storey dwellings | 3 storey dwellings | Built-in storage |
| 1b | 1p | 39 (37)* | N/A | N/A | 1 |
| | 2p | 50 | 58 | N/A | 1.5 |
| 2b | 3p | 61 | 70 | N/A | 2 |
| | 4p | 70 | 79 | N/A | 2 |
| 3b | 4p | 74 | 84 | 90 | 2.5 |
| | 5p | 86 | 93 | 99 | 2.5 |
| | 6p | 95 | 102 | 108 | 2.5 |
| 4b | 5p | 90 | 97 | 103 | 3 |
| | 6p | 99 | 106 | 112 | 3 |
| | 7p | 108 | 115 | 121 | 3 |
| | 8p | 117 | 124 | 130 | 3 |
| 5b | 6p | 103 | 110 | 116 | 3.5 |
| | 7p | 112 | 119 | 125 | 3.5 |
| | 8p | 121 | 128 | 134 | 3.5 |
| 6b | 7p | 116 | 123 | 129 | 4 |
| | 8p | 125 | 132 | 138 | 4 |

Key: b: bedrooms p: persons

^ New dwelling in this context includes new build, conversions and change of use.

* Where a studio / one single bedroom one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39 sq.m. to 37 sq.m., as shown bracketed.



Draft Policy KD6: Residential Extensions, Alterations and Basements

- A. Proposals involving extensions or alterations to existing housing will be required to achieve high-quality design and protect of residential amenity within the borough by ensuring that the development:
1. is well-designed design that responds positively to the character of the neighbourhood;
 2. respects and complements the design and detailing of the original building;
 3. respects the form, scale, bulk, and proportions of the original building;
 4. uses robust external materials that will be appropriate and sympathetic to the original building and to its surroundings;
 5. respects space between buildings where the rhythm contributes to the character of the area and to avoid long conjoined facades;
 6. complements the character and appearance of the wider setting;
 7. mitigates against noise, vibrations or visual disturbance resulting from the development so that it does not diminish the living conditions of existing and future residents;
 8. ensure proposals for dormer windows are of a size and design that respect the character and proportions of the original building and surrounding context, do not dominate the
- B. Proposals involving the extension or alteration to roofs (including dormers windows) will be required to ensure that the development is of a size and design that respects the character and proportions of the original building and surrounding area in accordance with relevant supporting guidance or design codes.
- C. Proposals involving the creation or extension to basements will be required to ensure that the development does not:



1. adversely impact the structural stability of the host building, neighbouring properties, infrastructure and the public realm, taking into account local ground conditions;
 2. result in an increase in flood risk or ground instability; and demonstrates that all likely users of the development will be safe from all sources of flooding ensuring safe access and egress.
 3. adversely impact the natural environment including important trees; and
 4. adversely impact the amenity of neighbouring residential properties, and will minimise impacts on amenity during the construction phase.
- D. The scale, siting and design of basements should be proportionate to the footprint and scale of the host building and should:
1. not comprise of more than one storey or 4 metres in depth (whichever is the smaller);
 2. not be built under an existing basement;
 3. not exceed 50 per cent of each garden area of the property;
 4. include a sustainable urban drainage scheme, including adequate soil depth above any part of the basement beneath a garden; and
 5. contribute to the carbon reduction targets of the London Plan.

6.44 As property and land prices continue to rise in Kingston, the borough is seeing increasing pressure to extend properties downwards through basement development. Approved document B of the UK building regulations, Fire Safety, Volume 1 Dwelling houses, defines a 'basement storey' as 'a storey with a floor which at some point is more than 1200mm below the highest level of ground adjacent to the outside walls.

6.45 Basement development impacts the ground and water conditions of the area which can result in ground instability and flooding. Basement development also creates significant construction impact through its excavation. The council recognises the need to protect the environment, adjoining property and the amenity of neighbouring occupants from these impacts, therefore it will restrict the extent of any development for basements. Proposals for basement development must be accompanied by a Basement Impact Assessment.

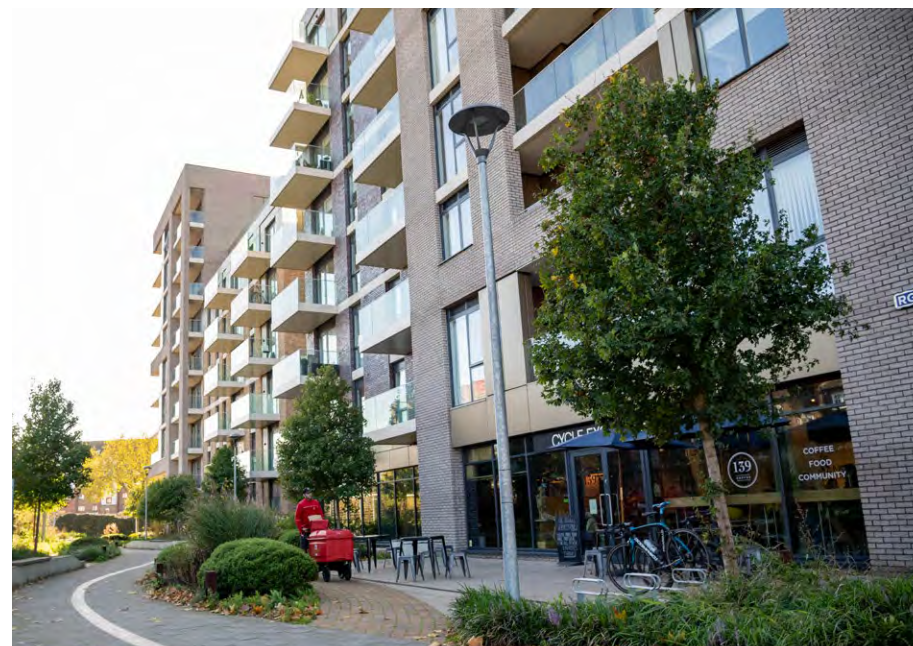




Draft Policy KD7: Residential Amenity Space

- A. Proposals for new homes must provide good quality external private amenity space that is not significantly overlooked by existing development and which meets or exceeds the following minimum area standards:
1. 50 square metres for each dwelling house;
 2. 5 square metres per bedspace for flats (excluding areas provided as children's place space or bin or bicycle storage).
- B. New private amenity space must have good aspects and outlook. When at ground level there should be good levels of privacy and avoid being adjacent to car parking.
- C. The principal private residential amenity space must be usable and well proportioned by ensuring that:
1. it is in one contiguous area;
 2. has level access from the home it serves; and
 3. is directly accessible from the living area of the home.
- D. Ground floor private amenity space should be located to the rear of the building, unless this is unsuitable due to design considerations.
- E. Private amenity space should achieve good levels of sunlight in line with BRE guidance.
- F. Communal residential amenity space serving two or more homes must ensure that:
1. it is accessible by the public, where possible;
 2. it is of a suitable size;
 3. it contains facilities and landscaping suitable to the number and type of homes it serves (as a minimum, this should allow space for external cooking and dining, soft landscaping, and areas for relaxation and play);

4. it is not overlooked by windows and/or balconies of the development it serves;
 5. it is directly accessed from communal circulation cores (and each individual dwelling where possible);
 6. it is accessible to wheelchair users and other disabled people;
 7. it has suitable management arrangements in place; and
 8. no vehicles can be parked on it (unless required for access by emergency services).
- G. Where external standards are not achievable, proposals should seek to contribute a payment in lieu via a Section 106 legal agreement to nearby public outdoor spaces and seek to provide high-quality shared amenity internally which has good levels of accessibility, access and outlook.





- 6.46** Amenity space is critical to the health and wellbeing of residents. When well-designed it provides opportunities for play, exercise, sport, biodiversity, socialising and to engage in interests such as gardening and food growing. Access to multi-functional amenity space can enhance the 'liveability' and enjoyment of people's homes.
- 6.47** Private amenity space is defined as open space which is accessible only to the resident/residents of the dwelling. It does not include space used for purposes such as access roads, driveways, garages/carports/ car parking spaces, outdoor storage areas; or landscaped areas which provide a setting for the development such as front gardens.
- 6.48** The principal private residential amenity space minimum standard must be a minimum of 1.5 metres wide and be provided in one contiguous area and have level access from the dwelling it serves. Additional amenity space (i.e. not connected to the principal amenity space) does not have to meet this requirement.
- 6.49** A minimum standard of provision is necessary to ensure that any amenity space provided is functional. It is acknowledged that providing private amenity space as part of flatted development may present different challenges than housing schemes due to the higher numbers of units which are accommodated and distributed across different storeys on the site. However, both types of development still need to offer access to good quality amenity space as a mixture of private and communal provision.
- 6.50** The overall quality and design of amenity space is also important to how successfully it functions, screening to facilitate privacy, accessibility, sunlight to allow for prolonged usage and management arrangements can help to create a space which is attractive and inviting therefore promotes the use of the space for leisure and relaxation.
- 6.51** In areas exposed to excessive noise or air pollution, winter gardens will be considered as an alternative to external amenity instead of balconies, subject to acceptable design and access to light.
- 6.52** The standards for private amenity space do not take into account the potential for loss of amenity space resulting from permitted development extensions. In these circumstances the council may remove permitted development rights to ensure that the minimum standard of amenity space is retained.
- 6.53** Well-designed environments bring a significant contribution towards an increased safety and security in the built environment and public spaces through provision of active frontages, promotion of natural surveillance which will enhance at the same time the local identity and civic pride.
- 6.54** The minimum requirement will not represent an acceptable standard of provision on all sites, there will be cases where new development will be required to provide more amenity space, such as when the development is within an area with identified open space or play deficiencies, or where amenity space makes a greater contribution towards setting and the character of areas, having regard to Conservation Area Appraisals and Management Plans and other parts of the evidence base.
- 6.55** Development should demonstrate in the design and access statement how the design of the amenity space accords with best practice.



Draft Policy KD8: Commercial Frontages and Signage

- A. Advertisements, hoardings and signage must be well-designed and well-integrated within the public realm, host buildings and the surrounding area and comply with the standard conditions outlined in the DCLG's Outdoor Advertisements and Signs: A Guide of Advertisers (2007) or its updated equivalent.
- B. In particular, proposals will be supported where they demonstrate how they:
 - 1. complement the character, appearance and visual amenity of the site and the surrounding area and celebrate the heritage of the borough;
 - 2. conserve or enhance the setting or significance of heritage assets (including conservation areas and listed buildings) and do not obscure architectural features;
 - 3. do not intrude into the outlook of nearby residents;
 - 4. do not adversely affect public safety or impede pedestrian access, including for those with visual impairment or impaired mobility;
 - 5. enhance the visual amenity of construction sites and vacant or underused sites/buildings and the surrounding area, including through the use of appropriate lighting;
 - 6. are subservient in relation to the streetscape or the buildings to which they are attached and there is no harmful impact on trees, especially those with Tree Protection Orders (TPOs) or within Conservation Areas;
 - 7. do not create or contribute to a proliferation of signs and advertisements which cause 'visual clutter' in the streetscape; and
 - 8. ensure that light pollution and neon advertising is minimised.
- C. Shopfronts, advertisements, signage and hoardings within conservation areas and affecting other heritage assets need to:
 - 1. conserve or enhance the heritage asset and protect the special characteristics and overall visual amenity of the heritage asset and its setting;
 - 2. be no higher than fascia or ground level;
 - 3. ensure that any illumination is external; and
 - 4. have no more than one projecting or hanging sign per frontage.
- D. Internally illuminated signs, box fascias or projecting box signs will not be supported in conservation areas or where they negatively impact designated or non-designated heritage assets. They will be refused elsewhere unless the proposal is: of limited height; recessed into the fascia area (not projecting forward from the façade); contained between flanking pilasters; or where the proposed advertisement type is a positive feature of the building upon which it is proposed. Internal illumination of the entire sign will rarely be acceptable. Externally illuminated fascias and bracketed sign boards may offer an acceptable alternative.
- E. Development involving the creation of new, or alterations to existing ground floor frontages and shop fronts within town centres and other non-industrial locations will only be supported where:
 - 1. the frontage maintains visual interest and does not have a detrimental impact on the streetscene;
 - 2. the frontage respects the rhythm, style, materials and proportions of the building/group of buildings of which they form part of (including the upper floors), avoiding damage to existing pilasters, capitals and other significant features, and where possible reinstating lost features important to the character of the street or building;
 - 3. separate access to the upper floors of the building is maintained.



4. any security shutters proposed are internally mounted, located behind the fascia and visually permeable;
5. it does not create deep fascia zones (except where it would respect the character of adjoining premises);
6. the street number is displayed within the frontage;
7. no more than 10 per cent of the glazed area is obscured at any time, and a window display is included and maintained at all times. Window displays should be lit at night using energy-efficient fittings; and
8. new and redeveloped shopfronts established on corner sites will be expected to utilise both elevations to help activate and contribute to natural surveillance

- 6.56** To ensure shopfronts are attractive, secure and of high-quality design, this policy requires that new shopfronts and related alterations respect the scale, character, materials and features of the buildings of which they form part and the surrounding context. This is in addition to the advertisements and hoardings requirements in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- 6.57** “Ground floor frontages” refers to all non-residential development apart from development within designated industrial areas. The majority of these developments are those offering services to the public that are traditionally integrated within the street and located in town or local centres. However, the policies also apply to business premises located away from such centres. Frontages are defined as any ground floor element of the building that abuts the public realm.
- 6.58** Shopfronts should be active and create a liveliness and interest in the street. The attractiveness of individual shops and other business premises concentrated within the borough’s town centres is of prime importance to the vitality of existing shopping streets and the

perception of the borough. Applicants should look at surrounding buildings, similar buildings elsewhere, historic records (e.g. photos) and remaining architectural features to develop an appropriate shopfront and advertisement designs.

- 6.59** Shop fronts should use a consistent palette of materials and consider the relationship with the neighbouring shop fronts to create a cohesive aesthetic along the shopping street/place and its impact on the public realm. Access to the upper floors of the buildings should always be maintained. In cases where separate access to upper floors does not exist, applicants should attempt to secure its provision through negotiation when examining new shop front proposals and encourage access to these via main routes and street frontages to encourage continual activity.
- 6.60** Shopfront lighting at night time is important to ensure visual permeability, maintain safety and reduce the fear of crime within centres outside of business hours. It is necessary to limit the degree to which glazed areas are obscured (i.e. items fixed directly to the glazing which prevent visual permeability) to maintain both visual amenity and safety through protecting active frontages. This requirement will normally be implemented through a planning condition as part of a planning consent.
- 6.61** Advertisements, hoardings and signage are a common feature in the borough and usually located on or adjacent to the public realm. They provide information and can enhance orientation for the public while playing a complementary role in supporting the economy and influencing the quality of places through direct impact on streetscape and townscape. Moreover, they can also affect local amenity through intrusive light pollution.



- 6.62 Proposals for advertisements on or adjacent to the Transport for London Road Network will be required to consult Transport for London for an opinion on the impact on the safe operation of the highway network.
- 6.63 Where possible, proposals should create local interest through innovative solutions and by incorporation of public art or images of local history or linked to the heritage of the borough.
- 6.64 An excessive amount of signage can lead to visual clutter in the street scene and negatively impact on visual, amenity and public safety. The amount of signage must therefore be appropriate to the character of the area and must consider proximity to conservation areas and listed buildings.



Draft Policy KD9: Telecommunications and Digital Infrastructure

- A. The council will require the installation of new telecommunication apparatus to minimise its impact on the street scene and not unacceptably harm the appearance of heritage assets and local character or quality of public realm through appropriate design and:
1. demonstrate that where a new site is proposed that co-location/mast-sharing on existing sites has been explored and is not possible;
 2. not unacceptably detract from the amenity of the host building and surrounding properties;
 3. consider the usability of all pedestrians, including people with disabilities;
 4. ensure that opportunities for equipment sharing have been fully investigated and taken into account; and
 5. are located on a main road or walking route, with a minimum residual footway of 1.5 metres is provided.
- B. Major developments and infrastructure projects must be designed to enable the installation of the most up-to-date standards of digital connectivity and ensure easy maintenance and future upgrading as technologies and standards improve.
- C. In order to minimise visual impact, all communications equipment to be removed as soon as reasonably practicable once it is not required for use, and older equipment should be upgraded wherever feasible. Where possible, they should be consolidated and/or located underground.



- 6.65 Communications infrastructure plays a critical role in the functioning of the borough for local communities and especially for technology-based sectors of employment. Economic growth is highly dependent on access to the latest technology with a future-proofed approach that enables updating as the standards improve.
- 6.66 Investment in digital infrastructure and ICT is a clear public benefit and will be provided and coordinated in a manner sympathetic to the local character and historic environment of the borough and by avoiding clutter in the public realm.
- 6.67 Policy KD9 places a high emphasis on safety and appreciation of the local character, historic environment and public realm with consideration towards impacts on the host building and surrounding context and amenity. Telecommunications and digital infrastructure providers should seek pre-application advice before submitting proposals.
- 6.68 Details should also be included on the frequency modulation, power output and evidence of how the proposal meets the International Commission on Non-Ionising Radiation Protection to demonstrate compatibility with surrounding uses.



Draft Policy KD10: Views Management

- A. The council will require development proposals to positively contribute to the characteristics and composition of strategic and local views (as set out in Appendix A), including vistas and landmarks. Proposals affecting Strategic Views, Local Views and Local Landmarks will need to demonstrate their contribution to enhancing local distinctiveness and that:
1. there is no detrimental impact on the foreground, middle ground and background of the designated view;
 2. it preserves and enhances a viewer's ability to recognise and appreciate landmark elements within these views which are important to the identity and character of the place; and
 3. compliance with the principles and policies for managing views, as set out in London Plan Policy HC4 (London View Management Framework).
- B. Where possible, development should create new local views and vistas, particularly where the comprehensive redevelopment of sites is proposed.
- C. Landscape views, where supported by evidence, will also be protected by the council.



- 6.69 There are a number of views that make an important contribution to the distinctiveness and character of the borough, in particular those focussed around Kingston Town Centre. These views play an important role in the appreciation of the borough's built and natural environment showcasing its layers of historic growth, new developments, important skylines and landmark features. Views also help to shape people's sense of place, particularly as the views provide corridors that lead to or reveal important landmarks, townscape and landscape features.
- 6.70 New development should make a positive contribution to the characteristics and composition of local and protected views. Careful consideration of a development's silhouette, building materials and finishes can make proposals more sympathetic to long distance views. A proportionate approach to protection of views will be taken, which will consider the significance and impact of proposals. The use of 3D models and heritage, townscape and visual impact assessments will be required to demonstrate impacts and enhancements.
- 6.71 The main tools that will be used in shaping and managing views are set out in Kingston's Views Study and the Character Area Assessment, which should be used to inform development proposals affecting views.
- 6.72 Development should enable new publicly accessible viewing locations through public realm improvements. Opportunities should also be taken to create new local views and vistas. Proposals for major development, including where multiple sites are to be brought forward comprehensively, present particular opportunities to enhance views. Consideration should be given to the layout, orientation and height of buildings and spaces to enhance existing viewing corridors, or introduce new ones, to help reveal townscapes and landmarks. Proposals should also maximise the visual amenity provided by watercourses in the borough.



**Draft Policy KD11:
Tall Buildings**

- A. The council defines tall buildings as buildings that are more than 21 metres in height, as measured from the lowest point on the ground to the uppermost part of any rooftop structures (including plant and lift overruns), except in the designated Thames Policy Area where they are defined as buildings 18 metres or more in height.
- B. The council has identified locations where tall buildings may be an appropriate form of development, subject to meeting the other requirements of the Local Plan, in the Policies Map.
- C. The council will require proposals for the development of tall buildings to demonstrate how they meet the requirements of London Plan Policy D9 (Tall Buildings) alongside how they address the following:
 - 1. are designed with building heights that are sensitive to the site’s immediate and wider context having regard to Figure 6.3 (sensitivity plan) including the distinctiveness of Thames Policy Area;
 - 2. protects strategic and local views, vistas and landmarks, including strategic background views, having regard to Policy KD10 (Views Management); and
 - 3. consideration of safety risks particular to tall buildings and how to mitigate them.
- D. For tall buildings important design features will be identified and agreed with officers, with input from Design Review Panel members or other independent technical experts.

6.73 This policy sets out the council’s approach to positively manage the development of tall and taller buildings in the borough and should be

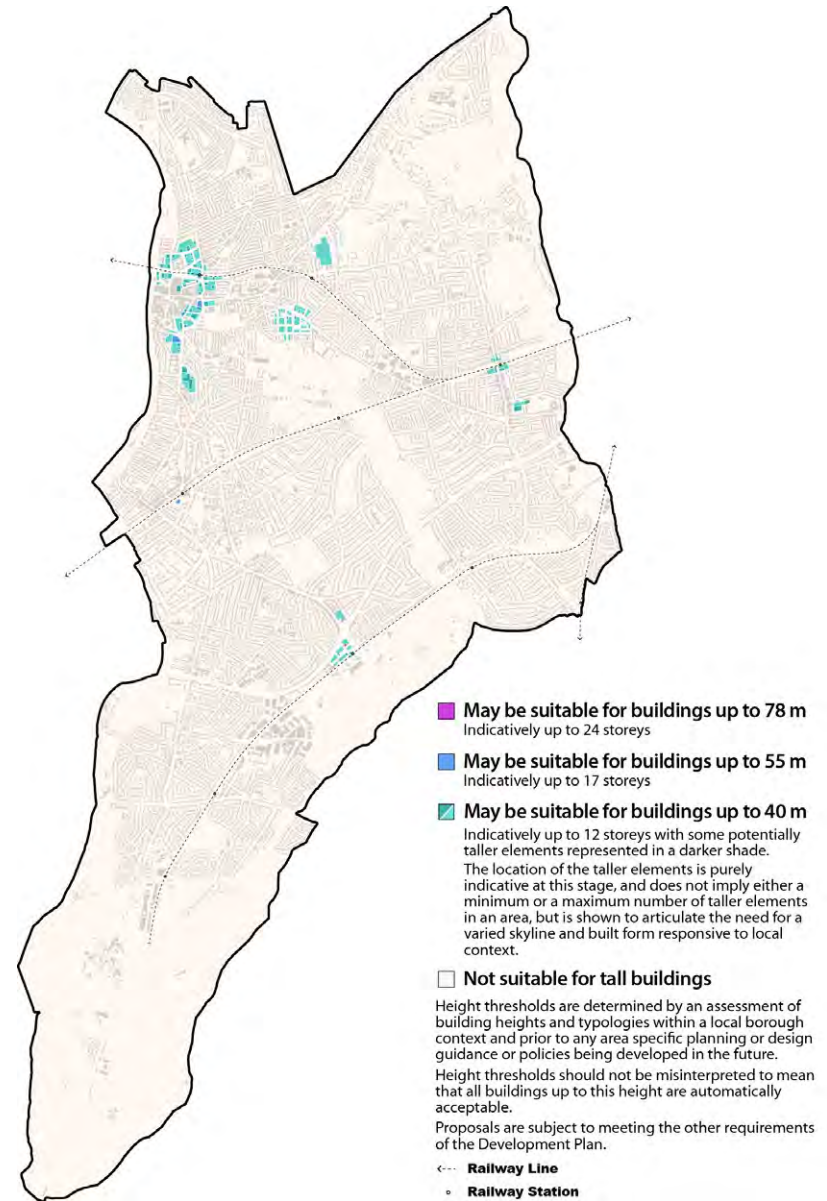


Figure 6.2: Map of suitable locations for Tall Buildings (subject to outcomes of the Tall Buildings Strategy)



read in conjunction with Policies KD2 and KD10. Taller buildings are those that rise above the prevailing heights of buildings and structures within a site's immediate and wider surrounding area (normally, but not exclusively, two or three storeys above). Tall buildings are defined as buildings that are 21 metres or more in height (approximately seven storeys), except in the designated Thames Policy Area where they are defined as buildings 18 metres or more in height. Tall buildings also cause a significant change to the townscape and skyline. By definition, and for policy implementation, not all taller buildings are tall buildings. The tall building definition refers to a measurement from the ground floor to the top of the building's roofline (and includes any plant/lift overruns).

- 6.74** In order to support the delivery of housing we will seek to ensure that proposed developments optimise site opportunities. This includes support for well-designed and sensitively integrated higher-density development that responds positively to its local context. It is important to emphasise that higher density does not only imply tall buildings.
- 6.75** Tall buildings should form part of a comprehensive approach to development, such as an area-wide masterplan or site allocation and may be suitable in the identified locations. Where this is not the case, proposals should explore alternative building forms that are more appropriate for its context, capacity for development and capacity for change. Mid-rise solutions may be more appropriate and positively contribute to the local character and provide greater capacity.
- 6.76** Tall and taller buildings as well as higher density developments that are of exemplary design and appropriately located can play an important role in delivering good development. Whilst acknowledging that Kingston's skyline has and will continue to evolve over time, there remains an imperative to protect and enhance its distinctiveness and character.

- 6.77** To ensure tall buildings are suitably sited and well designed, they must enhance the boroughs skyline and help people to navigate through it by providing reference points and emphasising the hierarchy of places (including creating or reinforcing wayfinding markers to nodes of social, cultural or civic activity and transport interchanges). However, tall and taller buildings proposed in locations which are considered not suitable, can have detrimental impacts both on the immediate area and the wider area. These impacts may include the blocking of established views and vistas or landmarks, harm to heritage assets and their setting, adversely affect character, visual amenity of streetscapes and townscapes, microclimate conditions (sunlight, wind and other). Poorly designed buildings can also adversely impact on community safety as well as the mental and physical health and wellbeing of the population.
- 6.78** Careful consideration will need to be taken with proposals for tall buildings given their visual prominence and range of potential impacts on the townscape, skyline, local neighbourhood and wider area. The Kingston Character Area Assessment (TBC 2022) and Tall Buildings Strategy (TBC 2022) include detailed assessments of local character and have informed the identified locations that may be suitable for tall buildings and borough-wide sensitivities, as set out in Figures 6.2 and 6.3 respectively. Proposals will be considered on their own merits, taking into account individual site circumstances and the cumulative impacts of the development of tall and taller buildings in a locality. We will seek to assess the individual and cumulative impact of proposals using graphic 3D modelling, such as enabled by VU.CITY software, and applicants will be required to submit technical information to support this analysis.
- 6.79** Tall buildings, alongside other major development proposals will be required to attend Design Review Panels throughout their evolution and carry out meaningful communications and engagement with the local community.

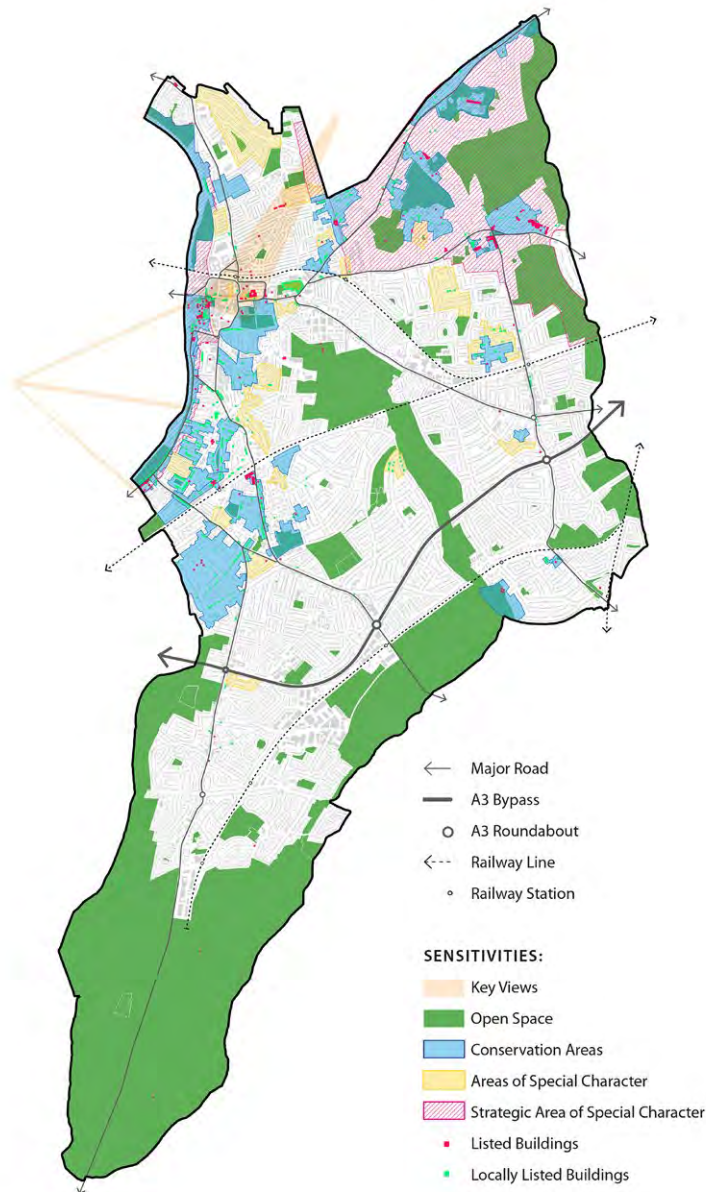


Figure 6.3: Map of sensitive locations for Tall Buildings (subject to outcomes of the Tall Buildings Strategy)



**Draft Strategic Policy KD12:
 Heritage Assets**

- A. In accordance with national policy and the London Plan, the council will support development that conserves Kingston’s historic environment and heritage assets whilst optimising their positive role in the borough’s economy, visual amenity, sustainability and social wellbeing, by:
1. placing our unique built, cultural and landscape heritage at the heart of place-making and good growth, alongside delivering high-quality new buildings and spaces which enhances their settings, with reference to the Character Area Assessment, Conservation Area Appraisals and Conservation Area Management Plans, and any subsequent relevant emerging and adopted documents;
 2. ensuring recognised heritage assets and their settings are conserved and put to viable use, in a manner appropriate to their significance;
 3. better revealing heritage, including cultural heritage, which is not formally recognised, valued or understood, particularly where heritage is scarce or underrepresented;
 4. where necessary, securing the retention and long-term sustainability of heritage assets through sensitive adaptation to meet changing needs, maximising inclusive access and improving energy efficiency and thermal comfort, whilst avoiding harm;
 5. respecting existing features of local significance through the consideration of the form, scale, layout, and detailed designs of a site, area or streetscape; and
 6. conserving or enhancing the natural and built historic environment which contributes to the character of the borough’s important riverside settings, recognising both the significance of the Thames and Hogsmill.

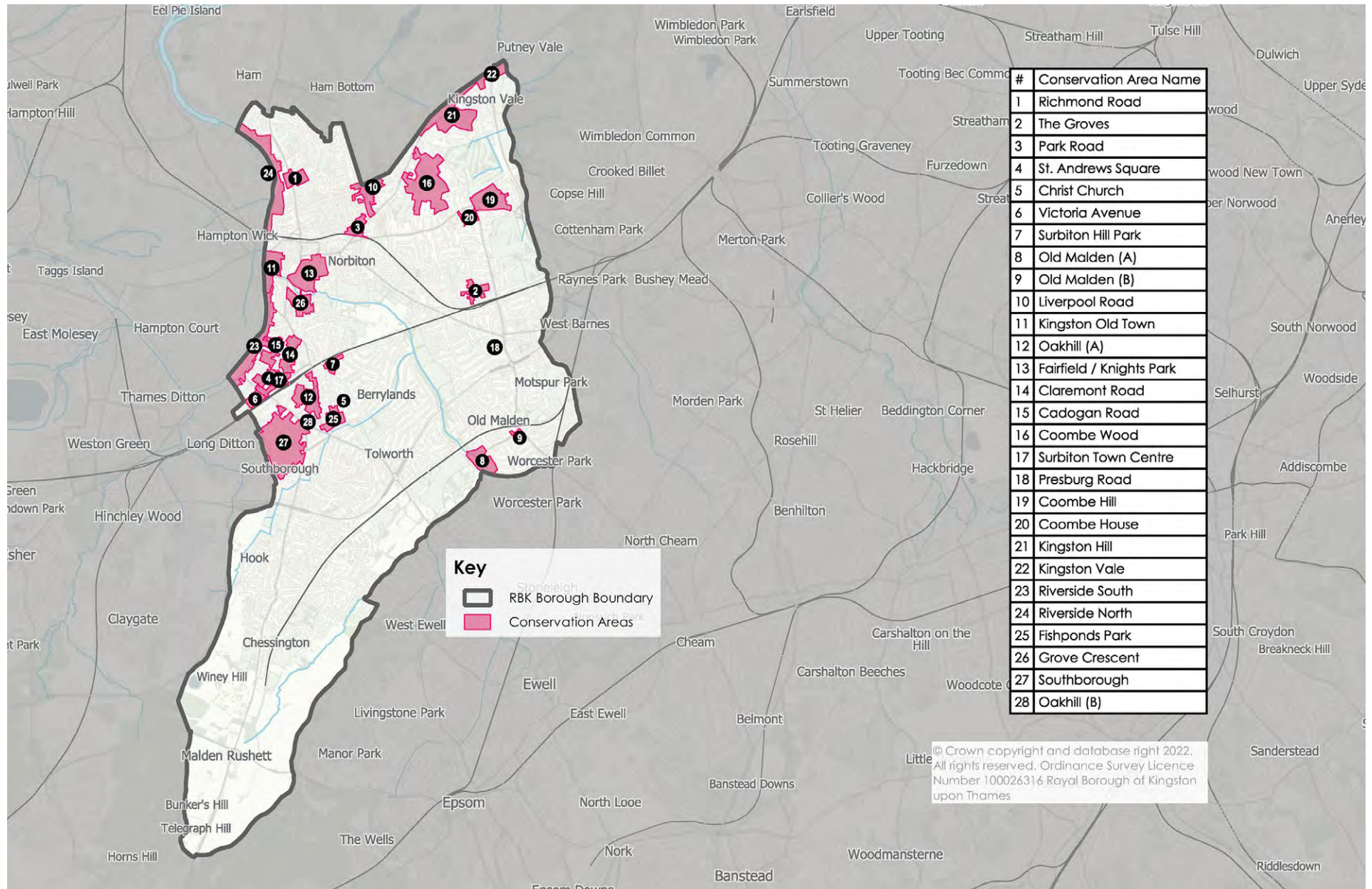


Figure 6.4: Map showing Conservation Areas



- 6.80** Our built environment is not static, but develops through time. The qualities and distinctive features that make up the present character of a place are the result of past actions. The borough has a nationally important history dating back to prehistoric and Saxon times, with a rich evolution centred on its strategic location on the River Thames: from a mediaeval market town and rural settlements, to a vibrant metropolitan centre and diverse suburban communities. As described in the Borough Character Area Assessment, this history is present in Kingston's many areas of well-defined and distinctive local character that create its unique sense of place and local identity.
- 6.81** The Council is using the Local Plan as an opportunity to reinforce and emphasise the value of Kingston's historic environment as a driver of sustainable growth, for present and future generations. The statutory duties outlined by the Planning (Listed Buildings and Conservation Areas) Act 1990 are reinforced by the NPPF and London Plan, in establishing character, context and history as fundamental to the development of sustainable, well-designed and inclusive places.
- 6.82** The focus upon heritage-led regeneration is a driving force behind development within the borough and the council will encourage positive contributions towards the local distinctiveness of its historic environment and heritage assets. Respecting and enhancing these assets through change, innovation and high quality design is the main theme adopted by the policy with a positive approach when addressing challenges. Developments must respect and enhance the significance of heritage assets, be sympathetic towards them, their setting and their appreciation. Moreover, proposals must aim to respect the borough's legacy of historic or architecturally important spaces and neighbourhoods.
- 6.83** The borough's heritage assets form part of an irreplaceable legacy that must be taken into great consideration with regard to sustainable

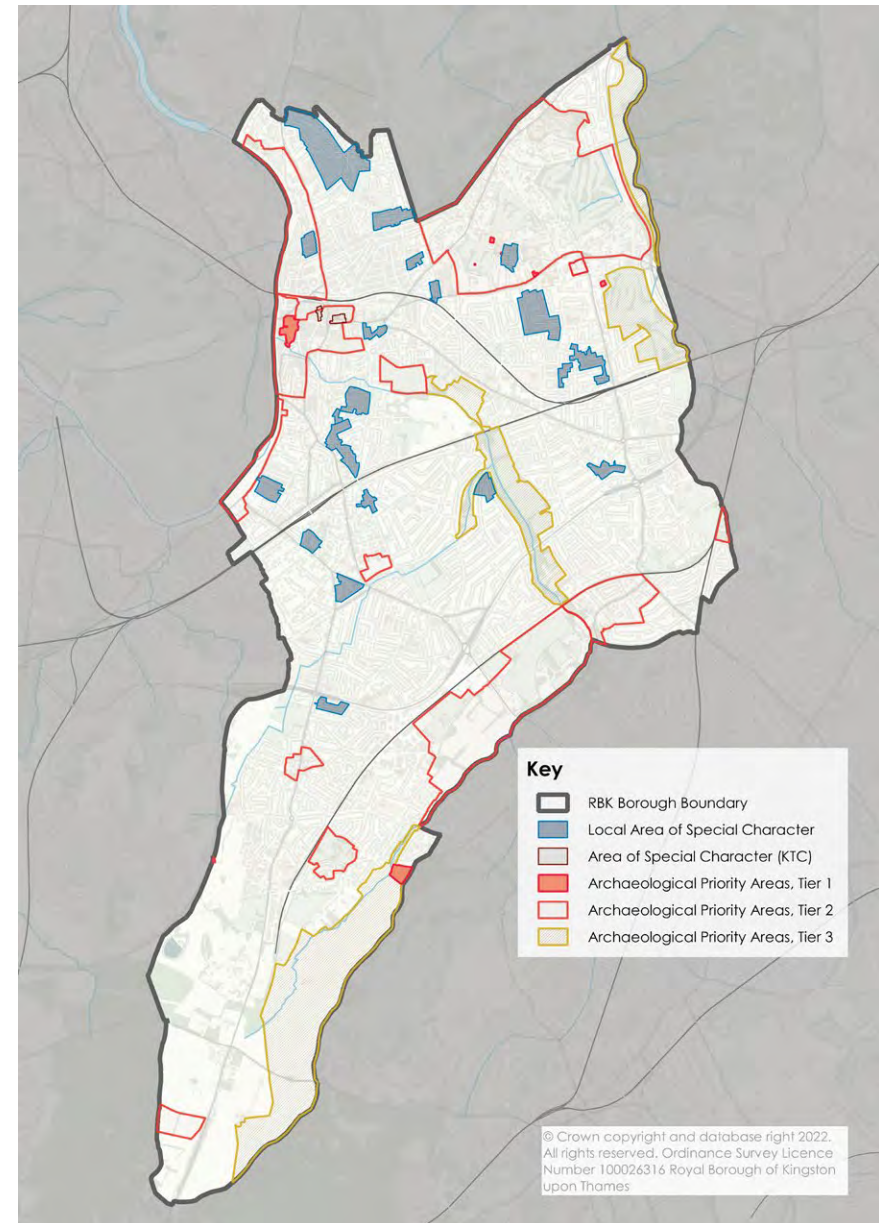


Figure 6.5: Map showing Local Areas of Special Character, Archaeological Priority Areas and Areas of Special Character



placemaking and new development. This is continually evolving: new development will form the historic environment of tomorrow; change must be managed not to restrain this, but ensure that it is not only of the highest quality, but that our valuable heritage assets, including views of them and their settings, are conserved and enhanced with respect to their significance.

- 6.84** Heritage assets are a rich source of social, cultural and educational value for local communities and visitors to the borough. In addition, there are varied and diverse cultural history narratives across the borough, which are celebrated through community events as well as in ambitions to diversify the borough's cultural events, museum and archive collections. Ensuring there are fit for purpose buildings to offer cultural services, events and give access to our diverse collections.
- 6.85** Development should promote the local context and distinctive character of Kingston through high quality, inclusive and sustainable development and a public realm that sustains and makes a positive contribution to the significance of the historic environment.
- 6.86** The council will encourage a proactive approach towards respecting the historic environment and using historic value to attract development in the borough. If, through the planning process, new potential designated or non-designated heritage assets are identified, the council will assess these in accordance with published criteria, in collaboration with relevant partners where required.
- 6.87** The council has embraced the constant pressure for change and used it as a chance to further emphasise the value of the historic environment as a driver for development in line with the London Plan for present and future generations. Furthermore, as part of the strategic policy approach every opportunity for enhancement will be considered wherever possible and appropriate.

- 6.88** The council will seek to update the assessment of designated and undesignated heritage assets as soon as possible and review them regularly.
- 6.89** Appropriate techniques for assessing any impacts of development proposals on heritage assets and their settings may include:
- annotated photos;
 - three-dimensional wirelines or wireframe;
 - Photomontage;
 - verified views; and
 - three-dimensional modelling software.
- 6.90** Applicants are encouraged to take advantage of new technology to accurately demonstrate the impact of a development upon a heritage asset or its setting, such as 3D digital massing models for use in planning software such as VU.City. The council will work with applicants through pre-application advice services, clarify and define what information will be required to assess development proposals.





Draft Policy KD13: Development affecting Heritage Assets

- A. The Council will support development where it sustains, and wherever possible enhances, the significance, appearance, character, function and setting of any (designated and non-designated) heritage asset, and the historic environment. The more important the asset, the greater the weight that will be given to its need for conservation.
- B. Proposals affecting listed and locally listed buildings are expected to demonstrate through a Heritage Statement how they:
1. Conserve features and elements that contribute to the heritage asset's significance and character, e.g. structure, layout, architectural features and materials;
 2. Address lost features and elements which contributed to the significance of the heritage asset;
 3. Address existing additions or modifications that are considered harmful to the significance of the heritage asset;
 4. Employ appropriate materials and techniques for any works or repairs, as advised by appropriate specialists;
 5. Conserve the significance of the heritage asset's setting and curtilage;
 6. Employ any changes of use that are consistent with the asset's long-term conservation, particularly where they have been identified as at risk;
 7. Employ suitable, well-integrated, and sustainable features to provide for climate change mitigation, improved thermal comfort and energy efficiency, balanced with the other requirements of this policy, with evidence of a 'whole house approach'; and
 8. Employ sensitive improvements to promote inclusion and enable universal access, through the employment of inclusive design

- principles, balanced with the other requirements of this policy.
- C. In order to conserve Kingston's valued conservation areas and Local Areas of Special Character (LASC), including their significance, character, appearances and settings, development should:
1. Preserve or enhance the character or appearance of the Conservation Area or LASC, sustaining its setting and significance, taking into account views into and out of the area and its positive characteristics identified in Conservation Area Appraisals;
 2. Not include the demolition, or alteration, of a building where this would result in an adverse effect on the character or appearance of the Conservation Area or LASC.
 3. Protect any natural features which contribute to the character of a Conservation Area or LASC.
 4. Seek to enhance Conservation Areas At Risk, as identified in the current Heritage at Risk Register, Areas of Growth/Change map, and/or Conservation Area Management Plans
- D. Where a development proposal would lead to harm to a designated or non-designated heritage asset, it will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.



- 6.91** Designated and undesignated heritage assets are an irreplaceable resource of the borough and it is crucial that they are respected and conserved in a manner appropriate to their significance. Developments should respect the distinctive features of the heritage assets and their setting for the implementation of an integrative placemaking approach.
- 6.92** The policy addresses designated and undesignated heritage assets by promoting development that respects local distinctiveness with an assessment process proportionate to the significance of the heritage assets.
- 6.93** Proposals that alter or impact the setting of heritage assets will be assessed based on the level of harm along with any impact on significance. A good understanding of significance must inform the application process, and be clearly demonstrated in a heritage statement.
- 6.94** Heritage Statements should be prepared using all available published and archival resources including, the Greater London Historic Environment Record.
- 6.95** Parts of the borough add particular richness to the local built environment and local distinctiveness, are not of Conservation Area status, but have been organised as Local Areas of Special Character (LASC). The difference between Conservation Areas and LASCs is that while the first category has outstanding historic and environmental interest and importance, the latter forms an area or group of buildings possessing an overall character with identifiable or distinctive features (e.g. details, decoration and materials) that are still considered worthy of preservation. The Council's adoption of LASCs emphasises their existing local character value, the quality of architecture and landscapes and the importance of protection of them as assets for future generations.



Draft Policy KD14: Archaeology

- A. In accordance with relevant national policy and London Plan policy, the Council will protect the borough's archaeological assets by requiring development that includes excavation or ground works in the borough's Archaeological Priority Areas to demonstrate that archaeological potential has been fully evaluated. The evaluation should determine the significance of the site and assess any archaeological implications of the proposal through the submission of Archaeological Desk Based Assessments, and potentially field evaluation reports.
- B. Development should, wherever possible, preserve archaeological remains in situ. Where it has been demonstrated that the conservation of archaeological remains in situ is not feasible, and where removal of the asset is justified in accordance with national policy, the remains should be appropriately recorded, assessed, analysed and disseminated; copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository.
- 6.96** Archaeology provides evidence of the evolution of development and settlement in the borough. All remains are unique and represent a finite and nonrenewable resource. The borough has a wealth of archaeological remains, which represent a storehouse of historic information.
- 6.97** Where an application site includes, is considered to, or is found to have the potential to include, heritage assets with archaeological interest, it must be accompanied by an appropriate desk-based assessment and, where desk-based research is insufficient to properly assess the interest, a field evaluation.



- 6.98 Archaeological sites should be retained in situ wherever possible, and an appropriate level of archaeological investigation and documentation should be undertaken.
- 6.99 The Council will treat non-designated heritage assets that hold evidence of past human activity worthy of expert investigation at some point, and demonstrably of equal significance to scheduled monuments, as designated heritage assets.



7

Housing Delivery





Policies in this chapter:

- **Draft Strategic Policy KH1:** Meeting the borough’s Housing Needs
- **Draft Policy KH2:** Affordable Housing
- **Draft Policy KH3:** Housing Size Mix
- **Draft Policy KH4:** Build to Rent Housing
- **Draft Policy KH5:** Specialist and Supported Living Housing
- **Draft Policy KH6:** Shared Living Housing and Student Accommodation
- **Draft Policy KH7:** Gypsies and Travellers

7.1 This chapter sets out the draft policies to increase the housing supply in the borough to meet local and strategic housing needs. New housing provides an opportunity to create highly sustainable new homes that can help us towards achieving a net zero borough. Building the right homes in the right places can help alleviate the significant issue that many households face of poor or inadequate accommodation. New housing also has the potential to boost the local economy as new residents bring more footfall to our town centres and high streets, adding vitality and using local services.

7.2 Despite delivering over 2,000 homes in the past five years, the current delivery rate will not allow us to meet that target. The London Plan’s housing target presents a challenge for the borough, therefore improving the future supply of new homes will be a key aim of this plan.

7.3 The rising cost of housing is another pressing issue within the borough. Housing cost is approximately 15 times the annual salary for people working here, with more than 3,700 people now registered on the housing waiting list, plus a further 900 people in temporary accommodation. There is an urgent need to provide more affordable homes for those wishing to live, work and study here.





Housing delivery

- 7.4 There is also a need to deliver more suitable housing for families and housing to cater for different needs, including for older people, people with disabilities, students, and Gypsies and Travellers.
- 7.5 The London Plan 2021 identifies a 10-year minimum housing supply target of 9,640 homes within the borough over the period 2019/20 to 2028/29. This is equivalent to a minimum requirement of 964 homes per year.
- 7.6 Improving the future supply of new homes will be a key aim of this plan. The London Plan's housing target presents a challenge for the borough. Despite delivering over 2,000 homes in the past five years, the current delivery rate will not allow us to meet that target.

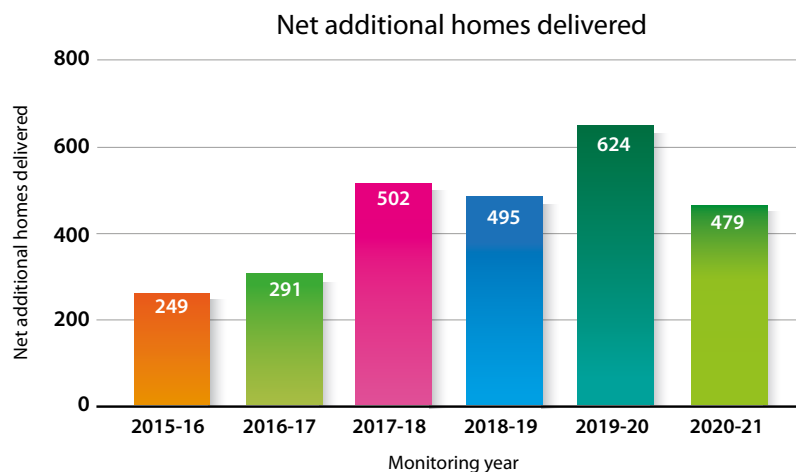


Figure 7.1: Net additional homes completed between 1st April 2015 and 31st March 2021



Draft Strategic Policy KH1: Meeting the Borough's Housing Needs

- A. To meet the London Plan's housing target of 9,640 homes between 2019/20 and 2028/29, the Council will:
 1. allocate an appropriate range of sites, and direct significant new housing towards locations well served by public transport, community facilities, and amenities, including existing town centres and areas around railway stations;
 2. work with relevant partners to optimise the capacity of sites and ensure the delivery of high-quality and sustainable homes that meet the local housing needs; and
 3. produce local strategies to support the intensification of urban areas, delivery of small housing sites, and windfall developments in sustainable locations.
- B. All housing development should maximise opportunities to provide affordable homes and deliver a range of different types of homes that meet the borough's local housing needs, including local demand for self-build and custom homes.

- 7.7 This draft policy sets out how the Council aims to improve housing delivery within the borough and ensure that the new housing development delivers a balanced mix of different housing tenures, sizes and types, including specialist housing to meet local need.
- 7.8 To ensure that the 10-year housing targets are achieved, Policy H1 of the adopted London Plan 2021 sets out that boroughs should prepare Local Plans which are delivery-focused and make the most of all suitable and available brownfield sites.



7.9 In line with Policy Sustainable Development Policy 1 of the Local Plan, the majority of the housing development within the borough will be provided in the following locations:

- the Kingston Town Centre area;
- the most sustainable and accessible locations, including the borough's district centres (New Malden, Surbiton and Tolworth), the areas around railway stations and areas with good public transport connections (PTAL 3-6); and
- site allocations that are suitable for a range of residential and mixed-use developments.

7.10 The council has identified sufficient sites to meet the housing target. This can be achieved through an anticipated acceleration in the delivery of new homes over the remainder of the housing target period (up to the end of 2028/29) and by optimising the development capacity of sites. The development capacity of sites is worked out by using a design-led approach to create a reasonable assumption about how many homes and non-residential floorspace could be delivered on a site.



Housing Pipeline 2019-2029

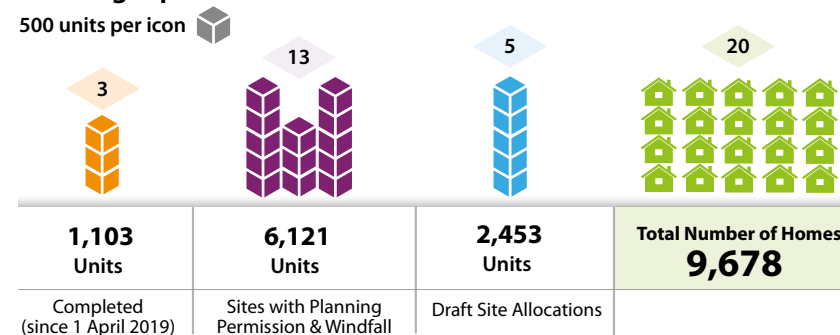


Figure 7.2: Breakdown of housing pipeline be site type

7.11 It is recognised that other policies in this plan identify suitable locations for other land uses. Developments of other land uses, where supported by policy and/or site allocations, are not considered to undermine the supply of new self-contained homes. Existing family housing requires particular protection due to high levels of identified need.

7.12 In order to make effective use of land, the Council will support housing delivery on small sites that fall within:

- PTAL 3-6 (public transport accessibility level); and/or
- 800m of the boundaries of main town centres; and/or 800m of railway stations.

7.13 The NPPF (2021) sets out that small-sized sites can make an important contribution to meeting the housing requirement of an area and are often built relatively quickly. The role small sites can play is also reflected in the London Plan small sites target of 2,250 homes between 2019/20 and 2028/29, which is equivalent to approximately 23 percent of the borough's overall housing target. The small sites target for the borough is a component of the overall housing target set by the London Plan 2021.



Housing delivery

7.14 The following types of housing development could be delivered on small sites:

- new-build development on vacant sites;
- infill development between buildings;
- conversion of existing residential buildings and garages; and
- redevelopment or extension of existing buildings, including non-residential buildings.

7.15 In accordance with government requirements, the council maintains a self-build and custom housebuilding register. As at October 2022 there were 306 individuals and 43 associations on Part 1 of this Register. 47 homes were granted self-build exemption from Community Infrastructure Levy (CIL) since 2019.

7.16 Whilst self and custom build homes contribute towards the overall supply of new housing, high demand for sites results in high land values, therefore making it challenging for self and custom builders to compete against other house builders to acquire available sites. As self and custom build homes are regarded by mortgage lenders as non-standard homes, obtaining a mortgage for these can be challenging and therefore this type of development is more reliant on self-financing.



Draft Policy KH2: Affordable Housing

- A. Developments proposals for 10 or more residential units must, as a minimum, provide:
 1. 50 percent of homes on public sector owned land (including any land that has been in public ownership within the previous 10 years) or designated industrial land as affordable housing; or
 2. 35 percent of homes on privately owned land as affordable housing.
- B. New affordable housing should deliver a tenure split of:
 1. 70 percent as low-cost rented homes (as either Social Rent or London Affordable Rent); and
 2. 30 percent as intermediate housing.
- C. All affordable housing should be provided on-site. The provision of affordable housing off-site (or with a payment in lieu) will only be considered where the council is satisfied that:
 1. it is not reasonably practical to provide on site due to development constraints on the site;
 2. a higher number of affordable homes can be secured from the development off site within the borough; and
 3. it can better support local housing needs (for family homes and supported housing requirements).
- D. To improve the supply of homes suitable for families within the borough, developments should maximise the provision of social rented and London Affordable Rent housing with two bedrooms or more, exceeding the minimum requirements for housing size mix in Policy KH3.



- 7.17 The delivery of new affordable housing contributes towards inclusive and mixed communities in the borough. New homes that are warm and dry, not overcrowded, safe, affordable and connected to services and networks are fundamental to supporting residents’ physical and mental health
- 7.18 In the borough there is a particularly pressing need to increase the amount of affordable housing given the number of people on the Housing Register waiting list. Affordable housing should be genuinely affordable for the people the homes are intended for and below market prices. Policy KH2 should be read alongside the affordable housing policies in the London Plan 2021.
- 7.19 The Council has published a Strategic Housing Market Assessment (SHMA, 2016), indicating a significant need to increase the amount of affordable housing in the borough. Especially as over the past five years only 124 net additional new affordable homes have been built in the borough.

Table 7.1: Affordable housing tenures

| Low-cost affordable housing | Intermediate housing |
|---|---|
| <ul style="list-style-type: none"> • Social rent • London Affordable Rent | <ul style="list-style-type: none"> • London Living Rent • Affordable rent • Discount Market Rent • Shared ownership • First Homes • Discount Market Sale housing • Other intermediate products which may come forward. |

- 7.20 Where the required affordable housing threshold is not proposed to be met, a financial viability assessment must be submitted to support the level of affordable housing provision. This assessment must be based on a standard approach for the valuation of land and be in accordance with the national Planning Practice Guidance and the Mayor of London’s Affordable Housing and Viability Supplementary Planning Guidance.
- 7.21 Where appropriate, the Council will require an affordable housing ‘viability review mechanism’ to ensure that if a development’s viability improves during the course of delivery then any uplift in land value is correctly captured. If a development’s viability improves, it may be possible to secure a higher proportion of affordable housing as part of the development.
- 7.22 Where affordable housing is being delivered, any departure from the tenure split stipulated in Part 2 of Policy KH2 will only be considered in exceptional circumstances. Where fewer than five affordable homes are being delivered, the majority of homes should be delivered as low-cost affordable housing.
- 7.22 Paragraph 65 of the NPPF 2021 sets out that development which only provides Build to Rent homes are exempt from the requirement to provide affordable homes. Instead, Part B of Policy H11 of the London Plan 2021 states that where a developer is proposing a Build to Rent development, the affordable housing offer can be entirely Discounted Market Rent (DMR), managed by the Build to Rent provider and delivered without grant funding, i.e. entirely through planning gain. As it is not a requirement to be a local authority or a Registered Provider to deliver or manage intermediate rented homes that are delivered without grant funding, these homes can be owned and/or managed by Build to Rent landlords themselves.



7.24 As set out in the relevant design policies, affordable housing should be designed and built to the same standard as market housing within the same development.



Draft Policy KH3: Housing Size Mix

- A. In order to ensure that an appropriate mix of different sized homes is delivered, all major developments for self-contained housing must provide:
1. at least 20 per cent as homes with two bedrooms; and
 2. at least 30 per cent as homes with three bedrooms or more.
- B. Development that does not meet the minimum housing mixes required in Part A of this policy will be resisted unless it can be robustly demonstrated that meeting these requirements would:
1. be unsuitable because of site or design considerations; or
 2. result in the development being financially unviable.
- C. Development that results in an overall net loss of homes with at least two bedrooms will be resisted.

7.25 The NPPF 2021 sets out that the size of housing needed for different groups in the community should be assessed and reflected in planning policies.

7.26 Policy H10 (Housing size mix) of the London Plan 2021 sets out that development for self-contained housing should generally consist of a range of different-sized homes. To determine the appropriate mix of home sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:

- robust local evidence of need where available or, where this is not

available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment;

- the requirement to deliver mixed and inclusive neighbourhoods;
- the need to deliver a range of unit types at different price points across London;
- the mix of uses in the scheme;
- the range of tenures in the scheme;
- the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity;
- the aim to optimise housing potential on sites;
- the ability of new development to reduce pressure on conversion, subdivision and amalgamation of existing stock; and
- the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

7.27 In order to address future needs of existing and new households, a significant proportion of new homes should have at least three bedrooms so that they are suitable for families with children or dependents. This need is unlikely to be met entirely through new-build developments as not all sites will be suitable, or allow for, a significant number of homes suitable for families with children or dependents, especially within tall buildings and within main town centres.

7.28 There is therefore a strategic requirement for the Council to both protect and promote existing homes suitable families, therefore Part C of Policy KH3 requires that there should be no overall net loss of homes with at least two bedrooms. This is in addition to Policy H8 of the London Plan 2021, which sets out that the loss of existing housing



should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.

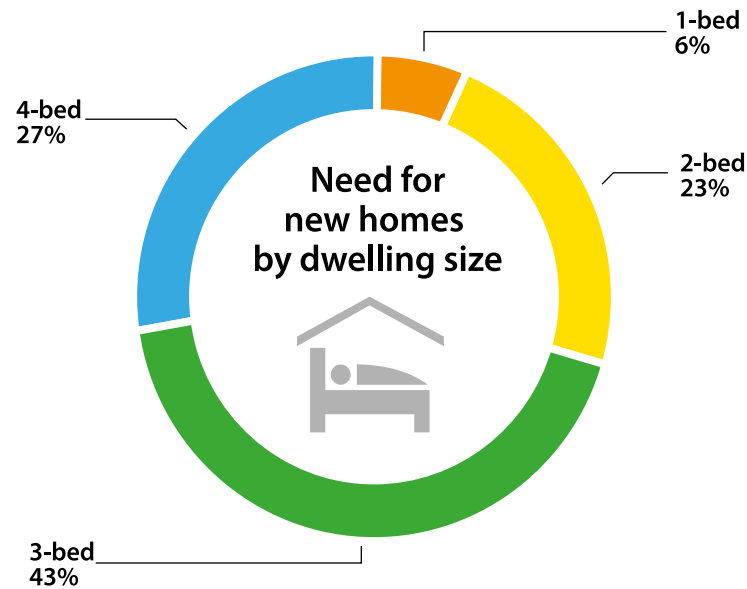


Figure 7.3: Breakdown of self-contained housing need by dwelling size 2015-2035

7.29 The Council recognises that homes with two bedrooms also play an important role in meeting overall housing requirements for the borough as they are suitable for smaller families and multi-person households.

7.30 One-bedroom homes also play a role in meeting overall housing need. However, they are the least flexible type of homes and the KNES SHMA 2016 identifies that there is not a significant need to deliver additional one-bedroom homes.

7.31 In order to demonstrate that any development that does not meet the housing mixes required in Part A of Policy KH4 would not be suitable because of either site constraints or design considerations, robust justification needs to be submitted in the form of a Design and Access Statement or other appropriate supporting documents.

7.32 In order to demonstrate that any development that does not meet the housing mixes required in Part A of Policy KH4 would result in the development being financially unviable, a financial appraisal will be required to be submitted. Applicants will be required to pay for a review of the financial appraisal by a third party (to be nominated by the Council) during the planning application stage.



**Draft Policy KH4:
Build to Rent Housing**

- A. The Council will support the development of purpose-built Build to Rent housing that accords with Policy H11 (Build to Rent) of the London Plan 2021, particularly in locations that:
 1. have good public transport levels (PTAL 3-6); or
 2. are located within walking distance (400m) of a main town centre boundary.
- B. The Council will resist development resulting in the loss of purpose-built Build to Rent housing unless it can be demonstrated that:
 1. the accommodation is no longer suitable to meet the needs of the group of people it provides for; and
 2. the needs of the group of people the accommodation caters for can be delivered elsewhere in the borough.



- 7.33 The SHMA 2016 identifies that almost a quarter of the borough's residents live in private rented accommodation. The private rented sector is also the largest growing housing sector. It is therefore important to ensure that a range of different housing options are available for residents. The council therefore supports the principle delivering more private rented housing in the borough. Build to Rent housing has the potential to offer longer-term tenancies and more certainty over long-term availability, and to provide better management standards and better quality homes than much of the mainstream private rented sector.
- 7.34 The NPPF 2021 defines Build to Rent housing as purpose-built housing that is typically 100 per cent rented out. It can form part of a wider multi-tenure development comprising either self-contained flats or houses, but should be on the same site and/or be contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed, in single ownership and management control. It should be noted that Build to Rent housing does not include communal residential accommodation with shared bathrooms or cooking facilities, such as houses in multiple occupation or student accommodation.
- 7.35 Guidance on the design of Built to Rent accommodation will be set out in relevant supplementary planning guidance or design codes.



Draft Policy KH5: Specialist and Supported Living Housing

- A. The Council will support the development of specialist housing for older people, people with a disability, and vulnerable people, where there is an identified unmet local need for the particular type of accommodation. New specialist housing accommodation should be sited in locations that are well-connected to:
1. the main highway network and public transport; and
 2. local amenities, including healthcare facilities.
- B. The Council will resist development resulting in the net loss of specialist housing bedrooms for specific groups of people unless it can be demonstrated that:
1. the accommodation is no longer suitable to meet the current needs of the group of people it provides for; and
 2. the needs for the group of people the accommodation caters for can be delivered elsewhere in the borough.
- C. The Council will require at least 35 per cent of all specialist housing bedrooms to be delivered as affordable housing, unless it can be demonstrated through a financial appraisal that this would make the development financially unviable, in accordance with relevant planning guidance.
- 7.36 Many of the borough's residents live, or would benefit from living in, specialist residential accommodation to suit their specific needs. These are often non self-contained dwellings where there is some form of shared facilities. These different types of accommodation can contribute to meeting the specific unmet needs, as well as offering the potential for conventional self-contained homes to be freed up. It is acknowledged that, whilst most new housing development should



be directed towards the most sustainable locations in the borough, there may be specific requirements for new specialist housing to be located closer to locations where future potential occupants currently live, close to the highway network or close to local amenities or healthcare facilities.

7.37 The borough has continued to see a growth in the number of residents aged 65 years and older. The Kingston upon Thames Housing and Supported Accommodation Need Assessment 2022 (HSANA 2022) identifies the following needs for specialist residential accommodation between 2020 and 2035:

- Housing for Older People: 670 net additional units
- Housing with Care: 250 net additional units

7.38 The Kingston upon Thames Housing and Supported Accommodation Need Assessment 2022 (HSANA 2022) identifies the following needs for supported residential accommodation units between 2021/22 and 2036/37:

- People with learning disabilities: 125 units
- People mental health related needs: 70 units

7.39 The HSANA 2022 identifies that, by 2031/32, it is estimated that there will be 530 households with unmet housing needs, including 200 wheelchair user households of working age with unmet housing need and 330 wheelchair user households of people aged 65+ with unmet housing need:

7.40 It is estimated that c.200 (38%) of these households require fully wheelchair adapted dwellings (i.e. similar to Part M(4) Category 3 broadly equivalent to the Wheelchair Housing Design standard), equivalent to 20 properties per annum to 2031/32.

7.41 It is estimated that c.330 (62%) of these households do not require fully wheelchair adapted dwellings but may require accessible and adaptable dwellings (i.e. similar to Part M(4) category 2), equivalent to 33 properties per annum to 2031/32.

7.42 In 2019/2020 Kingston had a high proportion of supported working-age adults with learning disabilities living in unsettled accommodation (24%) compared to 20.6% in London and 16.9% in England. Unsettled accommodation is either unsatisfactory or, where, like in residential care homes, residents do not have the security of tenure.





Draft Policy KH6: Shared Living Housing and Student Accommodation

- A. The Council will support the development of shared living and student accommodation to meet the identified needs. New shared living and student accommodation should be sited in locations that are well-connected to:
1. public transport; and
 2. local amenities, including healthcare facilities.
- B. Development for the conversion of self-contained housing into a House in Multiple Occupation (Sui Generis) will be resisted where this would result in or exacerbate an over-concentration of shared living and student accommodation. An over-concentration will exist if at least three of the 10 closest properties (in all directions) are already in, or have an extant planning permission to become, a House in Multiple Occupation (Sui Generis) use.
- C. The Council will require at least 35 per cent of all shared living and student accommodation bedrooms to be delivered as affordable housing, unless it can be demonstrated through a financial appraisal that this would make the development financially unviable, in accordance with relevant planning guidance.

7.43 Many of the borough's residents live, or would benefit from living in, specialist residential accommodation to suit their specific needs. These are often non self-contained dwellings where there is some form of shared facilities. These different types of accommodation can contribute to meeting the specific unmet needs, as well as offering the potential for conventional self-contained homes to be freed up.

7.44 The most suitable locations for specialist accommodation will depend on the nature of the use. Care homes better suited to well-connected

locations and purpose-built shared facilities accommodation may be more suitable in town centres. The borough has a student population of 19,000, most of whom visit seasonally and who live in a variety of types of accommodation across the borough, increasing demand for the competitive housing market. Student accommodation is better suited to locations that are easily accessible from Kingston University's and other tertiary education campuses.

7.45 Design guidances on bin and cycle parking will be set out in relevant supplementary planning guidance or design codes.





Draft Policy KH7: Gypsies and Travellers

- A. Existing designated sites used by Gypsies and Travellers will be protected for their existing use, unless an equivalent or larger site could be provided elsewhere in the borough.
- B. Proposals for new sites will be supported when there is no further capacity at existing or allocated sites for Gypsies and Travellers.
- C. Proposals for new sites for Gypsies and Travellers should:
 - 1. have good access to the highway network;
 - 2. have good access to health and education facilities by walking and cycling;
 - 3. not have a significant adverse impact on the physical or visual character of the area;
 - 4. contribute towards biodiversity net gain and not adversely impact upon habitats or trees;
 - 5. not be located in an area of significant flood risk; and
 - 6. not have an adverse impact on the amenity of existing or future residents.
- D. Proposals for news sites for Gypsies and Travellers must conform with the Planning Policy for Traveller Sites 2015.

7.46 The Kingston upon Thames Gypsy and Traveller Needs Assessment 2018 (GTANA 2018) identifies an unmet need for 44 net additional Traveller pitches between 2018 and 2035. Whilst insufficient sites have currently been identified to meet this need, this council will work with Gypsies and Travellers, local communities and all relevant stakeholders to meet as much of this need as possible across the plan period.





Economy and Town Centres





Policies in this chapter:

- **Draft Strategic Policy KE1:** Supporting the Borough's Economy
- **Draft Policy KE2:** Employment Uses
- **Draft Policy KE3:** Development in Industrial Locations
- **Draft Strategic Policy KE4:** Town Centres
- **Draft Policy KE5:** Development in Town Centres
- **Draft Policy KE6:** Main Town Centre Uses outside Town Centres
- **Draft Policy KE7:** Visitor Accommodation
- **Draft Policy KE8:** Hot Food Takeaways
- **Draft Policy KE9:** Betting Offices

- 8.1** The policies in this section set out the borough's strategy towards development in the designated industrial locations and town centres, as well as sites outside of these locations where businesses and jobs are located.
- 8.2** The borough's economy provides around 81,000 jobs with 20,000 self employed. Approximately two-thirds of those working are employed in the top three socio-economic groups (managers, professionals and technical occupations). It is a healthy economy, underpinned by knowledge-driven employment and an enterprising business environment. We need to build on these strengths to ensure that the borough continues to be an attractive location where business can emerge, evolve and prosper.

- 8.3** The council's aim is to support a greener economy that recognises the economic value of protecting the environment and that economic growth does not negatively affect the environment. This will be achieved by encouraging businesses in the borough to be more environmentally responsible through investment in their premises and support businesses who provide climate-improving products and services with green credentials to set up.
- 8.4** The borough is home to Kingston College and Kingston University, which is a top-rated university nationally in several courses such as architecture, graphic design and interior design. We need to ensure that the significant talent that the university graduates offer stays in the borough by forging stronger partnerships between businesses in the developing sectors of the economy and the university.
- 8.5** Kingston Town Centre is designated as a Metropolitan Centre in the London Plan - the second-highest classification in the network of town centres across London. It is the borough's main commercial centre and a sub-regional shopping centre, as well as being a significant cultural and leisure destination. The District Centres of Surbiton, New Malden and Tolworth cater for more everyday needs, supplemented by Local Centres.



Table 8.1: 7th largest Metropolitan Centre in London (by occupied floorspace - source: 2017 London Town Centre Health Checks)

| Total occupied floorspace (without offices) - Metropolitan centre | | |
|---|------------------------|---------------------|
| Centre | Borough | Square Metres (sqm) |
| Croydon | Croydon | 271,595 |
| Romford | Havering | 257,028 |
| Shepherds Bush | Hammersmith and Fulham | 241,541 |
| Kingston | Kingston upon Thames | 224,584 |
| Stratford | Newham | 218,590 |
| Bromley | Bromley | 177,398 |
| Sutton | Sutton | 175,653 |
| Ealing | Ealing | 157,747 |
| Ilford | Redbridge | 141,367 |
| Wood Green | Haringey | 127,286 |
| Uxbridge | Hillingdon | 126,868 |
| Harrow | Harrow | 114,403 |
| Hounslow | Hounslow | 114,392 |

- 8.6** Outside the main town centres, the borough is home to two Strategic Industrial Locations, and Locally Significant Industrial Sites that together provide a range of business premises and employment opportunities.
- 8.7** The borough is also home to Chessington World of Adventures Resort (a significant visitor attraction and employer) as well as Kingston University and Kingston College, both of which play an important role in employment opportunities and graduate retention within the borough.



Draft Strategic Policy KE1: Supporting the Borough's Economy

- A. The Council will support and help create an environment within which a strong, competitive and sustainable economy can expand and adapt to changing circumstances.
- B. The Council will support development that provides opportunities to promote the creation of a sustainable, diverse and balanced economy through:
1. supporting a range of workspaces and unit sizes;
 2. protecting existing employment floorspace and encouraging the provision of new employment floorspace;
 3. taking a masterplan approach to allow for the reconfiguration of existing employment sites to enable efficient use of employment land and improving the quality of employment premises;
 4. working with relevant partners to bring forward affordable, flexible and shared workspace;
 5. maximising the opportunities for employment and skills resulting from development, both through the construction phase and the final uses of the development.
 6. Support and promote our town centres, including the night-time economy.
- C. The Council will support the delivery of employment floorspace to meet identified needs across the borough by 2041
- D. The Council will protect and enhance the role and function of the borough's designated employment locations (as defined on the Policies Map) by seeking to direct:
1. industrial, storage and distribution uses (including B2 and B8 uses) towards the Borough's Strategic Industrial Locations and Locally Significant Industrial Sites;



- 2. main town centre uses (including offices) towards the borough's designated town centres; and
 - 3. other employment uses in appropriate locations throughout the borough.
- E. The Council will support the growth of tourism and visitor accommodation and proposals which will enhance the borough's existing tourism offer.

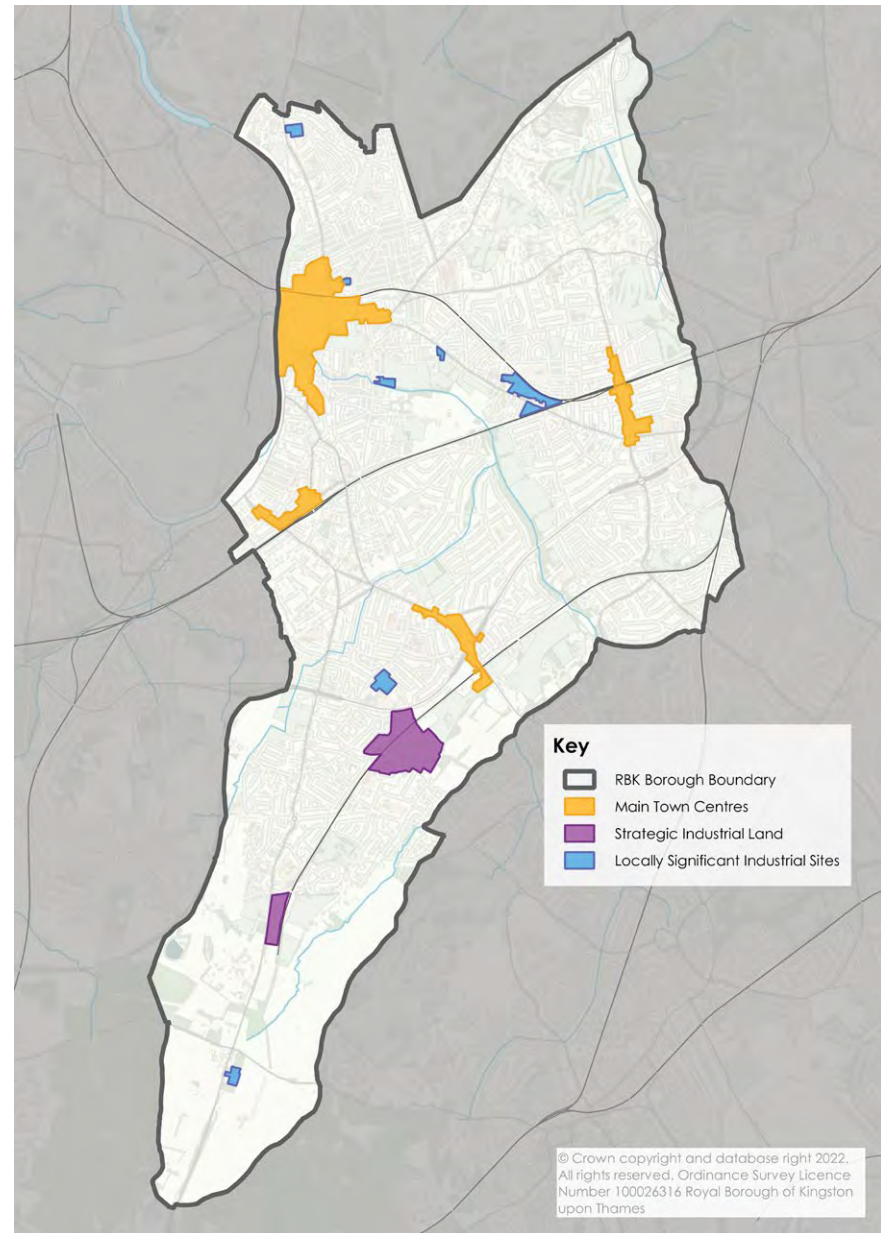


Figure 8.1: Map showing proposed main town centres and industrial locations



- 8.8 The Council's principal employment locations are the designated town centres and industrial sites. Policy KE1 seeks to support a fair economy that is environmentally responsible and secures long-term prosperity for residents to enable all residents and businesses to reach their potential and thrive.
- 8.9 An Employment Land Review was published in 2021 which reviewed the latest data on the local economy and made recommendations. It suggests the proactive intensification of some of Kingston's existing employment areas will be an important part of the strategy for accommodating the borough's economic and market needs over the Plan period, and further work should be undertaken by the Council to refine specific opportunities to intensify and co-locate business uses across the employment areas. This approach is in line with principles set out in the London Plan.
- 8.10 The Employment Land Review established the following net additional employment floorspace to meet identified needs across the borough by 2041:
- 42,750 square metres as office floorspace;
 - 5,620 square metres as light industrial floorspace; and
 - 11,160 square metres as general industrial floorspace.
- 8.11 A significant change to the Use Classes Order in 2020 means that shops, restaurants, offices and medical centres all now fall within the same use class (Use Class E). This has the potential to result in changes to shop units within the borough's town centres to other main town centre uses without the need for planning permission. These changes represent an evolution of town centres, which together with the changing patterns in shopping behaviour, mean that town centres are likely to become less retail focussed. Nonetheless, the Council will encourage investment in town centres that will attract footfall and will help them diversify and

evolve in order to stay vibrant and viable places for the local community to shop, work and spend their leisure time.



Draft Policy KE2: Employment Uses

- Proposals for new general industrial or storage and distribution (including B2 and B8 uses) floorspace will not be supported outside of designated industrial locations, unless it can be demonstrated through a sequential test that there are not any available or suitable sites in existing designated industrial locations in the borough.
- Proposals for new main town centres uses will not be supported outside of designated town centres unless the development conforms with the requirements of Policy KE3 and Policy KE6 of this plan.
- Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace, unless it can be demonstrated that this would make the development financially unviable, in accordance with relevant planning guidance.
- Proposals for development that would result in the net loss of employment floorspace and/or land will be refused unless:
 - robust evidence is provided that demonstrates active marketing of the site over a continuous period of at least 12 months at a reasonable market rent which accords with indicative figures and which meets any requirements set out in relevant planning guidance; or
 - a survey of the premises carried out by a competent person is provided that demonstrates that:
 - the site is genuinely unsuitable for continued employment use due to the condition of the premises;



- ii. the building has not been deliberately allowed to fall into disrepair for the purpose of justifying its demolition and the development or redevelopment of the site, or any adjoining site;
- iii. reasonable options for restoring the site to a main town centre use are financially unviable through the provision of a financial appraisal in accordance with relevant planning guidance;
- iv. the net loss of employment use floorspace would not compromise the operation and viability of any surrounding employment uses; and
- v. the benefits of alternative uses would significantly and demonstrably outweigh the benefits of the continued use of the site.

- 8.12** The Council defines employment land as land that contains employment floorspace, which is any that generates employment. It should be noted that working from home does not make a residential use classified as employment floorspace.
- 8.13** The Council will strongly resist any development that results in the net loss of employment floorspace in all locations within the borough, in particular within designated employment locations. Robust evidence will always be required to demonstrate any net loss of viable employment floorspace.
- 8.14** The London Plan defines affordable workspaces as workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose. It can be provided and/or managed directly by a dedicated workspace provider, a public, private, charitable or other supporting body; through grant and management arrangements (for example through land trusts); and/

or secured in perpetuity or for a period of at least 15 years by planning or other agreements. The council will provide further guidance for affordable workspaces.

- 8.15** The Council will continue to support the development of uses that provide employment within the existing designated employment sites. Beyond these locations, new employment space will only be supported if the criteria in part B of Policy KE2 are met. The Employment Land Review sets out any identified needs for specific employment uses.
- 8.16** Given their importance to the local economy, the Council will continue to support the SILs and LSISs and resist development that is not for industrial or storage and distribution uses, unless the development is for small-scale complementary uses. Within the SILs and LSISs, the Council will consider the development of some employment uses other than general industrial storage or distribution, as specified in the Policy, provided that they would be beneficial to the occupiers of the sites. For example, this could include cafes, creches, gyms or a health centre.
- 8.17** The Council will support the creation of mixed-use development for residential and certain employment uses, as well as live-work units. In order to support start-up and small and medium businesses, the Council will seek affordable workspace as part of new commercial development. This could help retain creative industries within the borough.
- 8.18** The Council will require any active marketing of an employment site to be conducted over a continuous period of up to 12 months at a reasonable market rent that accords with indicative figures and which meets any requirements as set out in relevant planning guidance. In order to supplement requirements set out in Policy ETC3, the Council will publish planning guidance on marketing requirements that reflects the latest local economic circumstances and which will be updated when considered necessary in response to significant changes in



local economic circumstances. This planning guidance will set out a reasonable minimum continuous period for marketing employment floorspace and/or land.

- 8.19 The Council will follow the latest HCA guidance for recommended employment densities on any new developments that involve the provision of employment floorspace. The density ratios are expressed in terms of square metres per Full-Time Equivalent (FTE). To convert from FTE to floorspace per employee will depend on which sector is being assessed.



Draft Policy KE3: Development in Industrial Locations

- A. Within a designated Strategic Industrial Locations (SIL) or Locally Significant Industrial Sites (LSIS), the Council will support the development of general industrial, storage and distribution uses (including B2 and B8 uses). Proposals for any other uses within these locations will be refused unless the development is for uses, which would:
1. be for an employment use;
 2. be small enough in scale relative to the size of the industrial area so as to not affect the viability or operation of the SIL or LSIS; and
 3. be beneficial to the employees of businesses within the SIL or LSIS.
- B. Any non-industrial development within a designated SIL or LSIS that does not meet the criteria in Part A above will only be supported as part of a Council adopted masterplan for reconfiguring the uses within the designated industrial location.
- 8.20 The borough's designated industrial areas - SIL and LSIS - have unique characteristics. Each area has a different role to play in the London and local economy now and in the future.
- 8.21 In relation to point 2 of part A of Policy KE3 above, a beneficial use could include shops, cafes or creches (and other Class E uses).

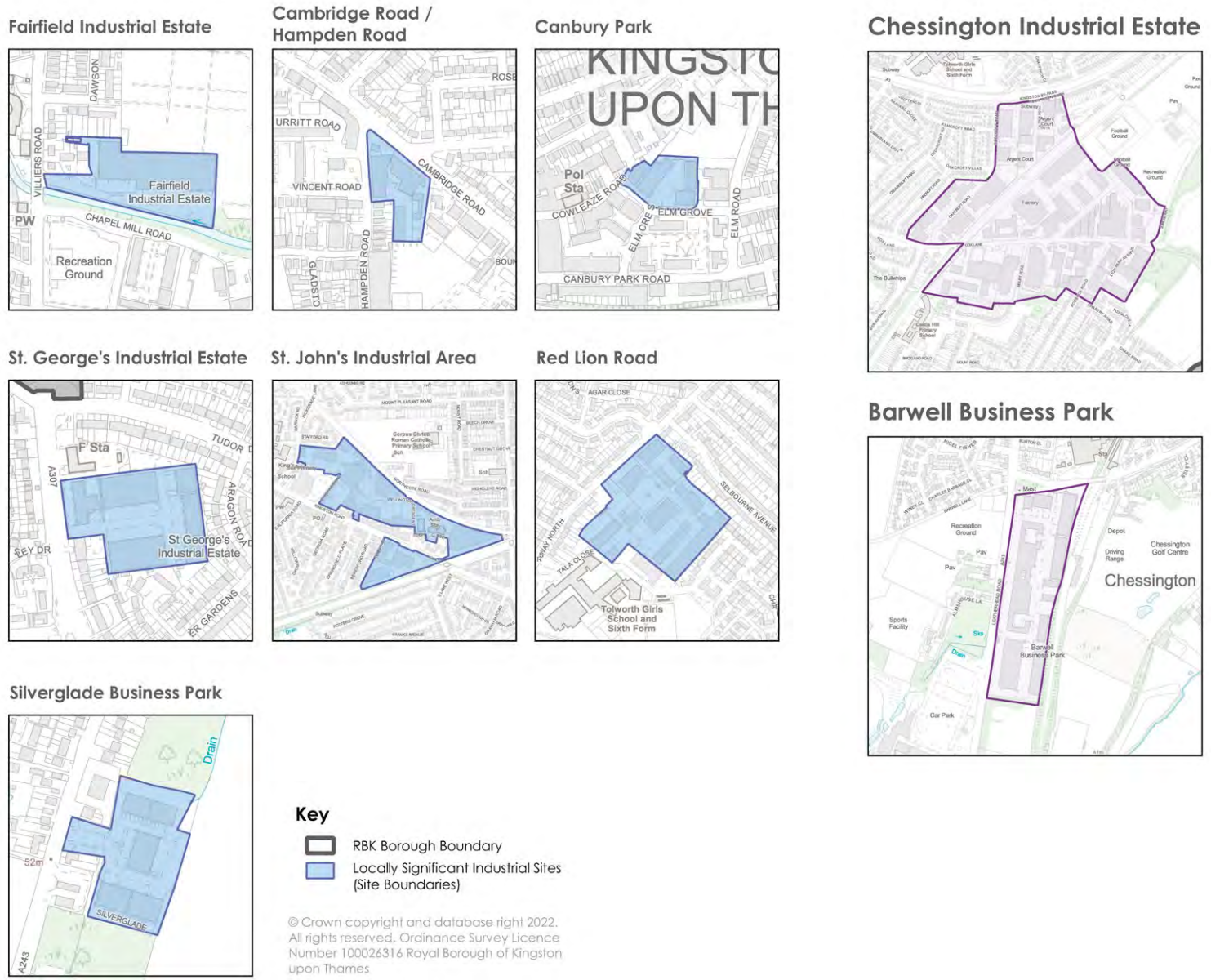


Figure 8.2: Maps showing proposed industrial location boundaries



- 8.22 The London Plan sets out a masterplan approach to managing change in SIL and LSIS and BEA in Policy E7 (Industrial intensification, co-location and substitution). The main aim of the masterplan approach is to make sure that industrial land is working efficiently and effectively to meet employment needs now and over the plan period. The approach advocated in the London Plan to deliver this is intensification and consolidation to increase employment floorspace capacity and support the economies of London and Kingston upon Thames.
- 8.23 A comprehensive approach is required to deliver intensification and consolidation which considers both borough-wide employment requirements and land capacity but also each employment land area. The aim of the comprehensive approach to intensification and consolidation is to ensure that there is a net gain in employment floorspace to meet the overall need for over 56,000 sqm of employment floorspace.
- 8.24 The London Plan has categorised the borough as a location where strategic industrial floorspace should be retained.
- 8.25 The industrial masterplan process requires engagement with the council and the GLA, as well as other stakeholders - including but not limited to - the landowners and businesses. These areas will be defined as where there is an opportunity to deliver a large uplift in space for industrial businesses. These areas will be determined with reference to the following factors:
- current utilisation of land and sites (including plot ratio);
 - current condition of the stock;
 - deliverability including land ownership;
 - servicing both inside and outside of the site;
 - ability for different uses to exist together; and
 - existing businesses' future intentions.



**Draft Strategic Policy KE4:
Town Centres**

- A. All development within town centres is required to make a positive contribution to the role and function of the town centre based on its position in the town centre hierarchy (as set out in Table 8.1).
- B. The council will support development that contributes towards the commercial vitality and sustainability of Kingston Town Centre as a Metropolitan Centre, including support for the night-time economy and residential-led mixed-use development.
- C. The Council will support development that enhances the role of the borough’s District Centres (New Malden, Surbiton and Tolworth) as main town centres, providing a valuable range of shops and services for their local communities.
- D. The Council will support Local Centres in their role of providing day-to-day goods and services.

8.26 Kingston’s town centres are crucial to the social, economic and environmental wellbeing of the borough. They provide local communities with a sense of individual identity and, centred around good public transport links, provide a basis for sustainable urban living. There is an integral relationship between high streets (as well as employment) and health, recognising that creating an inclusive economy can have health benefits that reduce unhealthy behaviours and financial insecurity.

8.27 The shopping hierarchy of the borough’s established centres is recognised in the London Plan. The centres are classified according to their existing role and function and each performs a different but complementary role. The hierarchy is important in providing a range of services and facilities across the borough.

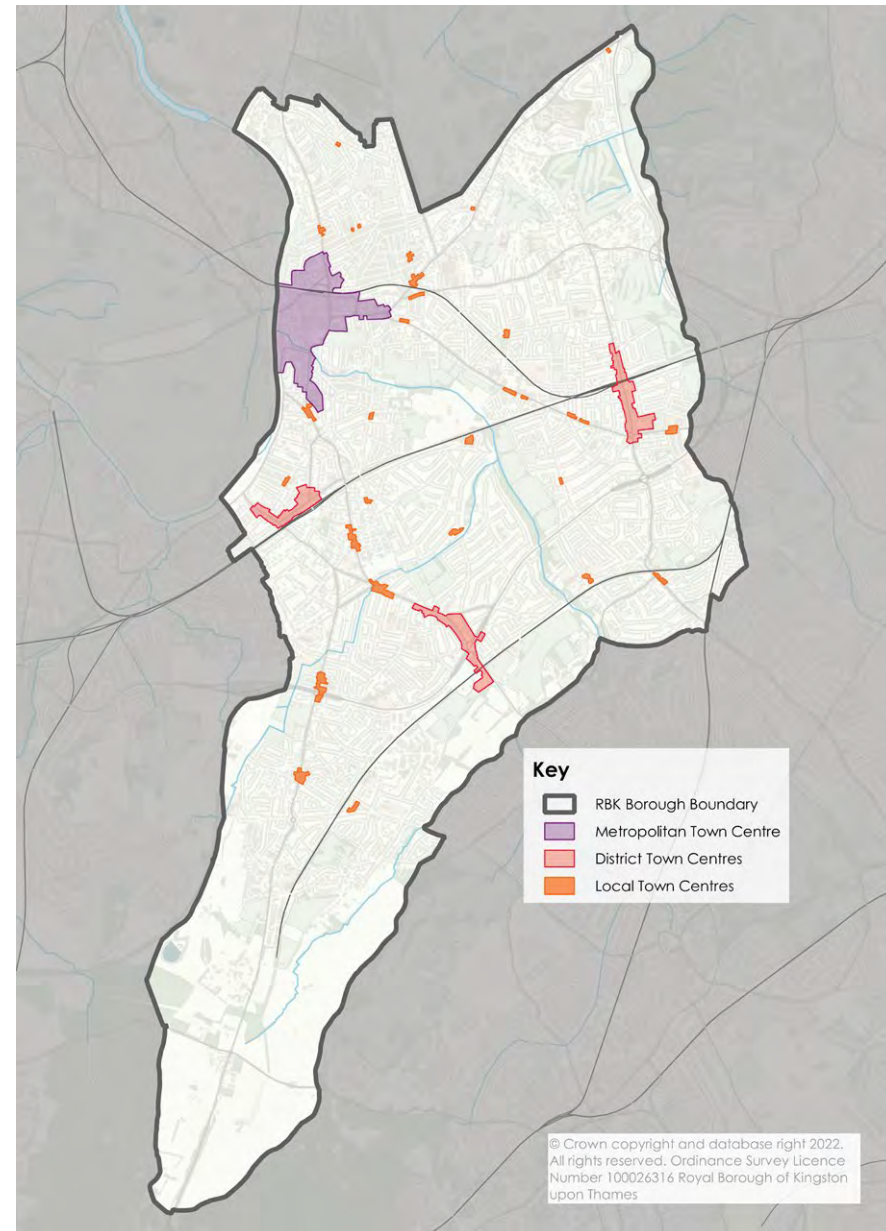


Figure 8.3: Map showing proposed designated town centres



Table 8.1: Hierarchy of designated town centres in the borough

| Tier | Role and function of the tier | Designated locations |
|---------------------|---|--|
| Metropolitan Centre | Metropolitan Centres serve wide catchments which can extend over several boroughs and into parts of the Wider South East. Typically they contain at least 100,000 sqm of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions. Many have important clusters of civic, public and historic buildings. | <ul style="list-style-type: none"> Kingston Town Centre |
| District Centre | District centres are distributed more widely than Metropolitan Centres, providing convenience goods and services, and social infrastructure for more local communities and accessible by public transport, walking and cycling. Typically, they contain 5,000–50,000 sqm of retail, leisure and service floorspace. Some District Centres have developed specialist shopping functions. | <ul style="list-style-type: none"> New Malden Surbiton Tolworth |
| Local Centre | Local Centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services. Together with District centres they can play a key role in addressing areas deficient in local retail and other services. | <ul style="list-style-type: none"> Ace of Spades Alexandra Drive Berrylands Road Burlington Road Cambridge Road Chessington North Parade Chiltern Drive Coombe Road Crescent Road Ewell Road (North) Ewell Road (South) Hook Parade / Elm Road Kings Road Kingston Hill (South) / Park Road Kingston Road (East) Kingston Road (West) Kingston Vale Malden Manor Maple Road Plough Green Richmond Road South Lane Surbiton Road The Triangle Tudor Drive Villiers Avenue |



- 8.28 The London Plan recognises that Kingston town centre has high commercial and residential development potential.
- 8.29 Policy KE5 provides support for the night-time economy, in particular within Kingston Town Centre, which is classified in the London Plan as being of regional or sub-regional significance (NT2).
- 8.30 There is a need to ensure that the borough’s town centres remain resilient and adaptable to challenges facing the high street. Whilst protecting both the retail and commercial function of the borough’s town centres is crucial, we will seek to ensure that centres are able to evolve and adapt over time so that they continue to support the communities in which they are situated.



**Draft Policy KE5:
Development in Town Centres**

- A. Within all designated town centres (including Local Centres), the Council will:
 1. support the development of main town centre uses and social infrastructure with active frontages at ground floor level;
 2. unless the upper floors are in office use, support mixed-use development with residential use on upper floors, provided that it does not compromise the viability of existing surrounding uses;
 3. require any development comprising of main town centre uses to be of an appropriate scale relative to the size of the town centre and be planned positively in order to minimise any potential negative impacts on amenity;
 4. where necessary, use conditions and/or planning obligations to limit development for a main town centre use to a specific use class;
 5. not support the net loss of main town centre use and social

infrastructure floorspace, in particular at ground floor level, unless the requirements of Part D of Policy KE2 of this plan are complied with.

- B. Within the designated Primary Shopping Areas, the Council will only support development for main town centre uses where:
 1. the proposal complements the existing function of the Primary Shopping Area as the retail and leisure core of the town centre; and
 2. it results in an active frontage being provided at ground floor level.
- C. The Council will support improvements to the public realm and open spaces in town centres to support their attractiveness and vitality.
- D. The Council will support both existing and proposed new street markets and outdoor events in town centres, subject addressing any potential negative impacts on amenity and existing surrounding uses.

8.31 It is important that development within the designated town centres contributes positively to the vitality and viability of the town centre. This means development should help support the commercial role of the centre.

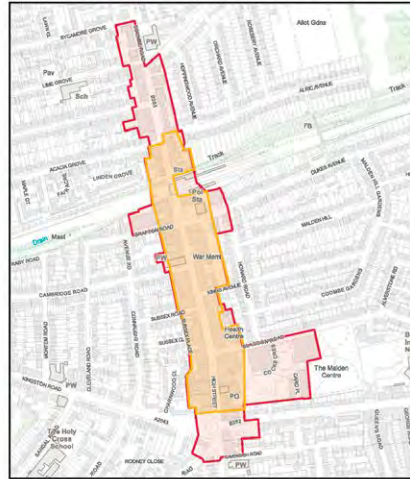
8.32 Kingston town centre is a Metropolitan Centre providing a wide range of services and facilities. It is a popular regional shopping destination, attracting visitors from a wide catchment area covering south west London and Surrey. The Primary Shopping Area (PSA) of the town centre is an area with a concentration of units within retail, financial and professional services, and cafes and restaurants. There are several major anchor retail stores within the PSA of the town centre which generate significant footfall, including Fenwicks Department Store (Bentalls), John Lewis and Marks & Spencer. The Council will seek to strengthen and consolidate Kingston’s position as a Metropolitan Centre and



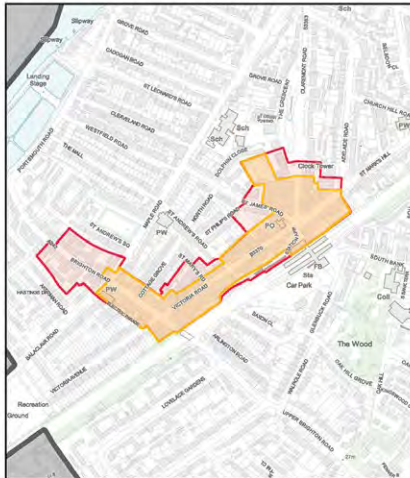
Kingston Town Centre



New Malden Town Centre





Surbiton Town Centre



Tolworth Town Centre



Key

-  RBK Borough Boundary
-  Primary Shopping Areas
-  Town Centre Boundaries

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Figure 8.4: Maps showing proposed main town centres boundaries and Primary Shopping Areas

seek a balanced and diverse town centre providing retail, leisure and entertainment for all ages and groups of people, cultural and commercial space. The Council will be encouraging investment and providing spaces that support diversification of the offer of Kingston Town Centre, including the night-time economy.

8.33 The three District Centres supplement the role of Kingston Town Centre, providing a valuable range of shops and services for their local communities. The three District Centres each have their own distinct identities and offers. New Malden is home to the largest expatriate Korean community in Europe and has a village feel. This is reflected by a large number of Korean food stores and restaurants found on the High Street with the potential for the town centre to be elevated as a key London visitor destination, supporting London’s diverse cultural offer and city-wide recovery, post-pandemic. There is also a large Sri Lankan community and a successful Farmers’ Market which has been running since 2016. Likewise, Surbiton has a village feel, aside from its reputation as being a popular home for commuters. It is well known for its bars and restaurants and successfully hosts a regular Farmers’ Market and an annual food and arts festival. Tolworth is the smallest of the three District Centres and features several international grocers, typically representing the wider Asian diaspora. The Broadway in Tolworth is dominated by the iconic Tolworth Tower designed by the late Richard Seifert, the 22-storey office building (currently vacant) accommodates over 19,000 square metres of office floorspace. South of the A3 is Tolworth railway station and the Lidl UK headquarters.

8.34 Local Centres and individual convenience shops in Kingston provide day-to-day goods and services, reducing the need for residents to travel for staple purchases. They are especially important to residents in the south of the borough where there are no dedicated District Centres. The Council will protect Local Centres so they can continue serving the local community and will support their enhancement given the



potential environmental, social and economic benefits they can bring to a neighbourhood.

- 8.35 The Council will support more active frontages in town centres as they bring activity to the street through a flow of people entering and leaving the premises at ground floor level and a glazed facade through which activity can be seen from the street.
- 8.36 Main town centre uses include:
 - retail development;
 - leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and
 - arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
- 8.37 The Agent of Change principle will apply to all new residential developments within town centres that may potentially be affected by existing venues where music is played and/or which are likely to generate noise.
- 8.38 High-quality public realm and open spaces within town centres enhance their attractiveness and vitality, benefiting town centre uses. As such the Council will support improvements to public realm and open spaces within town centres in line with policy KD3.



**Draft Policy KE6:
Main Town Centre Uses outside Town Centres**

- A. Proposals for new small individual convenience shops (280sqm or less) within areas with poor accessibility to convenience shops (more than 400 metres walking distance away) will be supported. Any such new convenience shop will be conditioned so that they are restricted to the sale of convenience retail goods.
 - B. Outside of the designated town centres, the Council will not support development that results in the loss of an individual convenience shop if the development would cause there to be new areas with poor accessibility to convenience shops (more than 400 metres walking distance away) in the borough.
 - C. Outside of the designated town centres and where appropriate, new development for medical or health services (Class E(e)), research and development of products or processes (Class E(g)(ii)), and industrial processes (Class E(g)(iii)) will be conditioned to restrict a future change to a main town centre use without having to satisfy the sequential approach and impact assessment tests (as set out in the NPPF).
- 8.39 In order to ensure that local convenience shops are easily accessible to all the borough's residents, the Council will protect individual convenience shops, in particular, for locations that have a retail deficiency (i.e. more than 400m or a 5-minutes walk from a convenience shop). The areas of convenience retail deficiency will be reviewed as part of ongoing evidence to support the Local Plan and support will be given to new convenience shops that help to address this issue.



8.40 In line with national guidance, the Council will apply the sequential test for new development for retail, business and commercial uses outside of town centres in order to promote the sustainability of town centres. The Council will be proactive in dealing with any issues that could arise from changes of use that are now allowed without planning permission as a result of the changes to the new Use Classes Order, including ensuring that the provision of new floorspace for main town centre uses cannot be created without an assessment as to the impact on the sustainability of town centres.



Draft Policy KE7: Visitor Accommodation

- A. The Council will only support the development of visitor accommodation within the designated town centres where applicants can demonstrate an identified unmet need for the type of visitor accommodation proposed.
- B. The Council will resist the net loss of visitor accommodation floorspace or land unless the requirements of Part D of Policy KE2 of this plan are complied with or demonstrably outweigh the benefits of continued employment use of the site.

8.41 The visitor economy is an integral part of the local and wider regional economy, providing residents with job opportunities, supporting local businesses and helping to ensure the viability of cultural and leisure facilities. The Council will promote the borough as a tourist destination and support the sustainable growth of the visitor economy. The borough is a popular destination for visitors and is home to a variety of popular tourist attractions.

8.42 The provision of visitor accommodation is necessary to support the wider economy. The Council will support the provision of visitor





accommodation in the borough and resist its loss. For the purpose of this policy, visitor accommodation pertains to uses within Use Class C1, including hotels, bed and breakfasts, short-term holiday lets and serviced self-catering apartments.

- 8.43 Visitor accommodation is a main town centre used, therefore, outside of the designated town centres, the Council will require the development of visitor accommodation to demonstrate the application of the sequential approach and provide an impact assessment, as set out in national planning practice guidance.



**Draft Policy KE8:
Hot Food Takeaways**

- A. Proposals involving hot food takeaway uses in locations with an over-concentration of hot food takeaway uses will be resisted. An over-concentration will exist where over five percent of all ground floor units of the town centre that are within 100 metres of the site are in hot food takeaway use.

- 8.44 Development proposals containing hot food takeaway uses shall be determined in accordance with Policy E9 of the London Plan 2021, which sets out that development proposals containing hot food takeaway uses should not be permitted where these are within 400 metres walking distance from the entrances and exits of an existing or proposed primary or secondary school.

- 8.45 The London Plan also sets out that boroughs should also carefully manage the over-concentration of hot food takeaway uses within town centres and other areas through the use of locally-defined thresholds in Development Plans. The threshold for the borough is set out in Policy KE8.

- 8.46 Tackling and preventing obesity is a high priority for the Government. 58% of adults and 29% of year 6 children in Kingston are classified as overweight or obese. There is a significant association between increased exposure to takeaway food outlets and the likelihood of obesity. The Healthier Catering Commitments standards is a scheme run by the London boroughs and ensures that healthier food choices are available in the businesses that deliver the healthier catering commitment.

- 8.47 In order to reduce the negative impacts generated by hot food takeaways, where development proposals involving hot food takeaway uses are permitted, the operators will be encouraged to comply with the Healthier Catering Commitment standards.



**Draft Policy KE9:
Betting Offices**

- A. Proposals involving betting office uses in locations with an over-concentration of betting office uses will be resisted. An over-concentration will exist where over five percent of all ground floor units of the town centre that are within 100 metres of the site are in betting office use.

- 8.48 An over-concentration of uses such as betting shops can undermine town centre vitality and viability. To minimise the impact on town centres and prevent clusters of betting offices, the Council will resist proposals for new betting offices, in particular within locations with an over-concentration.

- 8.49 Applicants should outline details of other betting offices within the local area to demonstrate that there would not be a cluster or over-concentration of betting offices.



Social Infrastructure





Policies in this chapter:

- **Draft Strategic Policy KS1:** Social Infrastructure
- **Draft Policy KS2:** Health and Social Care Facilities
- **Draft Policy KS3:** School, College and University Facilities
- **Draft Policy KS4:** Community Facilities
- **Draft Policy KS5:** Arts and Cultural Facilities
- **Draft Policy KS6:** Sports Facilities
- **Draft Policy KS7:** Play and Informal Recreation
- **Draft Policy KS8:** Public Houses

- 9.1 This chapter sets out the policies to help ensure that population change and residential development growth in the borough is supported by a network of high-quality, accessible and effective social infrastructure. This chapter should be read alongside Policy KI1: Infrastructure and Developer Contributions.
- 9.2 Social infrastructure is essential to supporting strong and inclusive communities, reducing inequalities in our society, contributing to a high quality of life and the health and well-being of local residents and providing opportunities for different groups of people.
- 9.3 Developments need to be supported by adequate infrastructure provision, including a full range of high-quality social infrastructure and community facilities. It is also important that these facilities and services are accessible to all.



Draft Strategic Policy KS1: Social Infrastructure

- A. The Council will work with relevant infrastructure providers and partners to identify the needs for social infrastructure in the borough and support their provision by:
1. resisting the loss of existing facilities and community buildings;
 2. identifying and safeguarding the land required for their provision;
 3. preparing an Infrastructure Delivery Plan to set out the borough's need for social infrastructure and arrangements for their funding and delivery.
- B. All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans. All developments will be required to address the social infrastructure needs arising from the development in accordance with the Planning Obligations SPD and through the Community Infrastructure Levy Charge (in line with Policy KI1).
- 9.4** Social infrastructure covers a range of services and facilities that contribute to communities' quality of life and their health and wellbeing, including health and care provision, education, leisure, sports and recreation facilities, children's play areas, public toilets, parks and open spaces, public libraries, art and cultural spaces, community centres and public halls, places of worship and services provided by the community and voluntary sector.
- 9.5** To ensure our communities can access an appropriate range of social infrastructure in their area, the Council will continue to work with infrastructure providers and partners to identify the needs for social infrastructure services and facilities in different areas and support their delivery. This includes working collaboratively with the borough's health and care partners, lead education authority and education providers, and the community and voluntary sector.
- 9.6** The provision of social infrastructure in local areas will ensure accessibility and reduce the need for residents to travel. The Council will resist the loss of social infrastructure facilities and community buildings, unless the loss is part of an agreed public service reconfiguration programme or transformation plan to meet future population needs and there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider communities.
- 9.7** Where existing social infrastructure premises or buildings are deemed redundant, other forms of social infrastructure or community uses should be considered for the site or part of the site, before alternative uses are pursued.
- 9.8** The co-location of different infrastructure facilities could be supported where it does not conflict with other planning policies, and will help ensure the effective use of resources, encourage joined-up service delivery and shared maintenance and management costs.
- 9.9** The planning and delivery of infrastructure is often complex, involving a range of providers and stakeholders, with uncertainty around their future funding and requirements. To help ensure sufficient infrastructure capacity will exist at the appropriate time, in preparing the Local Plan, the Council has worked with different infrastructure providers and partners to identify the key social infrastructure needed to support future development. The outputs from this work have been summarised in the Council's Infrastructure Delivery Plan.
- 9.10** To ensure new developments are achieved in a sustainable manner, all developments will be required to contribute towards the provision and delivery of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans. Developments will



be required to address the social infrastructure needs arising from the development in accordance with the Planning Obligations SPD and through the Community Infrastructure Levy Charge (in line with Policy KI1).

- 9.11 Social infrastructure should be located in areas easily accessible by walking, cycling and public transport, including the borough’s town centres, district centres and local centres, and be delivered ahead of the development’s completion.



**Draft Policy KS2:
Health and Social Care Facilities**

- A. The Council will work collaboratively with the South West London Integrated Care System and other NHS and community organisations to identify and address the local health and social care issues within the borough.
- B. Development proposals should aim to create healthier places and provide a more inclusive environment. Where relevant, developments should contribute towards the tackling of health inequalities in the area, reduce disparities for these most disadvantaged and improve the health and wellbeing of local residents.
- C. Development proposals for the provision of high-quality new or enhanced health and social care facilities to meet identified needs and new models of care will be supported.
- D. A Health Impact Assessment should be submitted for proposals that may have an adverse impact on the immediate area or could affect the health and well-being of people living in the development and close by.
 - 1. A desktop (rapid) Health Impact Assessment is required with all major development proposals and proposals for hot-food takeaways;

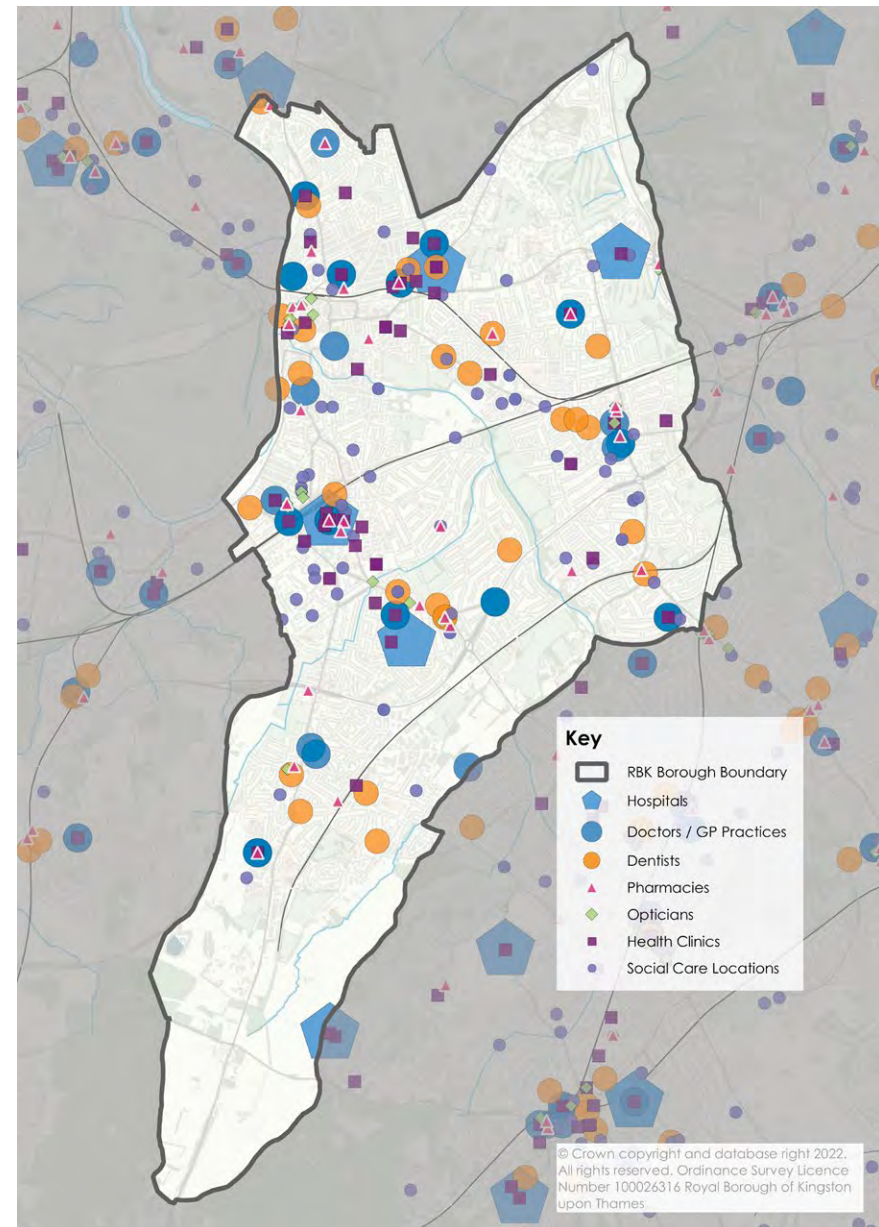


Figure 9.1: Map showing health facilities



2. A detailed (comprehensive) Health Impact Assessment is required for development proposals of a scale referable to the Greater London Authority.

9.12 Health and social care services are moving towards community-based models of provision, with a focus on early intervention and prevention, tackling inequalities, improving access to community services and providing more patient choice.

9.13 The Council will work collaboratively with the local Integrated Care Board (the South West London Integrated Care System) and other NHS and community organisations, such as the NHS's Healthy Urban Development Unit, to identify and address the local health and social care issues within the borough. This includes identifying relevant projects in the Council's Infrastructure Delivery Plan, and contributing to their funding and delivery through planning obligations and the Community Infrastructure Levy Charge (in line with Policy KI1).

9.14 Development proposals should aim to create healthier places and provide a more inclusive environment. The Kingston Health and Care Plan: Start Well, Live Well and Age Well sets out the health and care priorities for the borough. Where it is relevant, developments should contribute towards the tackling of health inequalities in the area, reduce disparities for these most disadvantaged and improve the health and wellbeing of local residents.

9.15 New health and social care facilities should be appropriately located to serve the needs of its users, including carers and those with health impairments; and can be easily accessible by public transport, cycling and walking.

9.16 Our communities' health and well-being can be influenced in a number of ways, as well as putting forward a number of cross-cutting policies that will help reduce health inequalities and deliver positive health outcomes, development proposals that may have an adverse impact on the immediate area or could affect the health and well-being of people living in the development and close by should submit a Health Impact Assessment.

9.17 The Health Impact Assessment should be undertaken in consultation with the local health authorities, and should identify both the positive and negative impacts on the health, safety and well-being of the population living and working in the area of the development. Where the Health Impact Assessment has identified an issue that may have a significant adverse impact, the applicant should set out how this has been addressed and mitigated and how the positive impacts have been maximised as part of the proposal.

9.18 For major developments, developers should engage with the Council's Public Health Team and NHS partners at an early stage and draw on latest population and health data to inform the health and social care needs arising from the development. For developments requiring an Environmental Impact Assessment, the Health Impact Assessment can be incorporated into the Environmental Impact Assessment so that health and environmental impacts are considered together.



Draft Policy KS3: School, College and University Facilities

- A. The Council will continue to work in partnership with Kingston University and Kingston College, recognising their importance in the local economy, to identify appropriate opportunities, including on their existing sites, to meet their needs for new and upgraded facilities.
- B. Improvements and expansion of the existing school estate and provision of new schools will be supported where they meet an identified need for school places. New schools and buildings for education use should:
1. minimise waste in its design and construction, and for school buildings to contribute towards the Government's target for schools and colleges to be zero carbon by 2030;
 2. promote safe, active and sustainable travel through School Travel Plans, reduce car uses and the impact of school trips on local highway networks;
 3. open up school spaces, including sports facilities, to the public (at evenings, weekends and during school holidays) and provide flexible spaces suitable for a wide range of purposes, including for community events.
- C. Development proposals for new schools and school expansion are assessed on the following criteria:
1. the size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses;
 2. the intended catchment area of the school, access to public transport and safe and convenient walking and cycling routes to the site; and
 3. the ability of the local highway network to accommodate new or additional school trips without adverse impact on highway safety.

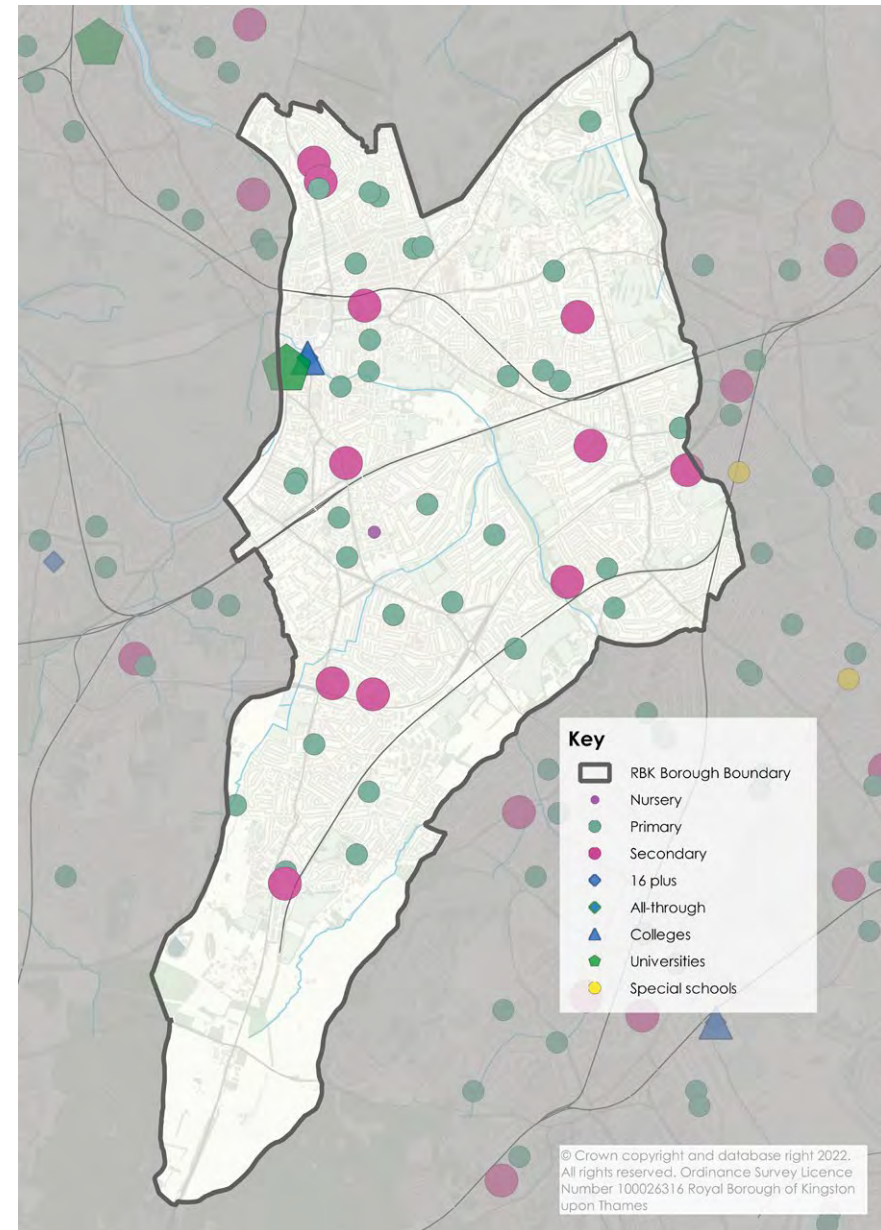


Figure 9.2: Map showing education facilities



- 9.19** Kingston University and Kingston College play an important role in the regional economy, providing direct education, training and employment opportunities and contributing hugely to the cultural, educational and social life of the region. They are engines for our civic life, directly and indirectly enriching our communities.
- 9.20** To accommodate future educational needs, these institutions will require additional space, new and upgraded premises and facilities, including on their existing sites, so that they can continue to offer high-quality education and skills training.
- 9.21** The Local Plan will continue to support the refurbishment and intensification of educational facilities within the borough. This include Kingston University's programme of modernisation and renewal at the Penrhyn Road, Kingston Hill and Knights Park campuses.
- 9.22** The majority of Kingston College students live outside the borough. To meet the needs of all learners and changes in post-16 education, the college will require expansion, upgrades and reorganisation of existing premises to provide more flexible and inclusive provisions.
- 9.23** As the Local Education Authority, the Council has a legal responsibility to ensure that there are sufficient school places in the borough for all children who need a school place. The Council will continue to work with local schools and other educational partners to identify the demand for school places and consider how that demand could be met.
- 9.24** The Council's preference for securing local school provision is to ensure that children and young people can be educated within their home community, without being dependent on private car usage for home to school travel. However, at times, identifying and delivering sites suitable for new schools can be challenging. Expanding existing schools to provide additional school places and new facilities is more easily accommodated.



- 9.25 Some schools have relatively large sites which can support remodelling and expansion to provide additional school places and new facilities. Improvements and expansion of the existing school estate and provision of new schools will be supported where they meet an identified need for school places. Where it is safe and practical to do so, schools should remain open whilst building works are in progress.
- 9.26 The latest School Place Planning Strategy sets out the Council’s analyses of demand for additional school places, particularly in the secondary phase and for children and young people with special educational needs and disabilities (SEND). The strategy also considers how the demand could be met; and the options for securing local school provision to ensure that children and young people can be educated within their home community without being dependent on private car usage for home to school travel.
- 9.27 Adult education in the borough is provided in a hybrid way, with some courses delivered completely online, some completely in person and some are a mix of the two approaches. This approach is expected to continue, with a variety of adult education courses provided from a range of sites across the borough, ensuring education and training courses can be accessed by local communities.
- 9.28 A significant number of sport facilities in the borough are found in schools, however these spaces are usually locked away outside of school hours. Where feasible, schools should work with local groups and the community sector to open up their sports facilities for pupils and community use (at evenings, weekends and holiday periods), helping to engage more children and young people to take part in sports and physical activities, and improving their physical, mental and social well-being.

The borough has many educational establishments

35 state-funded **primary** schools;

11 state-funded **secondary** schools;

Three state-funded **special** schools

20,000 pupils aged 4-18; and **10** private schools (primary and secondary).

Kingston College has over **10,000** students.

The University has around **16,000** students.



Draft Policy KS4: Community facilities

- A. Developments involving new community facilities, or the alteration, extension or reconfiguration of existing facilities can be supported where:
1. It is designed to a high-quality standard, and reflects design requirements and specifications from infrastructure providers and service partners;
 2. It is appropriately located for its intended use and is accessible to the community it serves, with good walking, cycling and public transport connections;
 3. It is made available for public uses as much as reasonably practicable and does not restrict access to the wider community unnecessarily;
 4. There are clear arrangements to ensure it will be appropriately managed and/or maintained to an acceptable standard; and
 5. There is no significant adverse impact on neighbouring uses and surrounding developments, consistent with other planning objectives and policies.
- B. Wherever possible, new community facilities should be delivered in the early stages of the development to ensure new homes and jobs are supported by the infrastructure.
- C. Developments involving the loss of existing community facilities (including land and buildings formerly in community use) will be strongly resisted unless:
1. There are suitable re-provision or replacement facilities of an equivalent or improved quality that continue to serve the needs of the wider community; or
 2. The loss relates directly to a wider public service transformation programme (as set out in relevant service plans and estate

strategies) to enable the delivery of service improvements and related investment in community infrastructure; or

3. An assessment has been undertaken, which clearly shows to the Council's satisfaction the facility is surplus to requirements (for the existing and/or alternative community uses).

- 9.29** The provision of appropriate community facilities and inclusive access to such facilities is required to support a healthy and inclusive and culturally vibrant community. The mental health of individuals is influenced by factors at a community level, such as social networks, sense of local identity, levels of trust and reciprocity and civic engagement. The benefit of this "social capital" can be felt at an individual level (for example, through family support) or at a wider collective level (for example, through volunteering). The Council is committed to supporting the provision and where necessary, the redevelopment of community facilities to meet the needs of the borough's residents.
- 9.30** New community facilities should be conveniently located for those who use them, easily reached on foot or by bicycle or public transport and fully accessible to all sections of the community. They should also be provided in buildings and facilities which are flexible and adaptable to communities' needs and sited to maximise the shared use of premises and promote social inclusion.
- 9.31** Community facilities can support efforts to tackle loneliness and isolation and where possible be situated in areas where a high risk of isolation has been identified - Coombe Hill, Norbiton and Chessington South with smaller pockets in Surbiton Hill, Berrylands and St Marks (Better mental health Joint Strategic Needs assessment 2022).



- 9.32 Where community facilities are being delivered as part of major development, the Council will expect infrastructure to be delivered at the early stages of development. This is to ensure the development of a healthy and inclusive community, and to ensure the first occupants of a development have appropriate access to such facilities.
- 9.33 The loss of existing community facilities will only be allowed in very limited circumstances. It is important to protect existing facilities where these are required to support a healthy and inclusive community. Community facilities can also play a role in supporting the local economy, especially night time economy where there has been a loss of community spaces such as pubs and live music venues in recent years. Clear and robust evidence should be provided to show that an application involving the loss of an existing facility complies with the criteria set out in the policy.



Draft Policy KS5: Arts and Cultural Facilities

- A. The Council will encourage new development which increases the quality or quantity of cultural facilities throughout the borough.
- B. Developments should contribute towards arts and cultural provisions in the borough by:
1. retaining existing arts and cultural uses wherever possible;
 2. reinforcing the local character and identity of the area;
- C. The Council will support flexible community space which can also be used for cultural activities.
- D. Where there is a proposal involving the loss of an arts or cultural facility, it must be demonstrated to the Council's satisfaction that there is no longer a demand. When assessing such planning applications, we will take the following into account:

1. whether the premises are able to support alternative arts or cultural uses which would make a positive contribution to the range of cultural facilities in the borough;
 2. the size, layout and design of the existing facility;
 3. proposals for re-provision elsewhere;
 4. the impact of the proposal on the range of arts or cultural facilities; and
 5. the mix of uses in the area.
- E. The loss of existing cultural facilities will not be permitted unless:
1. it can be adequately demonstrated that the facility is no longer needed, or
 2. the formal and informal activities can be provided in an alternative location in the borough, that is of a higher quality and is equally accessible to all existing users.
- F. Temporary use of vacant buildings and land in town centres for inclusive art and cultural uses will be supported.

- 9.34 The Council wishes to promote the borough as a significant cultural destination by supporting dynamic and inclusive cultural venues and promoting associated uses. Arts, leisure and culture play a vital role in defining Kingston's identity and aspirations. Culture drives wider social benefits and contributes enormously to Kingston's attractiveness as a place to live, work and study. It also contributes to the local and night time economy and as an employer in the arts and creative industries. Arts and culture include the myriad of activities, organisations, individuals and enterprises that contribute to the borough's cultural life; from neighbourhood events and annual festivals to cultural and community organisations. Cultural facilities can include (but is not limited to) public houses, theatres, cinemas, galleries and museums; live music, dance venues and outdoor spaces. Good quality public realm

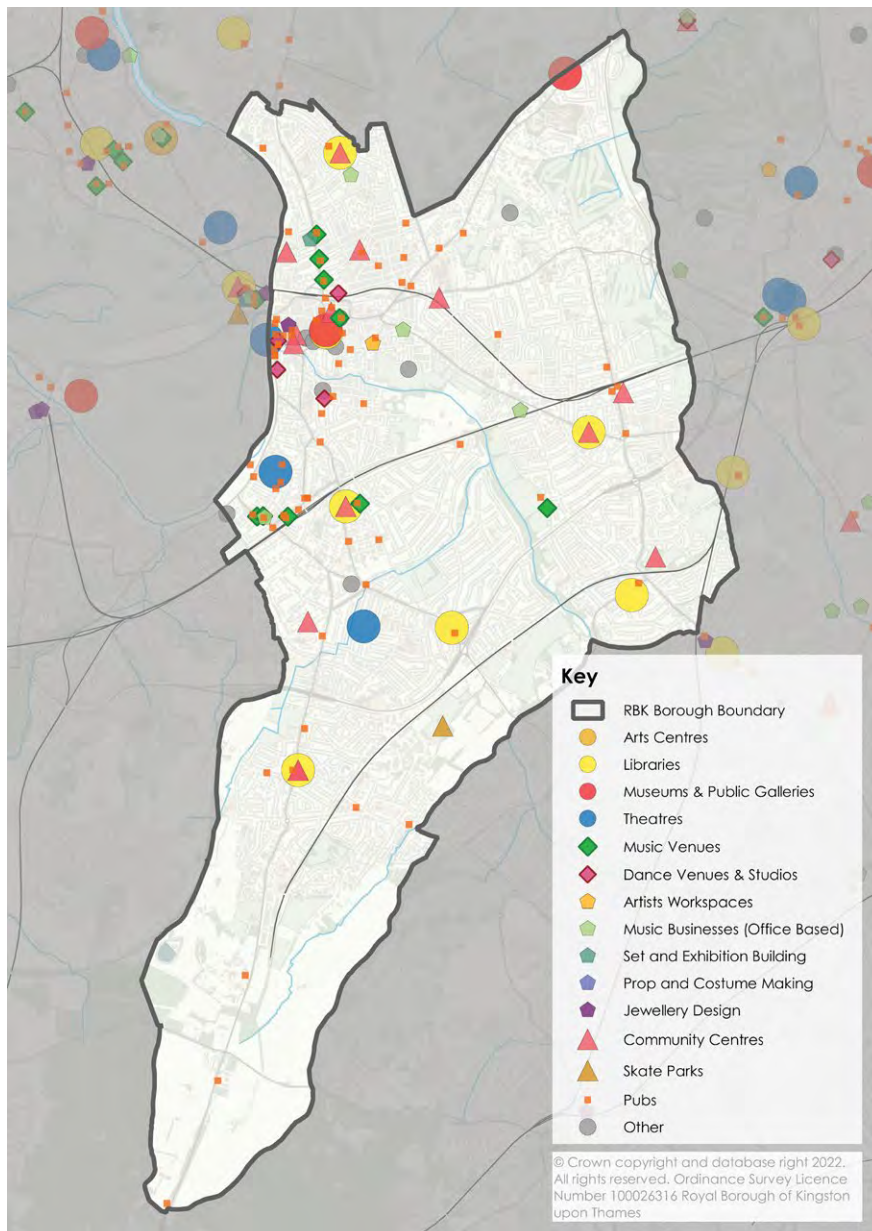


Figure 9.3: Map showing arts and cultural facilities

infrastructure will ensure that spaces have the flexibility to be used and accessed for cultural activities.

- 9.35 The loss of cultural venues, facilities or spaces can have a detrimental effect on an area and create a loss to the local economy, particularly when they serve a local community function. The Council will protect such cultural facilities and uses.
- 9.36 The Council will support opportunities to use vacant buildings and land for flexible and temporary or meanwhile uses, particularly within designated town centres. This can stimulate vibrancy, vitality and viability in town centres by creating social and economic value from vacant properties. Any offer for artists and creatives to use vacant properties would have the benefit of retaining talent, which might not otherwise happen because of the cost of rent/spaces.



Draft Policy KS6: Sports Facilities

- A. Development proposals for Sports Facilities (including Playing Pitches) will be supported where:
1. the facility is of an appropriate design and scale to adequately serve a demonstrable demand from the community;
 2. it is appropriately located for its intended use, and is accessible to the community it serves, with good walking, cycling and public transport connections;
 3. it is made available for public use through community use agreements where reasonably practicable;
 4. it is not detrimental to the amenity of the surrounding area.
- B. Developments involving the loss of existing Sports Facilities will be strongly resisted unless:
1. an assessment has been undertaken which clearly shows the



sports facilities to be surplus to requirements (for existing or alternative sports provision); or

2. The loss resulting from the proposed development would be replaced by facilities of an equivalent or improved quality, in a suitable location before the commencement of development;

9.37 Sports facilities (including playing pitches) are an important component of social infrastructure which should be accessible to all. Indoor and outdoor sports facilities are crucial in delivering an integrated physical activity, sport and leisure offer.

9.38 Sport and physical activities play an important role in improving the physical and mental health of the borough, supporting the economy, reconnecting communities and rebuilding a stronger society for all. The 'Sport for All?' report, published in 2020 by Sport England, shows that some minority ethnic groups, as well as disabled people, have lower rates of participation in physical activity. Furthermore, men are more active than women and activity declines with age. These factors need to be taken into account when designing activities and encouraging people to participate in physical activity.

9.39 All proposals for new sports facilities will be expected to be designed in accordance with Sport England's design guidance to help ensure that facilities are fit for purpose and of a high-quality design. Community Use Agreements will be sought to secure community use of new sports facilities provided on sites which may not usually be available for wider community access.

9.40 The loss of sporting facilities will be strongly resisted by the Council. However, there is a recognition that some sporting facilities may be surplus to the requirements of the community. In these circumstances, alternative uses can be considered where this satisfies the criteria set out in the policy and with paragraph 97 of the NPPF.



Draft Policy KS7: Play and Informal Recreation

- A. Developments should increase opportunities for play and informal recreation, and improve access for children and young people to existing play, sports and youth facilities within the local area, particularly in areas with identified needs.
- B. Developments involving the creation of new housing will be required to incorporate formal play areas for children and young people of at least 10 square metres per child. The provision should be made on-site and be accessible to all children and young people in the development irrespective of housing tenure. Off-site provisions and/or payment-in-kind would only be acceptable where it can be demonstrated that on-site provision is not feasible and that suitable replacement provision will be provided in the vicinity to meet the needs arising from the development.
- C. Where new large-scale public realm is provided as part of a development, it should incorporate incidental play spaces to increase opportunities for children's play, physical activities, and other informal recreation to meet the demand they generate.
- D. The loss of existing children's play spaces will be strongly resisted unless:
 1. it can be demonstrated that there is no ongoing demand or future demand for children play spaces (for all age groups) in the local area through an up-to-date needs assessment; or
 2. the loss of existing children's play spaces would be replaced by play spaces and facilities of an equivalent or improved quality, and provided in a suitable location nearby.

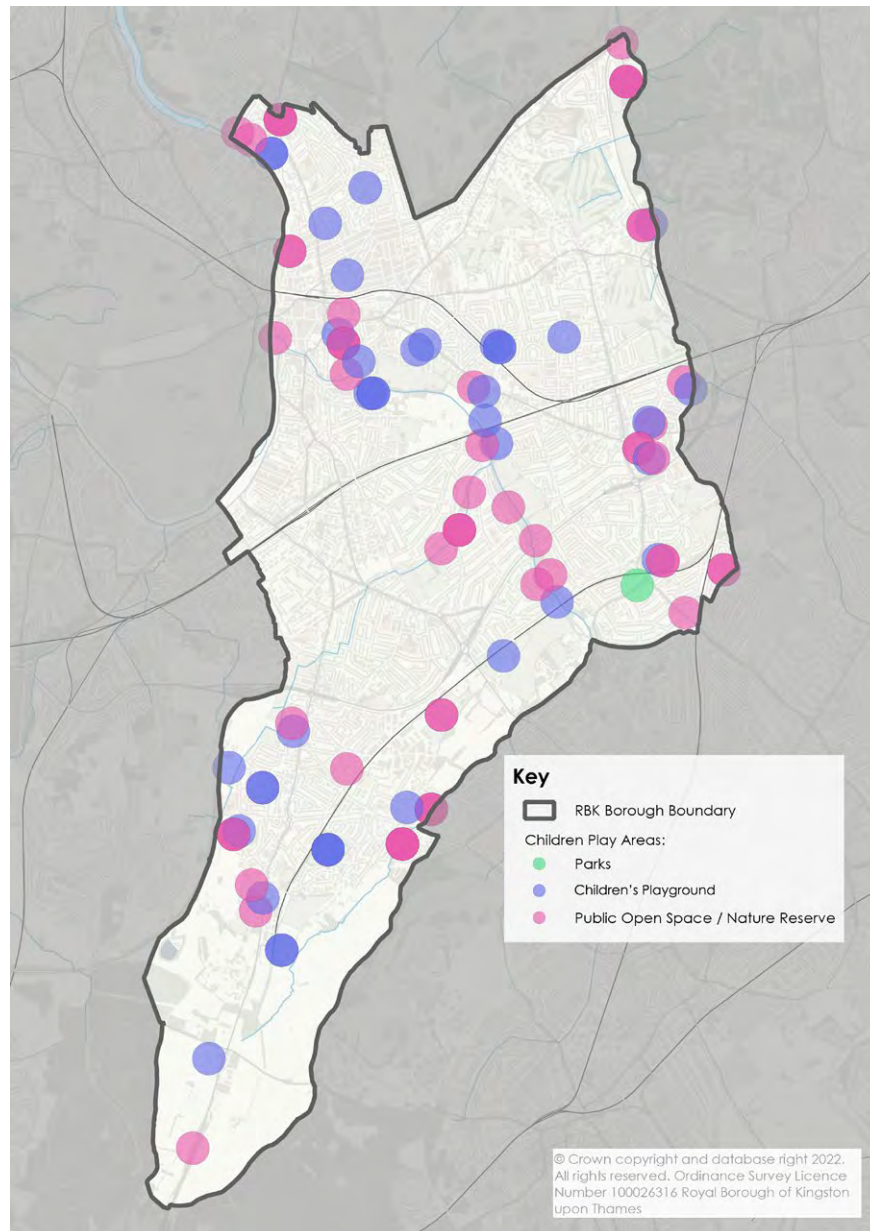


Figure 9.4: Map showing play areas for children and young people

- 9.41 The Council will seek improvements in quality and accessibility of play areas, recreation facilities and open spaces in the borough through tailored projects that will add value to local communities.
- 9.42 New developments will be encouraged to create proposals for the improvement of open space and play provision, which should reflect the additional open space and play needs generated as a result of the development.
- 9.43 They must also meet the demand they generate in the area by providing on-site sport and play facilities or additional capacity off-site.





Draft Policy KS8: Public Houses

- A. Development proposals involving the loss of a public house must provide robust evidence to demonstrate that:
1. there is no reasonable prospect for the building to continue operation as a public house (including evidence on the continuing viability of the business); and
 2. there has been no market interest in the building as a public house or interest from local communities for the space to be used for alternative community uses over the last 24-month period.
- B. Developments involving the redevelopment or replacement of a building used as a public house should ensure adequate floorspace is retained or re-provided to ensure that the continued use as a public house would be financially viable.
- C. Development proposals having an adverse impact on the existing operation and/or viability of a public house will be strongly resisted.
- 9.44** Public houses (or pubs) can contribute to an area's day, evening and night-time culture and economy, adding greatly to the vibrancy and activity of our streets and neighbourhoods. They are also often an important part of a community's social life, providing a local venue for entertainment and a focus for social gatherings in neighbourhoods.
- 9.45** The Council will seek to guard against any unnecessary loss of public houses, and will require proposals for their redevelopment or demolition to provide convincing evidence that there is no reasonable prospect for the building to continue its operation as a public house, or for alternative community use.

- 9.46** To demonstrate that there is no realistic prospect a building could be used as a pub in the foreseeable future, the Council will require authoritative marketing evidence that reasonable measures have been taken to market the pub to other potential operators. The pub should have been marketed as a pub for at least 24 months, at an agreed price following an independent valuation, and in a condition that allows the property to continue functioning as a pub. The business should have been offered for sale locally and London-wide in appropriate publications and through relevant specialised agents.
- 9.47** The Council will also require a summary statement from the applicant on its continuing viability as a public house and a detailed report outlining the terms and asking price offered to the market for any alternative community uses over the last 24 months period.
- 9.48** Public houses often include function rooms, kitchens, cellars, and outdoor amenity spaces, including outdoor gardens, which are critical to retaining the viability of the premise as a public house. Where a development involves the redevelopment or replacement of a building used as a public house, it should demonstrate that the remaining or re-provided floorspace will be of a sufficient amount and quality to retain the viability of the premise as a public house.
- 9.49** Development proposals within the curtilage of a public house that would compromise the operation or viability of the premise will be strongly resisted by the Council. Developers must put in place measures that would mitigate the impacts of noise for new and subsequent residents.

10

Natural Environment and Green Infrastructure





Policies in this chapter:

- **Draft Strategic Policy KN1:** Green and Blue Infrastructure
- **Draft Policy KN2:** Open Spaces
- **Draft Policy KN3:** Biodiversity
- **Draft Policy KN4:** Urban Greening and Trees
- **Draft Policy KN5:** Food Growing
- **Draft Policy KN6:** Green Belt and Metropolitan Open Land

- 10.1** This chapter sets out the Local Plan's policies to protect and enhance the borough's natural environment. It provides an integrated approach for the planning and delivery of green and blue infrastructure across the area.
- 10.2** The borough's networks of green infrastructure, including our parks, green spaces, rivers, and trees, contribute to a range of benefits and opportunities for our local communities. These networks also enable nature recovery and ecological connectivity and support a range of important ecosystems.
- 10.3** It is important that as the borough's population grows, we continue to protect and enhance our most valued green and blue spaces and habitats, secure measurable net gains for biodiversity, and improve the quality of our natural environment where possible.
- 10.4** The COVID-19 pandemic and a number of other health challenges experienced by the population have highlighted the importance of improving access to open spaces and nature in the borough. There is also a need to reverse the decline in biodiversity and support the recovery of our natural environment, in part to enable it to adapt and mitigate the impacts of climate change.



Draft Strategic Policy KN1: Green and Blue Infrastructure

- A. The Council will support a strategic green and blue infrastructure approach by:
1. Working with relevant partners to implement the strategic All London Green Grid Framework and Kingston's Biodiversity Action Plan;
 2. Preparing green and blue infrastructure strategies and infrastructure delivery plans to identify the opportunities and priorities for investment and intervention in the area;
 3. Protecting and enhancing existing green and blue infrastructure and promoting their wider benefits.
- B. The borough's green and blue infrastructure networks, including open spaces, green spaces, nature conservation sites, habitats, rivers, waterways, trees and green features, should be enhanced wherever possible.
- C. Developments will be expected to maximise opportunities for enhancing existing green spaces and waterways, incorporating appropriate urban greening to enhance the visual quality and ecological functions of the site.
- D. Developments will be required to ensure green spaces and urban greening features (including tree plantings, vegetations, gardens, green roofs, and green walls, and sustainable drainage systems, etc.) are planned, designed and managed in an integrated way to deliver multiple environmental benefits over the lifetime of the development.

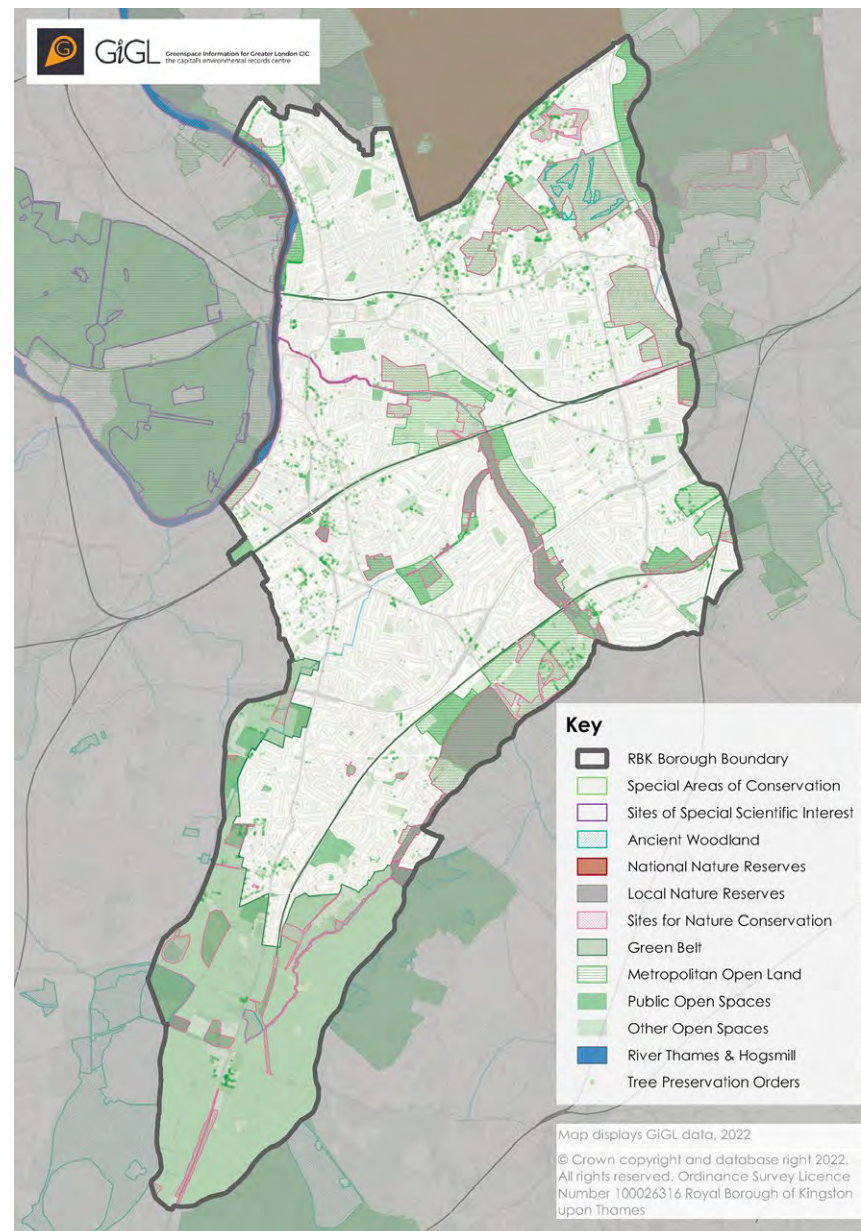


Figure 10.1: Map showing green and blue infrastructure networks

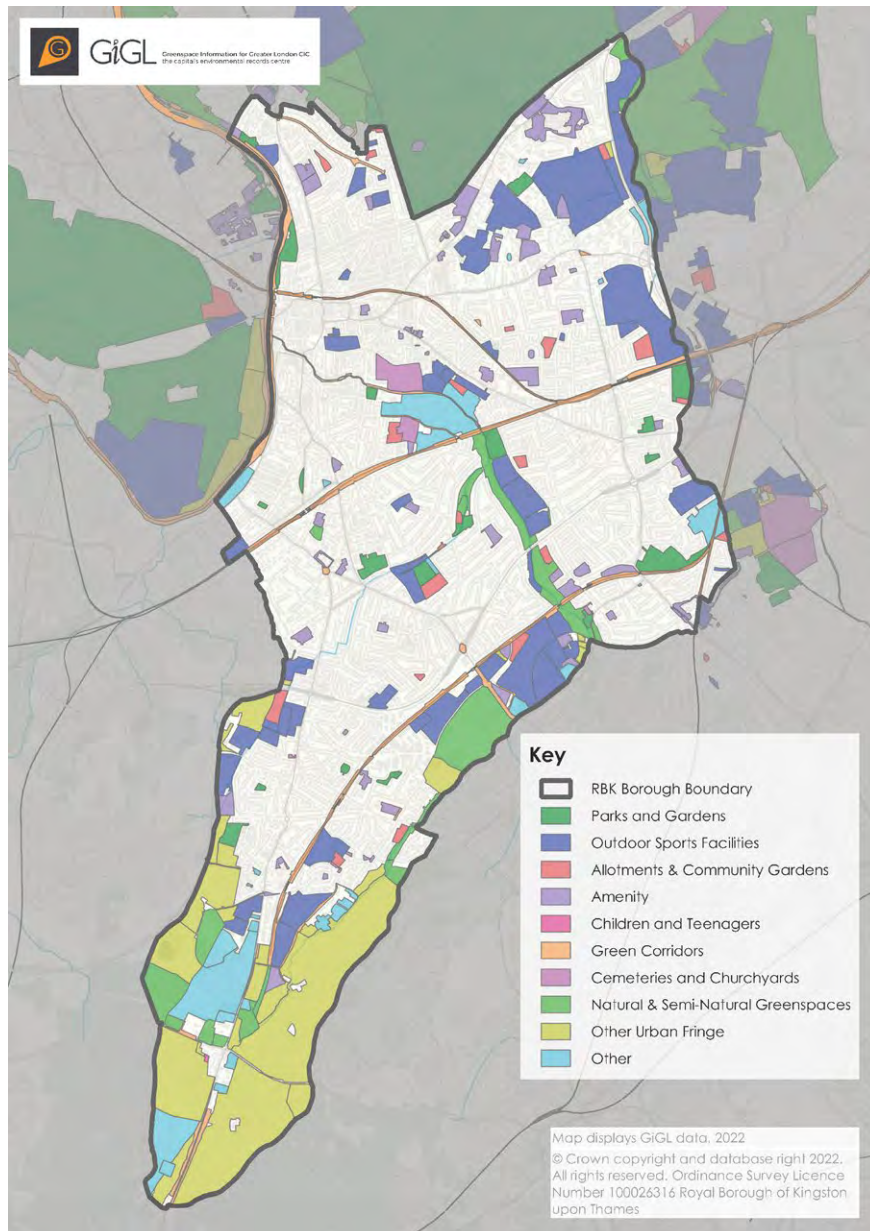


Figure 10.2: Map showing different types of open spaces

- 10.5 Green and blue infrastructure refers to the network of multi-functional green spaces and green features vital to the sustainability of our environment. It includes our parks, green and blue spaces, open spaces, woodlands, playing fields, rivers, wetlands, and green features (including trees, plantings gardens, green roofs and green walls, and sustainable drainage systems).
- 10.6 Green and blue infrastructure forms an essential part of our urban infrastructure and has a pivotal role in mitigating the impacts of climate change and boosting resilience to its impacts. It is valuable to the ecological integrity of the environment, provides habitats for species and delivers multiple health, social and economic benefits to our local communities.
- 10.7 Most green spaces and green features in the borough are highly managed for their biodiversity or amenity value. However, all too often these assets have been considered as individual components rather than as an integral part of the area's green infrastructure networks.
- 10.8 The policy sets out the borough's strategic green and blue infrastructure approach, and the Council's commitment to work with relevant partners to implement the strategic All London Green Grid Framework (and its replacement document) and Kingston's Biodiversity Action Plan.
- 10.9 Alongside this plan, the Council will prepare green infrastructure strategies and infrastructure delivery plans to identify the opportunities and priorities for investment and intervention in the area (this will include a Local Nature Recovery Strategy for the area). The Council will also seek to protect and enhance existing green infrastructure and promote their wider benefits in all relevant planning activities and functions.



- 10.10** For developments, the green infrastructure approach means investigating and maximising nature-based approaches and solutions to interrelated issues associated with the site at the earliest stage of development. All developments will be expected to maximise opportunities for enhancing existing green spaces, and incorporate appropriate urban greening features (including sustainable urban drainage systems) to enhance the development's visual quality and ecological functions of the site. Where relevant, applicants will be required to explain how the scheme will impact any priority species and habitats, and demonstrate how their proposal will contribute to the measures set out in Kingston's Biodiversity Action Plan.
- 10.11** When appropriately planned, designed and managed, green infrastructure has the potential to deliver a range of ecosystem services and improve environmental conditions in the area. Developments will be required to provide information on how different green infrastructure elements, including green spaces and urban greening features, will be sensitively incorporated and appropriately managed as part of their application.



Draft Policy KN2: Open Spaces

- A. Developments should improve public access and support walking and cycling connections to local parks and other open spaces in their area, especially within identified areas of deficiency.
- B. Major developments will be required to create new areas of usable open spaces satisfactory to the needs of the development's occupiers. This should be through on-site provisions and be publicly accessible to communities in the local area;
- C. Developments must ensure open spaces are managed and maintained to an acceptable standard over the lifetime of the development (a minimum period of 30 years).
- D. The reconfiguration of existing open spaces to provide more usable open spaces or to improve their public access could be supported if it is demonstrated that the proposal will not result in a reduction in the quality and quantity of open space provision.
- E. Appropriate ancillary and temporary developments on Public Open Spaces could be supported if it could be demonstrated that the development is ancillary to the use of the open space, and there is no detrimental impact on the long-term enjoyment and intended functions of the open space (this includes any impact on habitats and species).
- F. Developments that would result in the loss, deterioration, or fragmentation of Public Open Spaces will be refused, unless the loss would be replaced by an equivalent or better provision in terms of quantity and quality in a suitable location.

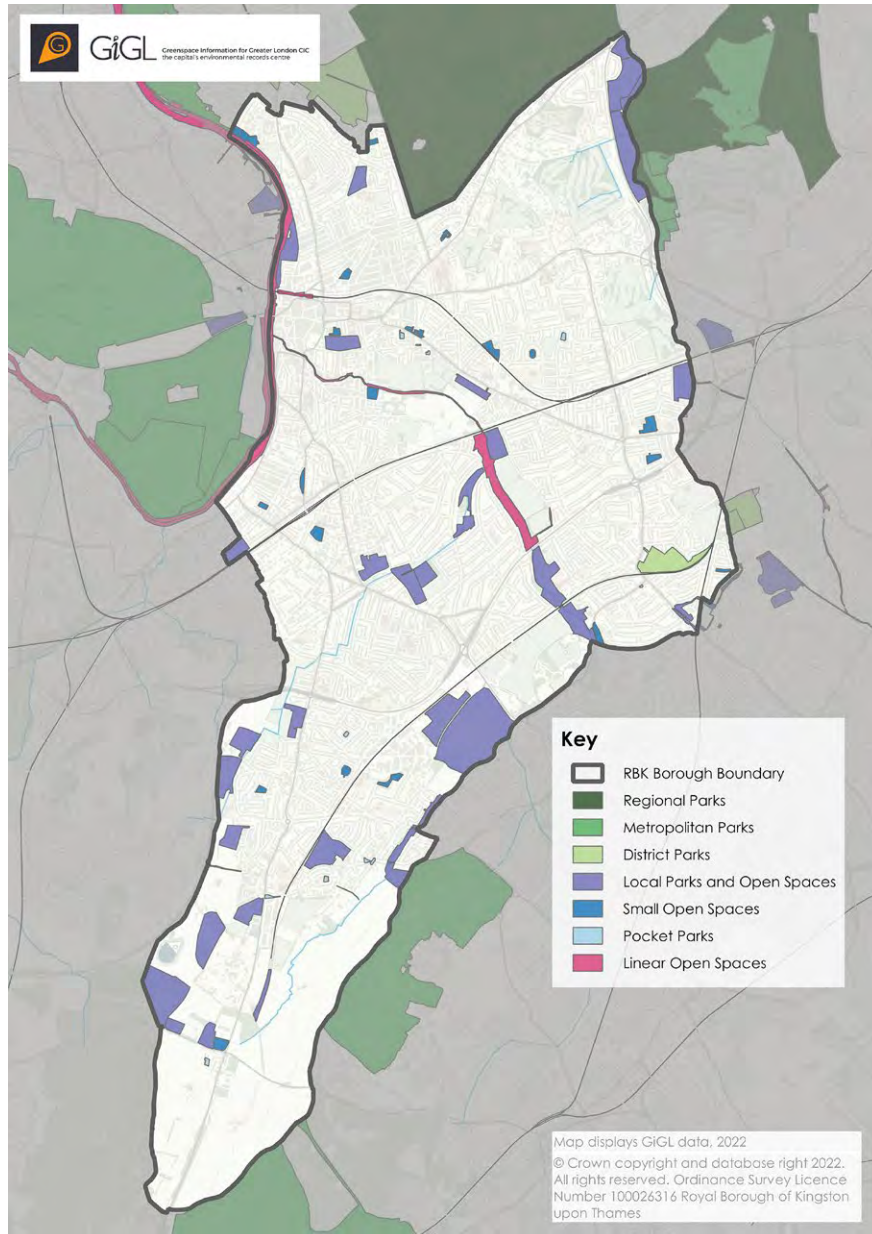
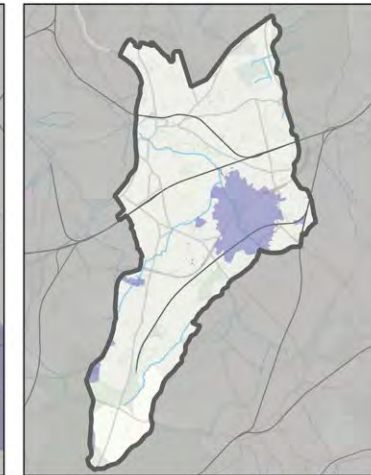


Figure 10.3: Map showing the classifications of Public Open Space

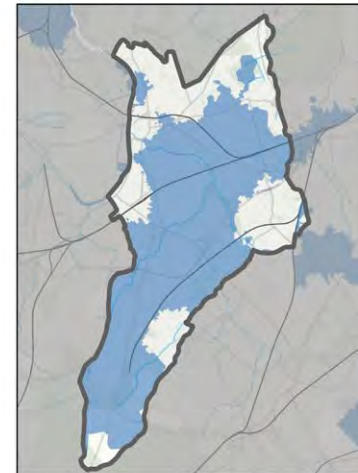
Areas of Deficiency in Access to Regional Parks



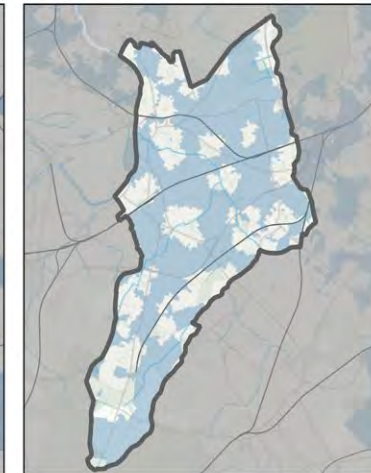
Areas of Deficiency in Access to Metropolitan Parks



Areas of Deficiency in Access to District Parks



Areas of Deficiency in Access to Local, Small & Pocket Parks



Key

- RBK Borough Boundary
- Areas of Deficiency in Access to Regional Parks
- Areas of Deficiency in Access to Metropolitan Parks
- Areas of Deficiency in Access to District Parks
- Areas of Deficiency in Access to Local, Small & Pocket Parks



Map displays GiGL data, 2022.

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Figure 10.4: Maps showing areas of deficiency in access to Public Open Spaces



- 10.12** Open spaces, including parks, playing fields, allotments, private gardens, and other public open spaces are an integral component of the borough’s green infrastructure. They contribute to the quality of life and mental wellbeing of our communities and facilitate many physical activities and social interactions. They also enhance our living environments, improve air quality, support biodiversity and make a positive contribution to the character of many places.
- 10.13** Access to green space encourages greater levels of physical activity as streets become more attractive and inviting to walk, run and cycle in. Access to green space can also stimulate positive psychological and physiological responses, positively impacting mental health, including better moderation of stress, and reduced hospital admissions for mental health.
- 10.14** The Natural Capital Account for London estimates that parks and other open spaces provide over £1.5 billion of benefit for our local communities (over a 30-year period). This included an estimated saving of £343 million on health costs from mental and physical health benefits attributed to open spaces.
- 10.15** The borough is often perceived as a leafy and green borough, and though this is true in many respects, there are still a proportion of residents within the borough who do not have close access to public open space. Access to public open spaces also allows people to be more active and enjoy healthier lives. To help address this deficiency in access, all developments will be expected to improve public access and support walking and cycling connections to local parks and other open spaces in their area, especially within identified areas of deficiency shown in Figure 10.4.
- 10.16** New developments will create additional demand for parks and open spaces across the borough. It follows that major developments are required to create new areas of open spaces that meet the needs of



its residents and occupiers. New open space provisions should be achieved on-site and be publicly accessible to the local communities where possible. New open spaces are to be appropriately managed and maintained over the lifetime of the development (a minimum period of 30 years).

- 10.17** Where responsibility for the open spaces (both on-site and off-site provisions) is transferred to the Council, an equivalent commuted sum for the maintenance of land will be required as part of the legal agreement. The provision of new open spaces and improvements to existing open spaces (and where relevant the sum for their management and maintenance of land) will be secured through Section 106 agreements where appropriate.
- 10.18** In determining the appropriate form, location, and extent of new open spaces for new development, consideration should be given to the requirements set out in the Green Infrastructure Strategy and the extent of access to Public Open Space within the surrounding area. Existing open spaces should be enhanced wherever possible, especially within a heritage setting or where the open space forms an important feature in the townscape area.
- 10.19** The reconfiguration of open spaces could be supported in circumstances that would lead to more usable open spaces and improve access for the public. Development proposals will be required to demonstrate that such reconfigurations will not result in a reduction in the quality and quantity of open space provision.
- 10.20** The policy will require proposals for ancillary and temporary developments to demonstrate that the development is ancillary to that of the open space and/or temporary in nature (including details on duration), and that there is no detrimental impact on the long-term enjoyment and intended functions of the open space, including any impact on habitats and species at the open space.

- 10.21** Inappropriate developments that would result in the permanent loss, deterioration, or fragmentation of Public Open Spaces will be refused planning permission, unless the loss resulting from the development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.



Draft Policy KN3: Biodiversity

- A. Developments should contribute to the conservation of priority species, and the restoration and enhancement of priority habitats and nature conservation sites, including Site of Importance for Nature Conservation where relevant.
- B. Developments will be required to deliver a minimum of 30% Biodiversity Net Gain (to be measured using the latest Biodiversity Metric, or Small Sites Metric for small development sites). Developments should seek to deliver biodiversity gains on-site, and only pursue off-site provisions where it can be demonstrated that this is not feasible or compatible with the intended uses of the site.
- C. Developments that would result in the loss, deterioration or fragmentation of priority habitats and known Sites of Importance for Nature Conservation will be strongly resisted by the Council. Developments that will cause significant harm to priority species and priority habitats, without adequate mitigation, will be refused.
- D. Developments will be required to apply the 'mitigation hierarchy' to limit as far as possible its negative impacts and to provide an overall positive net gain for biodiversity.
- E. For some types of development, including all major schemes, an ecological survey report and, where relevant, a bat survey will be required. This should be carried out prior to the design and planning stages of the development.
- F. Proposals that are likely to have an adverse impact on biodiversity must be accompanied by an Ecological Impact Assessment (EIA).
- G. Proposals to improve access to Sites of Importance of Nature Conservation could be supported, where it could be demonstrated that the development would not result in a detrimental impact on biodiversity.

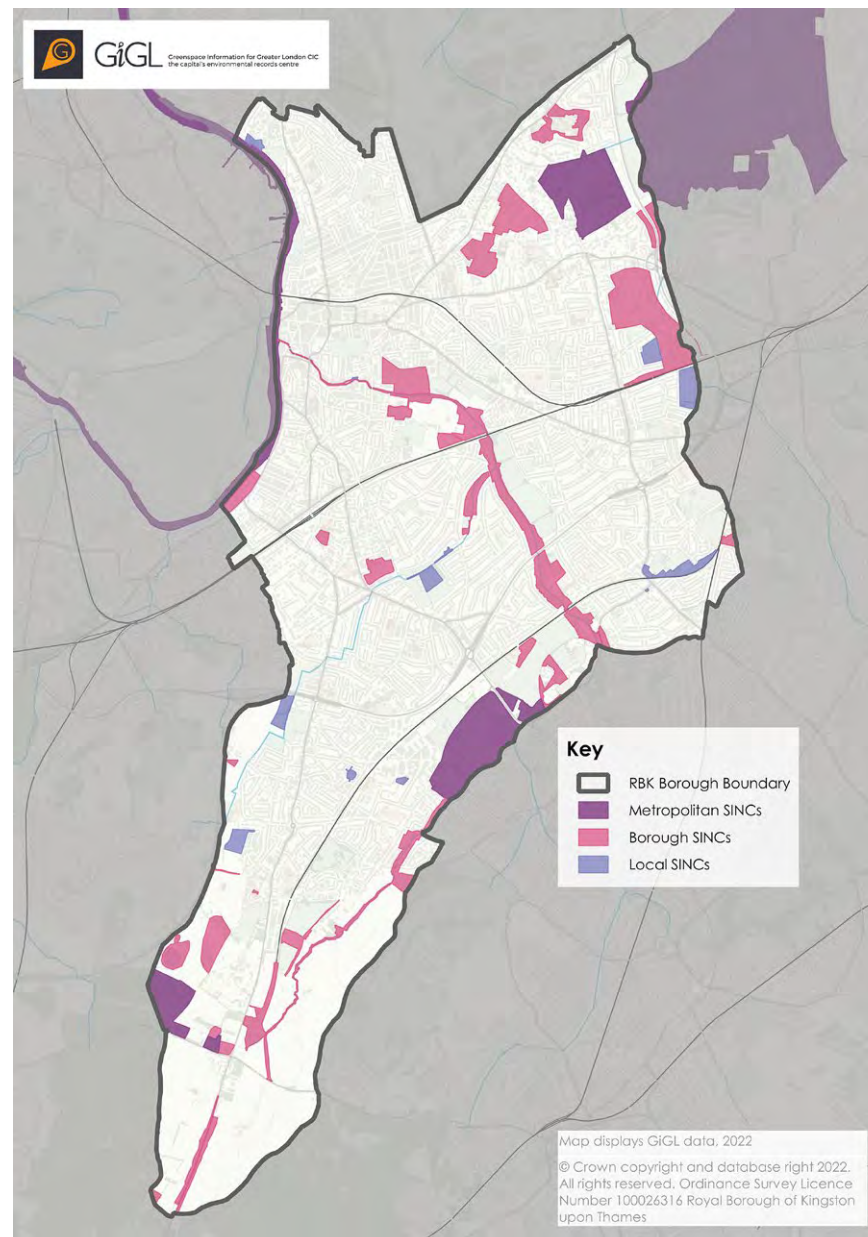


Figure 10.5: Map showing Sites of Importance for Nature Conservation

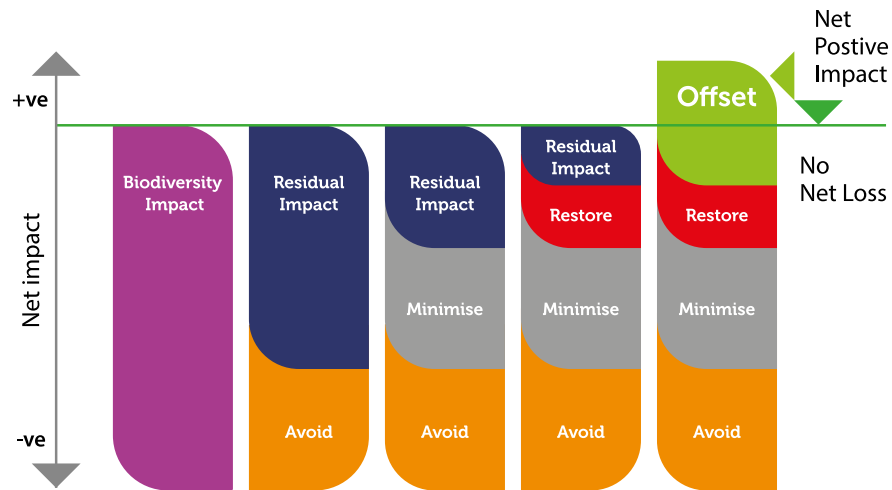


Figure 10.6: Diagram showing the Mitigation Hierarchy

10.22 Biodiversity includes all the different species of animals, plants, and organisms that coexist in the environment. It also includes the component habitats for species, such as wetlands, woodlands, grasslands, meadows, rivers, sustainable drainages, private gardens, trees, urban vegetation, and other natural and semi-natural green spaces.

10.23 The borough supports a range of biodiversity assets, including:

- 12 Local Nature Reserves (overlaps with SINC);
- 45 Sites of Importance for Nature Conservation (also known as 'SINC');
- Ancient Woodland (small fragments of ancient woodland are present in three SINC in the north-east and south of the borough);

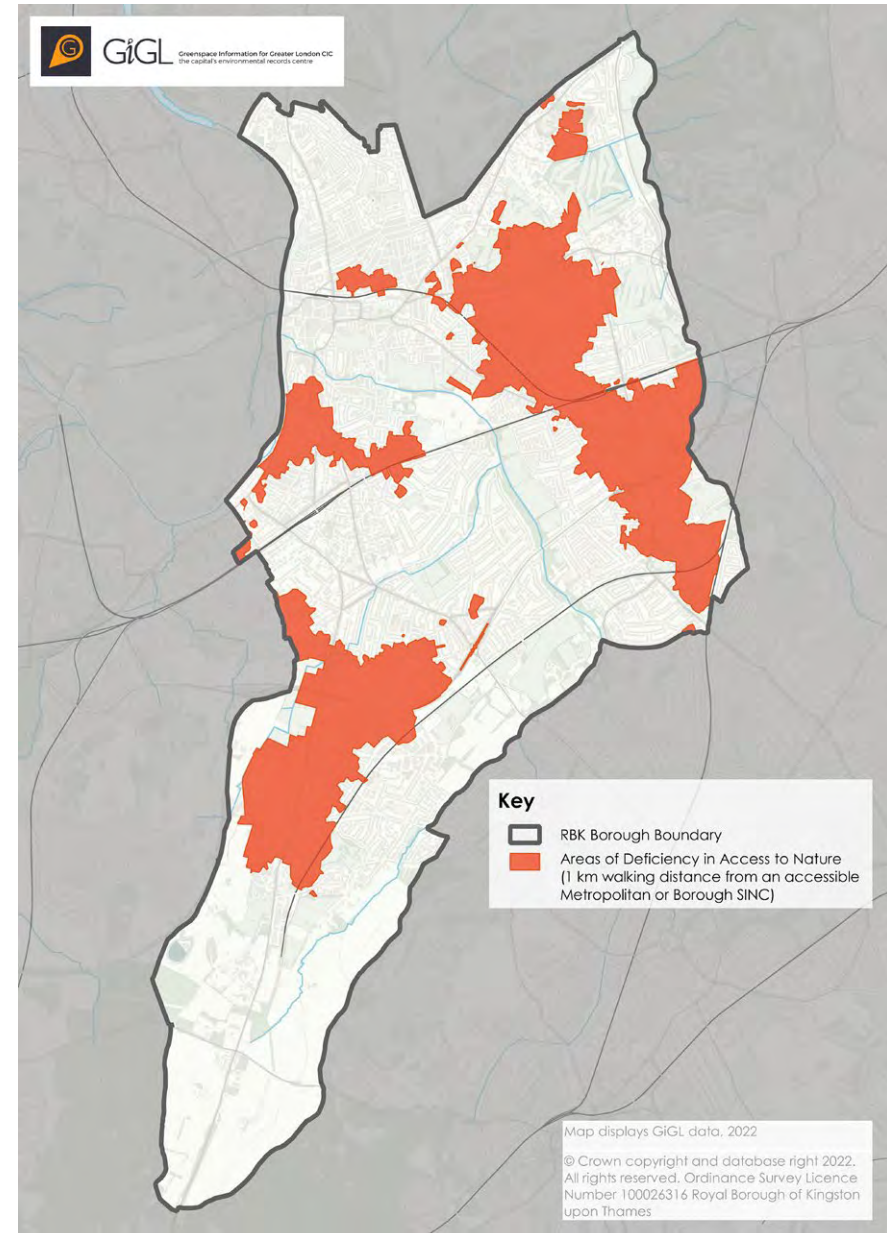


Figure 10.7: Map showing areas of deficiency in access to nature

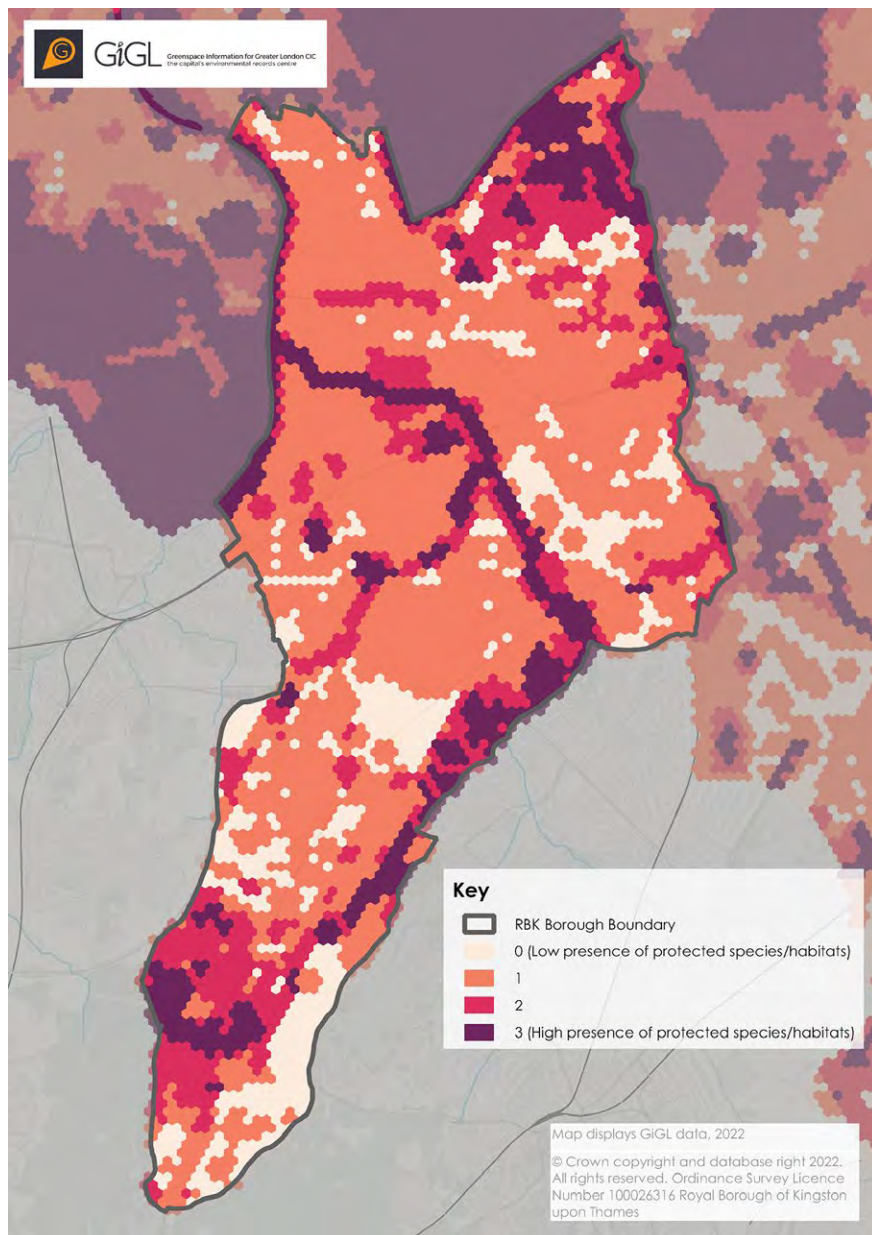


Figure 10.8: Map showing Biodiversity Hotspots

- 9 Priority Habitats (including deciduous woodland, good quality semi-improved grassland, lowland dry acid grassland, lowland heathland, and traditional orchard)
- Green Corridors, and
- Blue Corridors

10.24 The borough is also bordered by two Special Areas of Conservation and three Sites of Special Scientific Interest, which are located at Richmond Park and Wimbledon Common to the north, and Epsom and Ashstead Common to the south.

10.25 The borough has a characteristic and unique mix of habitats and species that reflect the area’s history and culture. Some of the borough’s habitats are found on sites that are remnants of the semi-natural countryside and/or farmland that have been left during the development of the surrounding area. Many of these have been absorbed into the urban setting and act as refuges for both common and rare species.

10.26 The majority of the species found in the borough are well adapted to the urban environment, however, there are some species that are susceptible to change and are intolerant of human disturbance.

10.27 Nine of the priority habitats and nine of the priority species identified in the London Biodiversity Action are located in the borough. Rare species of particular note include pyramidal orchids, loosestrife, and meadowsweet. Important relict habitats include the traditional field systems and the ancient species-rich hedgerows of Tolworth Court Farm Fields Local Nature Reserve.

10.28 The Council has a duty to have regard to the conservation of biodiversity as part of any policy or decision-making. This can include restoring and enhancing a species’ population or habitat. All developments will be expected to support the conservation of priority species, and the restoration and enhancement of priority habitats



and other nature conservation sites (including Sites of Importance for Nature Conservation) in their area where this is relevant.

- 10.29** Alongside this plan, the Council will prepare and review the borough's Biodiversity Action Plan to identify the important habitats and species that are most at threat from change and the conservation measures that will need to be taken. The Council will also commit to working with relevant stakeholders, through the 'Kingston Biodiversity Partnership' to promote understanding and cooperation to achieve biodiversity goals. The trends and performance of biodiversity in the borough will also be monitored and evaluated over time as part of the planning process (see 'Monitoring Framework').
- 10.30** Although there have been some conservation successes in recent years, biodiversity loss and degradation of ecosystems continue. The 'State of Nature Report', published in 2019 by the State of Nature Partnership, highlights just how significant the losses are. All developments are required to deliver measurable improvements for biodiversity by creating or enhancing existing habitats in association with the development.
- 10.31** To help reverse the decline in biodiversity and support the recovery of our natural environment, the policy requires developments to deliver 30% Biodiversity Net Gain, as a minimum, and secured for a period of at least 30 years. Biodiversity Net Gain will be calculated using DEFRA's latest Biodiversity Metric or the Small Sites Metric for small development sites. Applicants will be required to provide 'biodiversity gain information' with their application, and have a finalised and approved 'biodiversity net gain plan' before commencement.
- 10.32** Major developments should take into consideration strategic proposals relevant to the site's locations (including schemes identified in the area's Local Nature Recovery Strategy, and other relevant green infrastructure strategies and infrastructure plans).

- 10.33** The arrangement and selection of biodiversity features should be appropriate to the location and the wider ecological networks in the local area. Important habitats and species should be taken into consideration early on in the design process; enhancing links between important habitats on and off-site, and allowing space to act as a buffer to the movement and dispersal of wildlife and plant species.
- 10.34** The layout and design of buildings, external lighting, and landscaping should take into account existing biodiversity features and habitats. Proposals that are adjacent to or near important habitats and species should also consider the potential impact of any direct and indirect effects on biodiversity, such as noise, shading or lighting.
- 10.35** Sites of Importance for Nature Conservation (SINC) are identified in this plan, to help protect and promote the habitat areas that are most important in the borough. The proposed SINC's are shown in Figure 10.5. SINC's are afforded protection commensurate to the grade and contribution to the ecological network. Developments that would result in the loss, deterioration, or fragmentation of priority habitats and known SINC's will be strongly resisted. Developments that will cause significant harm to priority species and priority habitats, without adequate mitigation, will be refused permission by the Council.
- 10.36** Developments will be required to mitigate adverse impacts on biodiversity following DEFRA's 'mitigation hierarchy' approach and avoid the loss of important habitats wherever possible. Off-site compensation will only be acceptable where it has been demonstrated by the applicant that the need for, and benefits of, the development clearly outweigh any loss and that a suitable compensation strategy exists to the Council's satisfaction. Off-site compensation must be provided prior to the commencement of development.
- 10.37** For some types of development, including all major schemes, an ecological survey report, and where relevant a bat survey will be



required. This should be carried out prior to the design and planning stages of the development. If it is concluded that the proposal will likely have an adverse impact on biodiversity interests, the application must be accompanied by an Ecological Impact Assessment (EclA). The EclA must be carried out by a suitably qualified assessor and be based on up-to-date information for the site. Applicants are encouraged to make use of ecological data available from the Greenspace Information for Greater London (GiGL), Greater London's environmental records centre. Applicants are also encouraged to submit any ecological records made as part of their planning application to GiGL in line with latest CIEEM guidance.



Draft Policy KN4: Urban Greening and Trees

- A. Developments should incorporate urban greening measures (such as suitable trees and vegetation, high-quality landscaping, green roofs and walls, and rain gardens) and adopt nature-based sustainable drainage solutions wherever possible.
- B. Major developments will be required to increase green cover on the site to achieve an Urban Greening Factor target score of 0.4 or more for developments that are predominantly residential and a target score of 0.3 or more for other development uses.
- C. Major development proposals in and around town centres and surrounding areas to railway stations, will be expected to demonstrate that opportunities to integrate urban greening measures have been maximised to support healthier, greener and more attractive street environments.
- D. Developments must ensure urban greening features are managed and maintained to an acceptable standard over the lifetime of the development (a minimum period of 30 years).
- E. Developments along walking and cycling routes should include additional green plantings and street trees (especially large-canopied species) to provide benefits such as natural shading, and pollution removal. Tree pits and rain gardens can help improve urban drainage. When selecting sites, care should be taken to ensure adequate footway and cycle lane widths are maintained.
- F. Developments proposing the removal of veteran, mature or protected trees (including those covered by a Tree Preservation Order or within a Conservation Area), without adequate justification, will be refused. Existing street trees shall be retained as part of any development and proposed removal without adequate justification (for example for health and safety reasons), will be refused.



G. Where the council is satisfied the removal of trees has been demonstrated to be necessary and adequately justified as part of the development, the council will require replacement tree planting based on the existing value and benefits provided by the trees removed, as determined by a valuation method such as CAVAT or i-Tree Eco. As a minimum, developments resulting in the loss of existing trees within the subject site or adjacent properties will be required to plant two replacement trees for each tree lost on-site or provide a financial contribution for planting within the surrounding area. Developments resulting in the loss of existing street trees will be required to plant two replacement trees for each tree lost via financial provision for planting within the surrounding area. Not including any trees planted by the council via financial contribution, any newly planted replacement trees that do not survive a period of 5 years from the planting shall be subject to re-provision.

- 10.38** Urban greening refers to measures that can be incorporated into the layout and design of new buildings and developments. It includes green spaces, trees and plantings, vegetation, green roofs, green walls, rain gardens, sustainable urban drainage, and other natural and semi-natural surfaces and features.
- 10.39** Urban greening can provide a wide range of environmental and social benefits such as improved health, climate change adaptation and biodiversity conservation. It can also enhance the visual quality and character of spaces. Urban greening is especially important in urban and densely developed parts of the borough, such as town centres and surrounding station areas, where the opportunity to increase green spaces and open spaces is limited.
- 10.40** All major developments will be required to increase green cover on the site, and meet the minimum urban greening factor target scores of

0.4 or more for predominantly residential developments, and 0.3 for all other types of development uses (including commercial, employment and industrial developments). The existing green cover retained on-site will count towards the target scores.

- 10.41** The inclusion of urban greening measures in new development should be considered from the beginning of the design process and incorporated into the layout and design of new buildings and developments. In particular, adequate urban greening features, vegetation and tree planting should be provided in public realm spaces, along roads and walking and cycling paths to provide benefits to pedestrians and to support and create healthier, greener, and more attractive street environments for pedestrians.
- 10.42** The policy requires urban greening features to be appropriately managed and maintained over the lifetime of the development (for a minimum of 30 years, unless agreed otherwise with the Council). The sum for their management and maintenance will be secured through a section 106 agreement and/or planning conditions where appropriate.
- 10.43** Where responsibility for the urban greening features is transferred to the Council, an equivalent commuted sum for the maintenance of land will be required as part of the legal agreement.
- 10.44** Street trees and urban woodlands are an important component of the borough's green infrastructure. Trees can help to trap air pollutants, provide shading, absorb rainwater and filter noise, and play a vital role in climate change mitigation and adaptation. They also provide areas of habitats for wildlife, especially mature trees. Street trees also contribute greatly to the character and sense of place in our street environments. When planting new trees, they should be sited where they can be watered by the occupiers and contractors, and accessible to water taps nearby.



- 10.45** The London Plan sets out the Mayor's ambition to increase tree cover in London by 10 percent by 2050. The Council will work with partners to identify opportunities for tree planting in strategic locations, and prepare green infrastructure/tree strategies to ensure the on-going maintenance and enhancement of street trees in the borough.
- 10.46** Street trees, in particular veteran, mature and protected trees (including those protected by a Tree Preservation Order or located within a Conservation Area) make a significant contribution to local ecological, public amenities and local character. Developments proposing the removal of veteran, mature or protected trees (including those covered by a Tree Preservation Order or within a Conservation Area), without adequate justification, will be refused. Existing street trees shall be retained as part of any development and proposed removal within adequate justification (such as for health and safety reasons), will be refused by the council.
- 10.47** All development proposals will be expected to retain and protect existing trees. Where the council is satisfied the removal of trees has been demonstrated to be necessary and adequately justified as part of the development, the council will require replacement tree planting based on the existing value and benefits provided by the trees removed, as determined by a valuation method such as CAVAT or i-Tree Eco. As a minimum, developments resulting in the loss of existing trees within the subject site or adjacent properties will be required to plant two replacement trees for each tree lost on-site or provide a financial contribution for planting within the surrounding area. Developments resulting in the loss of existing street trees will be required to plant two replacement trees for each tree lost via financial provision for planting within the surrounding area. Not including any trees planted by the council via financial contribution, any newly planted replacement trees that do not survive a period of 5 years from the planting shall be subject to re-provision.

- 10.48** The Council will strongly resist any proposals that detrimentally impact the condition and/or amenity of street trees and will seek substitute planting as compensation to replace the services and value provided by such trees.



Draft Policy KN5: Food Growing

- A. The use of vacant or under-utilised land or incidental open spaces for urban agriculture (including for food growing and community gardening) and as a meanwhile use could be supported where it does not conflict with other planning objectives and policies.
 - B. Major developments should provide suitable spaces for urban agriculture, this may include the innovative use of roofs, walls and balconies, particularly in areas where there is a high demand for food growing and community gardening spaces.
 - C. Developments involving the loss of designated Allotments or Community Gardens will be strongly resisted.
- 10.49** Allotments and community gardens are a valuable resource for local food production, and provide multiple benefits for our local communities, especially for residents who do not have access to private gardens. They also contribute to social inclusiveness and can provide educational opportunities for children and young people.
- 10.50** Opportunities to provide new allotments and food growing areas should be explored as part of new developments, especially in high-demand areas to enhance the benefits they bring to Kingston's communities. New provisions should involve consultation with local communities and the Council early on in the planning process.

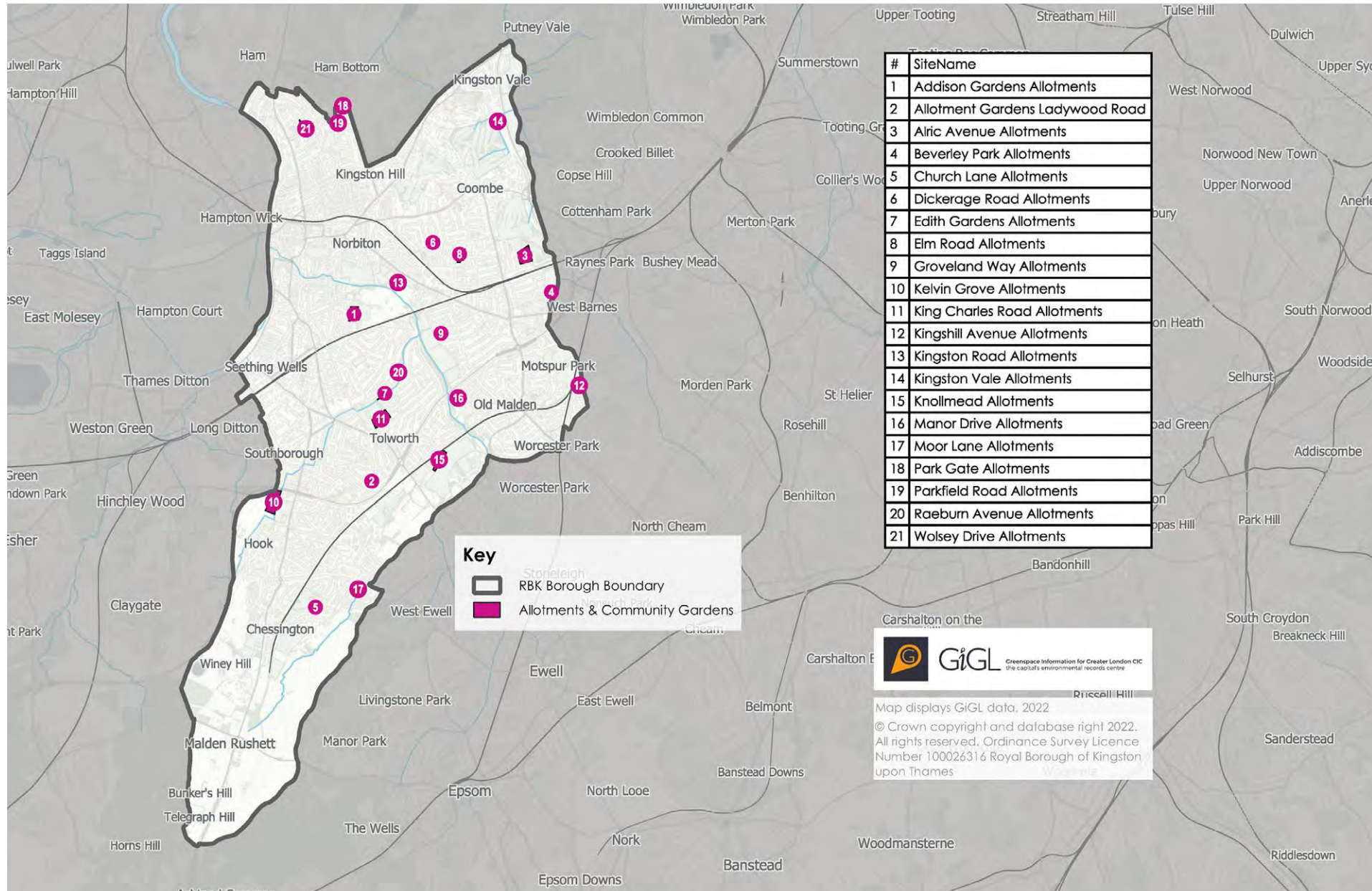


Figure 10.9: Map showing allotments and community gardens



Draft Policy KN6: Green Belt and Metropolitan Open Land

- A. All proposals will be required to preserve or enhance the openness of the Green Belt and Metropolitan Open Land. Proposals resulting in potential harm to the openness of the Green Belt or and Metropolitan Open Land will be strongly resisted by the Council.
- B. Inappropriate developments within the Green Belt or and Metropolitan Open Land will not be permitted, unless very special circumstances can be clearly demonstrated and that any potential harm resulting from the proposal is clearly outweighed by other considerations.
- C. Proposals that improve public access to and involve outdoor sports and recreation activities on Green Belt or and Metropolitan Open Land could be supported where there is no conflict with the intended purposes, openness or nature conservation value of such land.

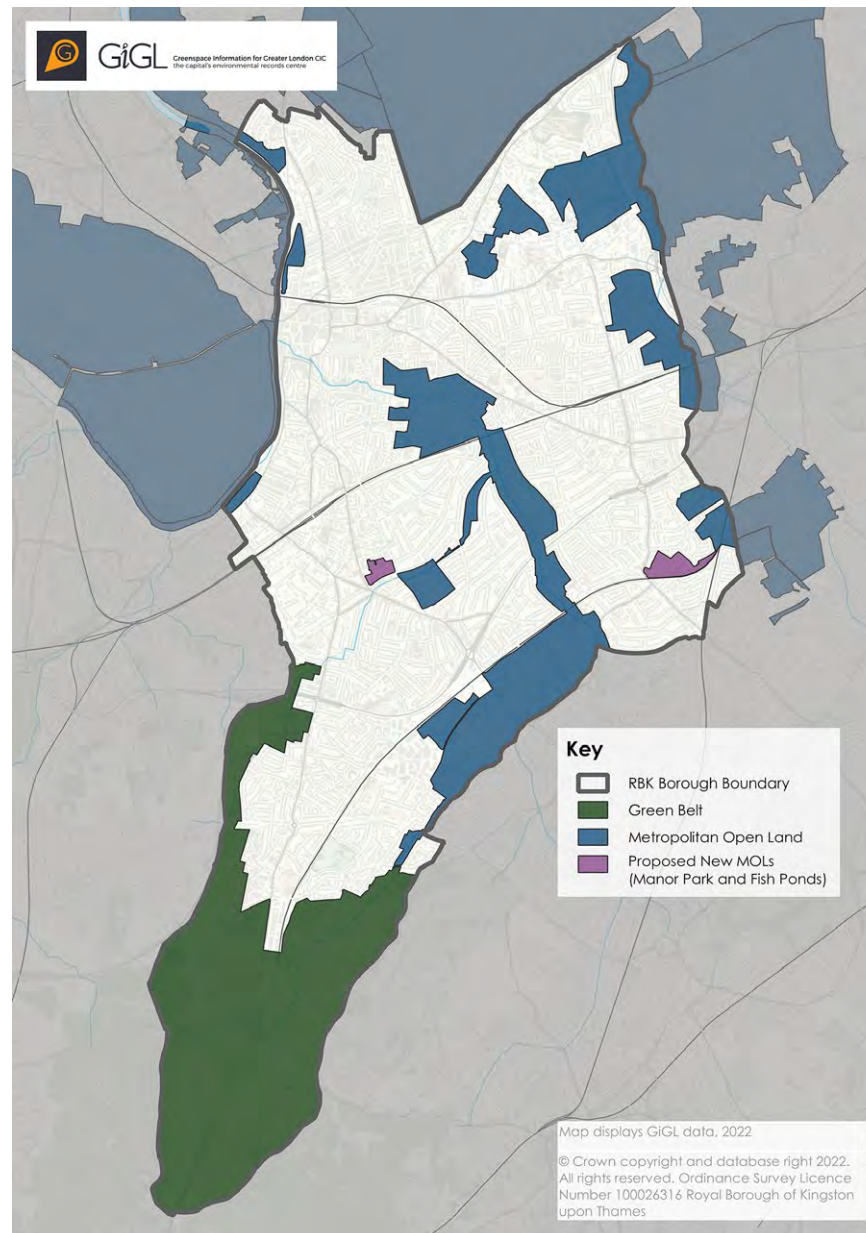


Figure 10.10: Map showing Green Belt and Metropolitan Open Land designations



- 10.51** Over one-third of the borough is covered by Green Belt and Metropolitan Open Land (MOL), these areas will be protected from inappropriate development in line with relevant planning policy from the National Planning Policy Framework and strategic policies from the London Plan.
- 10.52** The essential characteristics of the Green Belt and MOL are its openness and its intended permanence. All development proposals will be required to preserve and enhance the openness of the Green Belt and MOLs in their area. Any potential harm to the openness of the Green Belt or MOL will be strongly resisted by the Council. Proposals should consider the views from the Green Belt and MOL in the area, and mitigate any potential impact resulting from the development's form and setting.
- 10.53** The borough's 'Green Belt and Metropolitan Open Land Assessment' (2018) concluded that all designated Green Belt land and MOL within the borough fulfils its intended strategic purposes, with many instances of more than one purpose being met. As part of the assessment process, two additional areas were identified as holding potential for consideration to be designated as Metropolitan Open Land, due to their character and geography. The proposed new Metropolitan Open Land designations are shown in Figure 10.10.
- Manor Park, off Malden Road, Motspur Park (adjacent to Motspur Park);
 - Fishponds, off Ewell Road/Hollyfield Road (adjacent to Alexandra Park).
- 10.54** All development proposals will be required to preserve or enhance the openness of the Green Belt and Metropolitan Open Land. The council will support proposals which would improve their public access, including for outdoor sports and recreation activities where there is no conflict with the purposes of these land.



11 Transport





Policies in this chapter:

- **Draft Strategic Policy KT1:** Strategic Approach to Transport
- **Draft Policy KT2:** Sustainable Travel and Healthy Streets
- **Draft Policy KT3:** Transport Infrastructure
- **Draft Policy KT4:** Car Parking and Car Free Development
- **Draft Policy KT5:** Sustainable Servicing
- **Draft Policy KT6:** River Transport

- 11.1** Managing transport and connectivity is a key challenge in the borough. Transport has a major impact on air quality, public health and carbon emissions. We want to help make it easier and safer to choose a healthier and more sustainable way of getting around - making walking, cycling and using public transport the first choice.
- 11.2** Since 2014 the borough has seen significant investment in cycling infrastructure through the Go Cycle programme. Go Cycle has upgraded Kingston's major highway routes to accommodate the latest cycling infrastructure, while improving the flow of road users, cyclists, and pedestrians, and enhancing the environments through which they travel. Work has been paused on some of the final parts of the scheme and the Council is working towards progressing its completion. There is still room to improve opportunities for cycling and walking, and

without a continued shift towards sustainable transport, the network will increasingly be a limiting factor on the borough's aspirations for environmental sustainability, community vitality and public health, amongst others.

- 11.3** The South London Sub-region, in which Kingston is located, will see a substantial increase in population and employment over the next 20-year period. The council aims to ensure that growth is supported by healthy and sustainable transport choices.
- 11.4** The borough benefits from good east-west transport links, but north-south links are relatively poor. The lack of public transport options in some parts of the borough is a barrier to residents accessing opportunities both within the borough and outside. The council continues to work through its LIP programmes and with TfL to secure solutions
- 11.5** The council recognises that it does not have direct control of public transport but relies on other partners, particularly Transport for London (TfL), South Western Railway and Surrey County Council to maintain and enhance services. The delivery of Crossrail 2 will be unlikely to occur before the end of this plan period, and there are no national or regional proposals to provide any additional major public transport infrastructure. Improvements to public transport will focus on enhancing the existing rail services and bus network to make them as accessible and attractive as possible.



Draft Strategic Policy KT1: Strategic Approach to Transport

- A. Development proposals will be expected to:
1. Make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on the borough's, and cross-boundary transport networks are mitigated; and
 2. contribute to liveable and accessible neighbourhoods where people choose to walk, cycle and socialise, and support the development of a network for electric vehicles.
- B. The Kingston Local Plan supports development that facilitates the delivery of the Mayor of London's strategic target of 75 per cent of Outer London trips, and 80 per cent of all trips in Greater London to be made by foot, cycle or public transport by 2041; and the proposed transport schemes set out in Kingston Town Centre Movement Strategy, the RBK Local Implementation Plan and Table 10.1 of the London Plan, or any plans which subsequently supersede these.

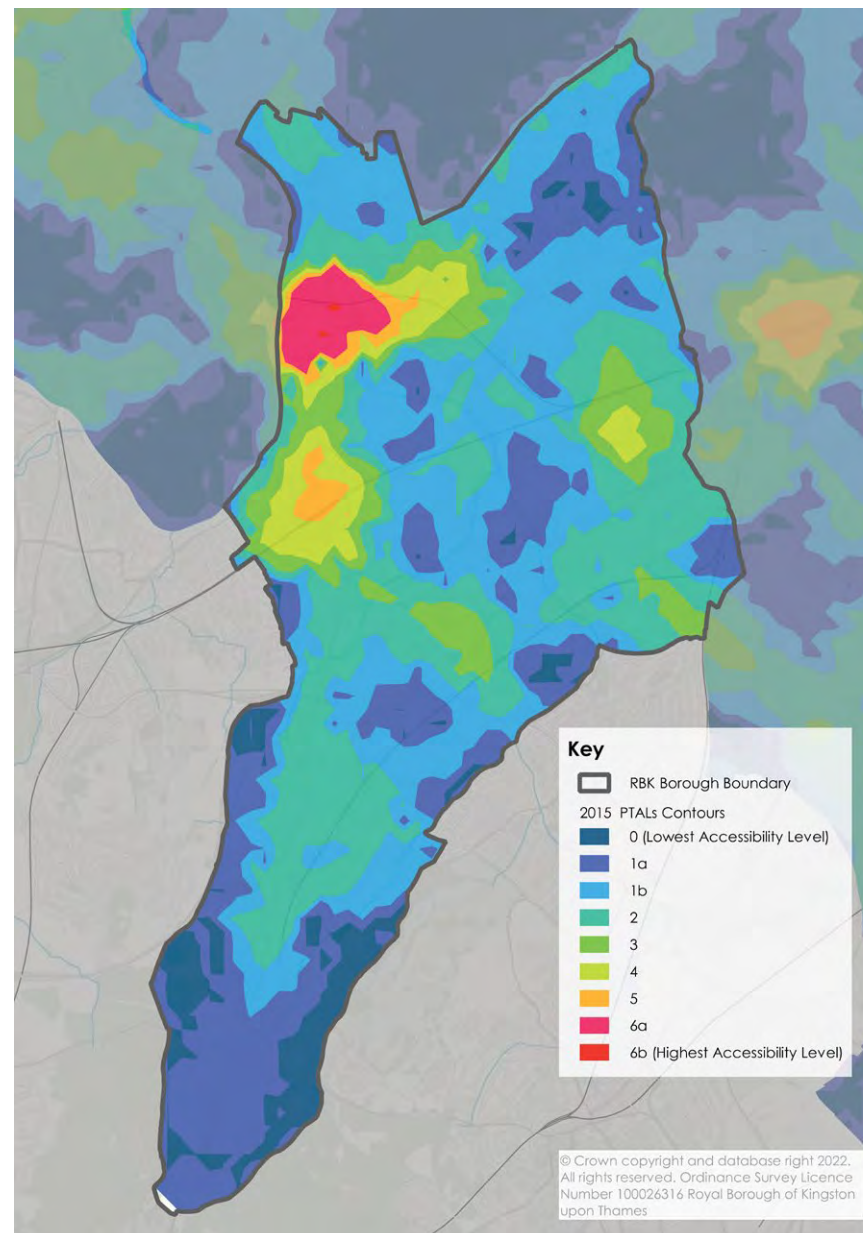


Figure 11.1: Map showing Public Transport Accessibility Levels



- 11.6** New development will be supported where it contributes towards sustainable and active travel behaviour. It should create and support an environment where people choose to walk and cycle, whilst reducing the impact of cars on the transport network, and promote the use of public transport. Proposals will need to demonstrate how they contribute positively towards the council's Climate Emergency declaration and are expected to bring public health and air quality improvements.
- 11.7** To accommodate future development in a sustainable way and avoid adverse impacts on the transport network the council supports the London Plan policy approach of integrating transport and development by locating major trip-generating development including employment, shopping, and high-density housing in areas with good public transport accessibility. The council recognises the need to seek enhanced transport links to poorly connected areas of the borough to accommodate growth, and, where appropriate, development should contribute to improving transport infrastructure and connectivity. Despite the current uncertainty over Crossrail 2, development should aim to facilitate its delivery in future.



Draft Policy KT2: Sustainable Travel and Healthy Streets

- A. Development should support sustainable travel and enhance travel choice within Kingston and beyond. Development is expected to:
1. prioritise the needs of pedestrians and cyclists as well as access to public transport, before car travel;
 2. be integrated effectively with public transport, walking and cycling routes to maximise sustainable travel across the borough and beyond;
 3. be focused within areas with high levels of public transport accessibility and the town centre hierarchy, to help reduce the number of trips being generated by a development generating significant levels of trips;
 4. contribute to improvements in public transport accessibility, and active travel connectivity where situated elsewhere; and
 5. not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough.
- B. Major development and public realm proposals should demonstrate how they will deliver improvements that support the Healthy Streets Indicators, where appropriate, in line with Transport for London guidance.
- C. Where appropriate, development must support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth, including improvement to capacity, connectivity, quality and interchanges across the network.
- D. In order to promote cycling and ensure a safe and accessible environment for cyclists development should:
1. provide cycle parking for building users and visitors in accordance with London Plan parking standards (see Appendix B) and include adequate parking for adapted bicycles, cargo bicycles,



or mobility scooters where appropriate. Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied;

2. ensure that cycle parking is safe, secure, accessible and sheltered;
3. make provision for facilities that promote cycle use including workplace showers, changing space and lockers; and
4. where it is not possible to provide suitable cycle parking on-site, the council will identify an appropriate on-street or other nearby location for the required provision.

11.8 Kingston has high levels of car ownership, use and dependency, particularly in those areas with poor public transport connections. In order to move away from car dependency, development should be located in areas where there are the most sustainable travel options, and, if these are limited at present, development should assist in making active, sustainable travel a feasible option for new occupants.

11.9 Active travel has recognised health benefits, however, existing levels of traffic congestion deter people from cycling on affected routes due to safety and air quality concerns. Kingston has undergone large-scale cycling improvements to a number of its main radial routes as part of the GoCycle programme, however, there remain large areas of the borough which are not yet covered.



Figure 11.2: Diagram showing Healthy Streets Indicators

11.10 All development proposals likely to generate significant amounts of movement should be supported by a transport assessment or transport statement and a travel plan. Ultimately, these measures will ensure that the impacts of development are appropriately managed and opportunities to reduce travel demand and increase access to sustainable transport modes have been taken up as far as practicable.



Draft Policy KT3: Transport Infrastructure

- A. The council will seek improvements to transport infrastructure in the borough by:
1. Protecting existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;
 2. supporting the delivery of electric vehicle infrastructure; and
 3. not granting planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects

11.12 The London Plan stresses the need to work collaboratively with strategic partners to achieve good transport connectivity and Policy T3 Transport capacity, connectivity and safeguarding sets out expectations for Development Plans. The borough's Local Implementation Plan (LIP) sets out the current known transport schemes.

11.13 Transport infrastructure plays a crucial role in supporting development and promoting sustainable transport within the borough. As major development will largely be concentrated in locations with an appropriate level of existing infrastructure or will be subject to transport improvements in the future, land and facilities will need to be safeguarded in order to ensure delivery of these projects.

11.14 Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking.

11.15 To support the growth in electric vehicle use, and maximise its benefit for reducing emissions and improving air quality, the council is rolling out charging infrastructure across the borough. Development is expected to provide sufficient electric vehicle charging points where parking is proposed, and support infrastructure requirements wherever needed.



Draft Policy KT4: Car Parking and Car Free Development

- A. London Plan parking standards as shown under Appendices E-I are a maximum and car-free development will be encouraged where:
1. the development is appropriately located at a well-connected and accessible location;
 2. an existing Controlled Parking Zone (CPZ) is in place or is planned to be implemented;
 3. there is sufficient capacity on the public transport network in the area to serve the additional demand arising from the development, taking into account existing and planned transport infrastructure; and
 4. parking for disabled persons and for servicing vehicles is still provided where appropriate.
- B. Residential development is required to be permit-free in terms of on-street car parking where a CPZ is in place.
- C. Development is required to prioritise sustainable approaches to any car parking by ensuring:
1. priority is given to space for cycle parking;
 2. the allocation of car-club spaces;
 3. the required proportion of electric vehicle charging points; and
 4. any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties.



- D. Additional public off-street parking will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport.
- E. Where there would be a reduction in off-street public car parking, development must demonstrate through the provision of a parking study, that sufficient car parking remains or is re-provided in the area to serve local needs. This could include consideration of available on-street car parking or involve the provision of an appropriate temporary facility. This should ensure that the development ultimately provides for existing local need, together with the resulting increase in demand arising from the development.
- F. Proposals for additional off-street parking with vehicle crossovers to existing premises will only be supported when:
 - 1. within a CPZ, it does not result in the loss of any on-street parking space;
 - 2. it does not result in the loss of any on-street cycle parking or other street furniture that cannot be relocated;
 - 3. it does not result in harm to the character and appearance of the streetscene, or the loss of a grass verge wider than 2m
 - 4. it does not result in the loss of a tree or impact the root protection area of a tree;
 - 5. the hardstanding meets the council's minimum size and specifications for parking spaces;
 - 6. any new area of hardstanding is permeable; and
 - 7. the proposal meets the technical requirements of the current Kingston Crossover Policy.

- 11.16** Kingston town centre has historically relied on access by car for visitors from a wide catchment area, particularly to the south and west.
- 11.17** Traffic congestion is common, particularly on many of the main roads and in the town centres. High volumes of traffic in Kingston Town Centre make walking and cycling less attractive, and results in poor air quality for residents, workers and visitors.
- 11.18** The A3 suffers congestion and acts as a significant barrier between the north and the south of the borough, polluting the local environment with associated health implications.
- 11.19** A large proportion of car journeys in Kingston are less than 3 miles (or 5km). Many of these journeys could be replaced with active and sustainable forms of travel such as walking and cycling which create no pollution and make our streets healthier places.
- 11.20** So that Kingston's road network ensures residents, visitors and businesses can move about safely and sustainably as the population grows and housing delivery increases significantly, new parking provision must be carefully controlled.
- 11.21** This policy seeks to ensure that car parking provision is restricted and managed both on-street and off-street to encourage active travel and tackle congestion. Minimising car parking provision releases space to accommodate other more important uses, including more housing and employment floorspace, community facilities, amenity and play space, shared servicing spaces and secure cycle parking.
- 11.22** In order to limit additional private car use, and minimise impact to existing residents, where there is a controlled parking zone already in place, occupants of new residential development will not be eligible for a parking permit.



11.23 The council recognises that some people, businesses and organisations rely on private vehicle use as their only transport option, particularly in areas with poor public transport access. If car parking is essential for development, it must be fully justified in a transport assessment.

11.24 Any development seeking to make alterations to existing on-street parking and/or loading must be fully justified and will only be permitted where there is proven on-street capacity. Any permitted changes to on-street provision must be fully funded by the developer.



**Draft Policy KT5:
Sustainable Servicing**

- A. Development that would generate significant movement of goods or materials during construction, operation and occupation, is required to demonstrate how:
 1. impact to the transport network and amenity will be avoided, remedied or mitigated through transport assessments, construction management and logistic plans and delivery and servicing plans;
 2. delivery of goods and servicing will be provided within the site to encourage shared arrangements and timing of deliveries, unless demonstrated it can take place on-street without affecting highway safety or traffic flow;
 3. the use of low emission vehicles, electric vehicles, cargo bikes, e-cargo bikes bicycles and freight consolidation facilities have been prioritised and movement by rail considered; and
 4. deliveries will be reduced through on-site storage provision, consolidated delivery/collection points and appropriate servicing management.
- B. Major residential development should demonstrate that sufficient space is provided for home delivery vehicles, offloading and manoeuvring.
- C. Development adjacent to safeguarded rail and freight depots is required to ensure it does not compromise their operation.
- D. Development of new facilities for freight transfer between road and rail will be supported where these minimise impacts on the environment and neighbouring amenity.



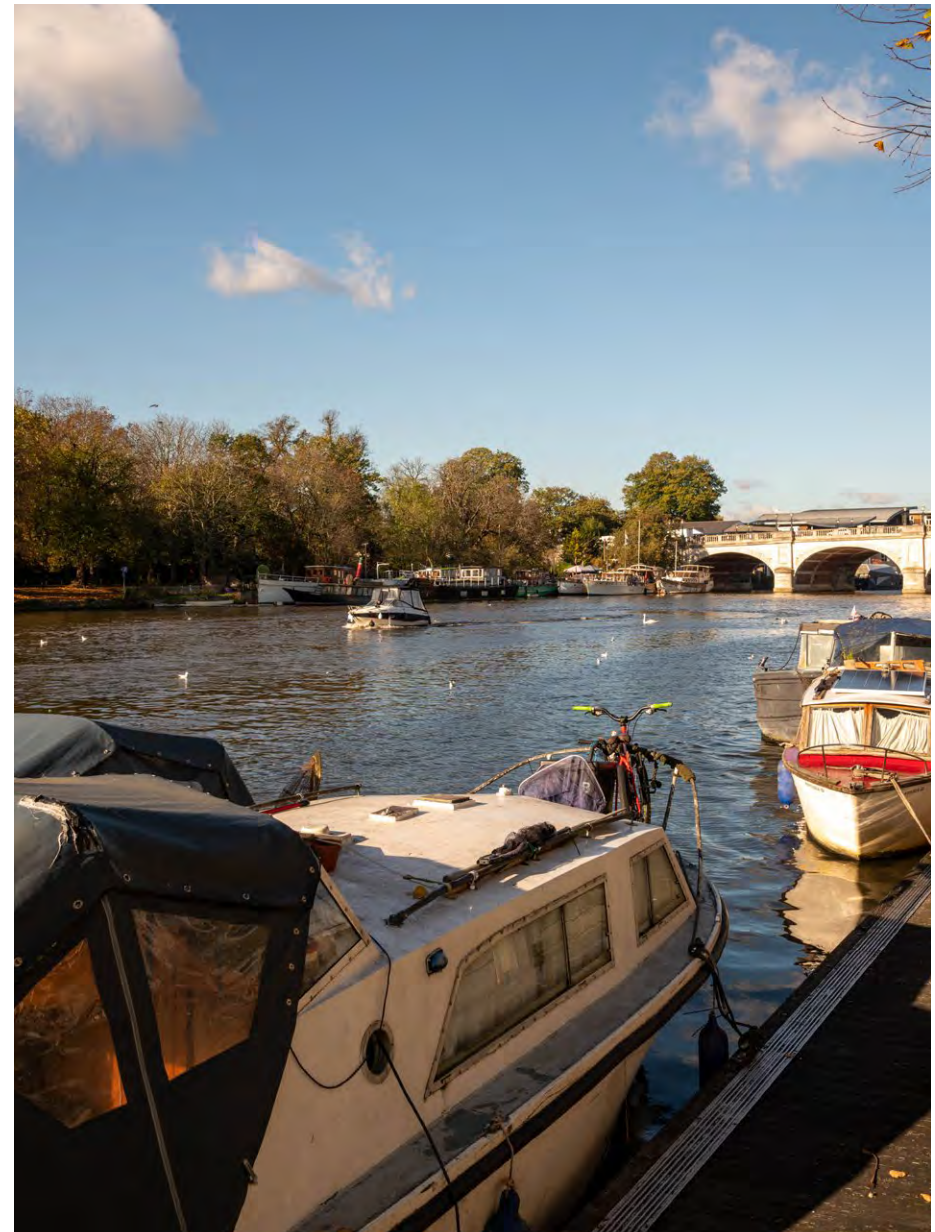
- 11.25 Deliveries and servicing are essential to the economic functioning of the borough. The continued growth in online retail is resulting in more frequent home deliveries. These trips will add to existing traffic congestion and, if they are not effectively managed off the highway, will lead to blocking of roads whilst loading/unloading of goods takes place. This additional highway stress makes cycling less safe, impacts pedestrians and increases journey times for buses.
- 11.26 Across London, nearly two-thirds of cyclist deaths and around a quarter of pedestrian deaths involve a heavy goods vehicle. This policy seeks to reduce the impact of delivery, servicing and construction traffic on the environment and the health and well-being of residents in terms of noise disturbance and its contribution to road congestion and air pollution.
- 11.27 Service and delivery vehicles are typically the most polluting on our roads. Furthermore, the projected development growth in the borough will lead to increased construction traffic which has the potential to increase pollution, noise and dust.
- 11.28 This policy seeks to address the challenges the borough faces in ensuring the efficient, safe, timely and sustainable movement of goods and materials around Kingston, whilst promoting improved air quality and a reduction in impacts arising from deliveries and servicing including accidents and traffic blockages.



Draft Policy KT6: River Transport

- A. Development proposals should protect and enhance existing passenger transport piers and their operations.
- B. Where proposals do not result in unacceptable impact to sport and recreation on the Thames, the council will support development to facilitate an increase in the amount of freight transported by river.
- C. Existing boatyard sites will be protected and development proposals to increase their capacity or range of services will be supported. Alternative use of a boatyard site will only be accepted if the facilities of the site are re-provided at a site with equivalent or enhanced facilities elsewhere in the borough, or if not feasible, an adjoining borough.

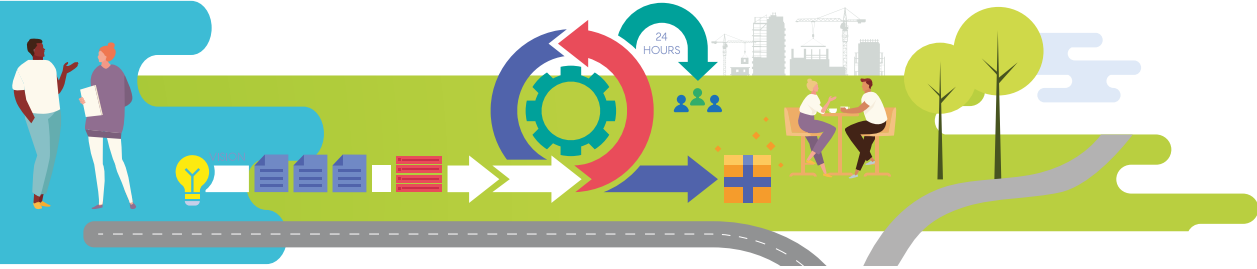
- 11.29 Kingston contains a number of piers, boat yards and river access points along the Thames. Development in Kingston should seek to preserve or enhance this river infrastructure in order to support its ongoing use for both transport and leisure activities.
- 11.30 It is recognised that the Thames provides a hugely important sport, recreational and leisure asset for the borough, and the council will continue to safeguard and ensure access to and enjoyment of it for residents and visitors in a sustainable manner.
- 11.31 The London Plan is seeking to increase the number of people travelling by river on passenger and tourist services. Greater use of water-based transport can assist in reducing demand for road transport, leading to improved air quality and thereby increasing the attractiveness of walking and cycling in the borough.



12

Implementation and Monitoring





Policies in this chapter:

- Draft Policy KI1: Infrastructure and Developer Contributions
- Draft Policy KI2: Monitoring

12.1 This chapter sets out the implementation and monitoring arrangements for the Local Plan. Monitoring allows us to assess whether we are delivering on our proposals, the effectiveness of planning policies, and whether any policies need to be reviewed in light of the latest issues affecting the borough.



Draft Policy KI1: Infrastructure and Developer Contributions

- A. The Council will seek to secure contributions (in the form of S106 and CIL) to ensure that appropriate infrastructure is in place to support future developments. This includes the delivery of infrastructure set out in the Council's Infrastructure Delivery Plan, as well as specific infrastructure that is necessary to deliver an individual site.
- B. The Council will seek to secure contributions (in the form of S106 and CIL) to ensure that appropriate infrastructure is in place to support future developments. This includes the delivery of infrastructure set out in the Council's Infrastructure Delivery Plan, as well as specific infrastructure that is necessary to deliver an individual site.
- C. Developments must be supported by necessary physical, social and economic infrastructure. Developments will not be supported unless:
 1. the infrastructure required to support the development is available, and
 2. the necessary infrastructure to meet the local and wider strategic demand generated by the development can be provided and coordinated.
- D. Developers proposing substantive developments (sizable minor developments and all major applications) will be expected to engage with the Council at an early stage through the Council's paid pre-application service. This will enable the Council to highlight the



Implementation and monitoring

extent to which additional financial and non-financial infrastructure requirements may be required to accommodate the demands arising from the proposed development.

- E. Planning applications should provide clear information on the expected phasing and delivery rates of the proposed development, including the timetable for new infrastructure delivery where this is relevant.
- F. The required strategic infrastructure for the borough as set out within this plan, including the latest timescale for its delivery and the anticipated funding streams for its provision, will be identified in the latest Infrastructure Delivery Plan.
- G. The Council will require new residential development to contribute to education provision, in accordance with guidance in the Planning Obligations SPD or CIL charge.

12.2 To ensure new developments are sustainable, it is important that developments are supported by appropriate infrastructure, and that these infrastructure is funded and delivered in a timely manner. The policy seeks to ensure that the necessary physical, social and economic infrastructure needed to support developments are considered as part of the planning process.

12.3 The Council will take a proactive lead in the planning of infrastructure, working with infrastructure providers and other public bodies to provide a long-term strategy for securing and coordinating the funding required for infrastructure delivery. We have prepared an Infrastructure Delivery Plan (IDP) as supporting document to the Local Plan, which sets out details on the infrastructure required to support growth and new developments in the borough. The draft IDP is a 'live' document and will be subject to regular review and updating. This will allow it to evolve and change over the lifetime of the Local Plan as projects get delivered and new strategies and/or priorities come to light.





- 12.4** Developers proposing substantive developments (sizable minor developments and all major applications) will be expected to engage with the Council at an early stage through the Council's paid pre-application service. This will enable the Council to highlight the extent to which additional financial and non-financial infrastructure requirements would be secured via a S106 agreement at planning application stage, as well as highlighting the potential CIL liability of the proposed development.
- 12.5** Infrastructure projects can be funded from a mix of sources, including Government funding, funding from public bodies and agencies, council department budgets, and developer contributions. The Council will set a Community Infrastructure Levy (CIL) charge that is payable on all qualifying developments. The CIL collected will be used to support the delivery of infrastructure identified in the Council's latest IDP. A portion of the CIL collected will be allocated to priorities identified by Neighbourhood Forums to ensure local areas and community groups can share the benefits generated by new developments.
- 12.6** The Council adopted a CIL Charging Schedule in 2015, which sets out the local levy rates within the borough. The CIL Charging Schedule will be subject to periodic review and potential updating over the period of this Local Plan.
- 12.7** As part of the application process, the Council may also enter into legal agreements with the relevant landowners and developers and seek to secure planning obligations for the site. Particularly where infrastructure is understood to be required to address the additional demand generated by the development. These legal agreements and contributions will be negotiated on a case-by-case basis, taking into account relevant policy requirements, and the mitigation measures necessary for the development to be considered acceptable in planning terms.

- 12.8** The Council has also published a Planning Obligations SPD (Supplementary Planning Document). This sets out guidance on the types and scale of planning obligations that are likely to be sought in accordance with the development plan.
- 12.9** Section to be written upon finalisation of policies - including bridging the gap between policy and delivery.



Draft Policy KI2: Monitoring

- A. The Council will report on the delivery and implementation of planning policies, at least, once every year in the Authority's Monitoring Report (our key performance indicators are set out in Table 12.1).
 - B. Where it has been indicated that delivery is significantly and persistently short of the performance targets set, the Council will consider the need for a review of planning policies, and take other appropriate measures or actions.
 - C. The Council will publish an Infrastructure Funding Statement on an annual basis to provide up-to-date information on the delivery of infrastructure projects identified in the IDP, and identify the infrastructure projects or types of infrastructure which are intended to be, wholly or partly funded by CIL and/or Section 106 agreements.
- 12.10** Monitoring is necessary to assess our progress towards the proposals and objectives of the Local Plan, as well as to understand the effectiveness of the plan's policies. A monitoring framework has been prepared to set out the key performance indicators that will help us track the delivery and performance of this plan.



Implementation and monitoring

- 12.11** Local planning authorities have a duty to monitor issues relevant to the delivery and implementation of planning policies in their area. Table 12.1 outlines indicators for each policy, and shows the targets in how progress will be measured.
- 12.12** Our progress towards these indicators and targets will be published annually in the Authority's Monitoring Report (AMR). The AMR will also include additional data and information to help put into context and supplement the key performance indicators.
- 12.13** Where monitoring clearly indicates that a strategic objective, elements of the spatial strategy, or specific plan targets are not being delivered, the AMR will identify the reasons for this, and highlight whether the Council will consider the need for a review of the plan's policies, and/or take other appropriate measures or actions.
- 12.14** In relation to Infrastructure, the IFS is the statutory reporting measure required to monitor all things CIL and S106. Infrastructure requirements will also be revisited via regular (annual) updates to the Infrastructure Delivery Plan. The Council will also publish 'live' S106 and CIL records through a public facing module accessed through the Council's website

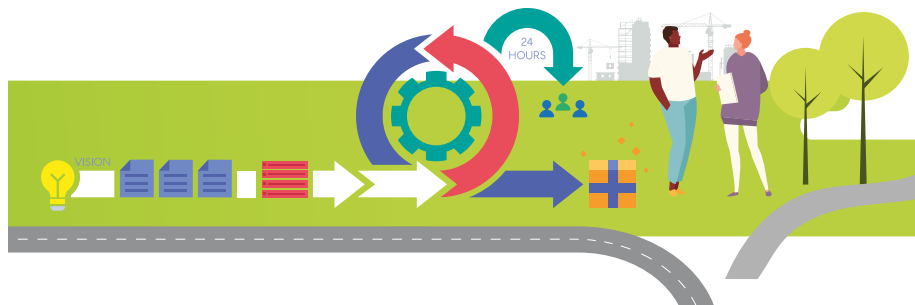




Table 12.1: Draft Monitoring Framework

| Policies | Key Performance Indicators (if available) | Targets (if applicable) |
|--|---|---|
| KC2: Air Quality | Number of developments that meet or exceed the London Plan's Air Quality Neutral Standard | For all relevant developments to meet or exceed the standard. |
| KC3: Flood Risk | Number of developments supported by a flood risk assessment | For all relevant developments to incorporate suitable flood resilience and mitigation measures. |
| KC4: Sustainable Drainage | Number of developments achieving the run-off rates and surface water management set out in the London Plan; and incorporating SuDS | For all relevant developments to achieve the run-off rates and surface water management; and incorporate suitable SuDS |
| KC5: Sustainable Water and Wastewater Management | Number of developments exceeding the maximise water use of 105 litres per person per day; and meeting the BREEAM 'excellent' water efficiency credits | For all relevant developments to reduce consumption in line with the maximum water usage of 105 litres pppr; and all relevant developments to achieve the BREEAM 'excellent' water efficiency standard. |
| KC6: Managing Heat Risk | Number of developments supported by a Overheating Risk Assessment | For all relevant developments to be supported by an Overheating Risk Assessment; and achieve the Good Homes Alliance Standard (or Building Regulations Part O). |
| KC7: Minimising Greenhouse Emissions | Number of developments supported by an Energy Statement / Strategy; level of on-site carbon reduction | For all relevant developments to achieve net zero carbon with a minimum of 35% on site carbon reduction beyond Building Regulations. |
| KC8: Energy Infrastructure | Number of developments connected to the decentralised energy network; Number of major developments within Heat Network Priority Areas | For all relevant developments to be connected to the decentralised energy network; and major developments within Heat Network Priority Areas [to comply with all relevant policies??] |
| KC9: Ground Contamination and Hazardous Substances | Number of developments supported by a Preliminary Risk Assessment, a Site Intrusive Investigation, and a Risk Management and Remediation Strategy | For all relevant developments (on land which is contaminated or suspected of being contaminated) to be supported by relevant assessment and management and remediation strategy |
| KC10: Sustainable Construction and Supporting the Circular Economy | Number of developments supported by a Circular Economy Statement and a Whole Life Cycle Carbon Assessment | N/A - narrative update on how developments in the borough has contributed to the circular economy (what does success look like?) |



Implementation and monitoring

| Policies | Key Performance Indicators (if available) | Targets (if applicable) |
|--|---|---|
| KC11: Waste and Recycling Management | Annual domestic and non-domestic waste and recycling figures; SLWP sites for waste management. | What are the borough's waste and recycling targets? Safeguarding of sites identified by the SLWP for waste management and related functions. |
| KD2: Design Considerations for Development | All relevant planning applications approved to achieve minimum design criteria for safety. | All relevant planning applications approved to achieve minimum design criteria for safety. |
| KD4: Public Realm | Increase the number of public or private community amenity spaces across the borough, particularly in residential developments and town centre locations. | Increase the number of public or private community amenity spaces across the borough, particularly in residential developments and town centre locations. |
| KD5: Housing Quality and Standards | No new homes approved to have an internal floor area lower than the minimum internal space standards. | All new homes to achieve minimum internal spaces standards. |
| KD6: Residential Extensions, Alterations and Basements | A reduction in the proportion of total annual appeal decisions upheld in respect of householder planning applications. | No appeal decisions upheld in respect of householder planning applications. |
| KD7: Residential Amenity Space | No new homes approved to have external amenity space area lower than the minimum external amenity space standards. | All new homes to achieve minimum external amenity space standards. |
| KD8: Commercial Frontages and Signage | A reduction in the proportion of total annual appeal decisions upheld in respect of applications for advertisement consent. | No appeal decisions upheld in respect of applications for advertisement consent. |
| KD9: Telecommunications and Digital Infrastructure | A reduction in the proportion of total annual appeal decisions upheld in respect of telecommunications prior approval applications. | No appeal decisions upheld in respect of telecommunications prior approval applications. |
| KD11: Tall Buildings | No tall buildings to be approved outside of areas identified as suitable for tall buildings on the Policies Map. | All tall buildings approved to be located in areas identified as suitable for tall buildings on the Policies Map. |
| KD10: Historic Environment | Increase in the number of Conservation Areas | Designate new Conservations Areas where a need to do so has been identified through relevant studies. |



| Policies | Key Performance Indicators (if available) | Targets (if applicable) |
|--|--|---|
| KD12: Heritage Assets | Increase in amount of land covered by Conservation Areas | Extend boundaries of existing Conservation Areas where a need to do so has been identified through relevant studies. |
| KH1: Meeting the Borough's Housing Needs | Achieve a minimum of 964 net additional housing completions per year. | Deliver 964 net additional homes per year. |
| KH1: Meeting the Borough's Housing Needs | Achieve a minimum performance of 95% in the Housing Delivery Test. | A minimum performance of 95% in the Housing Delivery Test Measurement (to avoid any consequences) |
| KH1: Meeting the Borough's Housing Needs | Achieve a 'deliverable' supply of housing of at least five years. | Maintain a minimum of five years' worth of 'deliverable' housing sites. |
| KH1: Meeting the Borough's Housing Needs | No net loss in homes for any new planning permission. | Zero net loss of homes for any new planning permission. |
| KH1: Meeting the Borough's Housing Needs | No net loss in the number of homes with at least three bedrooms for any new planning permission. | Zero net loss of homes with at least three bedrooms for any new planning permission. |
| KH1: Meeting the Borough's Housing Needs | Achieve a minimum of 225 net additional housing completions per year on small sites. | Deliver 225 net additional homes completed per year on small sites (no more than 0.25 hectares). |
| KH2: Affordable Housing | Achieve a minimum of 35% (50% on publicly owned land) of all homes for major development (with at least 10 self-contained C3 homes) approvals as affordable housing. | A minimum of 35% (50% on publicly owned land) of all homes for major developments (with at least 10 self-contained C3 homes) approved to be affordable housing. |
| KH2: Affordable Housing | Affordable housing to be delivered as the following ratio: 70% as genuinely affordable housing; and 30% as intermediate housing. | Affordable housing to be delivered as the following ratio: 70% as genuinely affordable housing; and 30% as intermediate housing. |
| KH3: Housing Size Mix | Achieve a minimum of 30% of all homes approved as containing at least three bedrooms. | A minimum of 30% of all homes contain at least three bedrooms. |



Implementation and monitoring

| Policies | Key Performance Indicators (if available) | Targets (if applicable) |
|---|--|---|
| KH6: Meeting the Need for Specialist Housing for Older People, People with a Physical Disability, and Vulnerable People | Achieve a minimum of 45 net additional units of housing for older people completed per year. | Deliver a minimum of 670 net additional units of housing for older people between 2020 and 2035. |
| KH5: Specialist and Supported Housing | Achieve a minimum of 17 net additional units of housing with care completed per year. | Deliver a minimum of 250 net additional units of housing with care between 2020 and 2035. |
| KH7: Gypsies and Travellers | Achieve a minimum of two net additional traveller pitches per year. | Deliver 44 net additional traveller pitches across the plan period. |
| KE1: Supporting the Borough's Economy | Change in employment floorspace (sqm) | 59,050 sq.m of additional employment floorspace during the plan period |
| KE2: Employment Uses | Loss of B2/B8 employment floorspace - by type | Restrict loss of B2/B8 floorspace in designated employment sites during the plan period. |
| KE5: Development in Town Centres | The proportion of Main Town Centre Uses at ground floor level within the town centres | Maintain existing rates over the plan period. |
| KE5: Development in Town Centres | Vacancy rates within designated the town centres | No increase in vacancy rates over the plan period. Below 10% or Reduction and stabilisation of existing vacancy rates |
| KE6: Main Town Centre Uses outside Town Centres | Areas of retail deficiency | Decrease the amount of areas of the borough that are deficient in convenience retail. |
| KE7: Visitor Accommodation | Number of hotel bedrooms | Increase in the number of hotel bedrooms over the whole over whole plan period. |
| KE7: Visitor Accommodation | Number of hotel bedrooms | Increase in the number of hotel bedrooms over whole plan period |
| KS1: Social and Community Infrastructure | Community Infrastructure Delivery | Delivery of community facilities and infrastructure in accordance with Kingston's IDP |



| Policies | Key Performance Indicators (if available) | Targets (if applicable) |
|--|--|--|
| KS2: School, College and University Facilities | Number of primary and secondary school places within the Borough | Provide number of additional school places/forms of entry to meet borough need |
| KS3: Community Facilities | Applications and permissions for new/loss of Class F2 community uses | Prevent the loss of community facilities and ensure net gain over whole plan period |
| KS4: Arts and Cultural Facilities | Applications and permissions for new/loss of Arts and Cultural Facilities | Maintain or increase the number of Arts and Cultural Facilities over whole plan period |
| KS5: Sports Facilities | Applications and permissions for new/loss of Sports Facilities including playing pitches | Maintain or increase the number of Sports Facilities over whole plan period |
| KS6: Play and Informal Recreation | Number of Children play spaces within the borough | No net loss of children play spaces |
| KS7: Public Houses | Number of public houses closed | No loss of public houses that have been vacant for less than 12 months and subject to continued marketing for at least 24 months |
| KN2: Open Spaces | The amount of open spaces created by developments (including the amount achieved through on-site provisions, off-site provisions, and payment in lieu) | N/A - increase in open spaces created by development |
| KN2: Open Spaces | Planning permissions for development on Public Open Spaces | No net loss in Public Open Spaces |
| KN2: Open Spaces | Access to Public Open Spaces | Improved access to Public Open Spaces |
| KN3: Biodiversity | Biodiversity Net Gain from developments (measured using the Biodiversity Metric or Small Sites Metric for small development sites) | For all relevant developments to deliver a minimum of 20% Biodiversity Net Gain |
| KN3: Biodiversity | Planning permissions involving priority habitats or SINCs | No net loss in priority habitats and SINCs |
| KN3: Biodiversity | Access to SINCs | Improved access to SINCs |



Implementation and monitoring

| Policies | Key Performance Indicators (if available) | Targets (if applicable) |
|---|---|---|
| KN4: Urban Greening and Trees | Number of developments achieving the UGF target scores of 0.4/+ for residential developments and 0.3/+ for other developments | For all relevant developments to achieve the UGF target scores |
| KN4: Urban Greening and Trees | Number of veteran/mature trees or protected trees (including those protected by TPO or within a conservation area) removed. | No loss of veteran/mature trees and protect trees |
| KN4: Urban Greening and Trees | Increase in the number of Tree Preservation Orders. | Increase in the number of Tree Preservation Orders. |
| KN5: Good Growing | Number of vacant or under-utilised land or incidental open spaces used for urban agriculture (including as a meanwhile use) | N/A - increase in open spaces created by development |
| KN5: Good Growing | Planning permission involving designated allotments or community gardens | No loss of designated allotments or community gardens |
| KN6: Green Belt and MOL | Planning permission involving 'inappropriate developments' within the Green Belt and MOLs | N/A - details of developments that would result in inappropriate development within the Green Belt and MOLs will be reported in the AMR |
| KN6: Green Belt and MOL | Planning permissions for development that has resulted in potential harm to the 'openness' of the Green Belt or MOL | N/A - all developments to preserve and enhance the openness of the Green Belt and MOLs; details of proposals that would result in potential harm to the openness will be reported in the AMR. |
| KT1: Strategic Approach to Transport | Proportion of trips made by foot, cycle or public transport in the borough | By 2041 80% of all journeys will be undertaken by walking, cycling and public transport. |
| KT2: Sustainable Travel and Healthy Streets | PTAL levels | Improve PTAL levels across the borough |
| KT4: Car Parking and Car Free Development | Monitor the amount of car free development and the amount of new development which exceeds the maximum car parking standards. | No new development which exceeds the maximum car parking spaces set by the car parking standards. |



13 Site allocations





- 13.1** This chapter sets out the Local Plan's Site Allocations policies. The site allocations add site-specific policies to the thematic policies in the Local Plan. The principle objective of the site allocations is to provide certainty on the delivery of key development sites.
- 13.2** The site allocations in this chapter identifies the land potentially suitable for new development and the types of land uses that would be supported in principle once the New Local Plan is adopted. They also set out the site-specific development requirements and design considerations that should be considered by applicants.
- 13.3** Once adopted, the Local Plan's site allocations will supersede existing allocations within the existing Core Strategy (2012) and Kingston Town Centre Area Action Plan (2008). All allocated sites will have a presumption in favour of development in principle. However, proposals will need to comply with the policies in the development plan.
- 13.4** The site allocations will help to demonstrate the borough's capacity to meet its identified housing target and maintain a sufficient supply of land for new homes. They will also help bring forward new employment and commercial floorspaces, and support the delivery of infrastructure in the borough.
- 13.5** As part of the plan-making process, the Council has issued several formal 'call-for sites' and conducted an exhaustive search of the borough for land available for development. The information used to support the Site Allocations in this document is set out in Council's 2022 Strategic Housing Land Availability Assessment (also known as the 'SHLAA') evidence.
- 13.6** The National Planning Policy Framework requires planning policies to identify a sufficient supply and mix of sites, including specific deliverable sites for years one to five of the plan period, and specific developable sites or broad locations for growth for years 6 to 10 and where possible, for years 11 to 15 of the plan period.
- 13.7** The Local Plan includes 26 site allocations, distributed across the borough, as shown on Figure 13.2 and on the Local Plan Policies Map. Sites SA01 to SA20 are identified as short to medium-term development sites for years 1 to 10 of the plan period, while sites SA21 to SA26 are longer-term development sites and broad locations for growth for years 11 to 20 of the plan period.
- 13.8** For site allocations identified for short to medium-term delivery (SA01 to SA20), the following information is provided:
- Site address and site size;
 - Site boundary on an Ordnance Survey basemap;
 - Key development requirements;
 - Key design considerations;
 - Development assumptions (indicative yield on housing and non-residential floorspace)



Site allocations

- 13.9** The process of calculating the indicative yields of the site has been set out in the SHLAA evidence, as has the wider process of site assessment. It is important to highlight that the development assumptions set out for each site are simply baseline estimates of the minimum number of homes and floorspace that could be provided within the indicated period, based on the 'design-led' work undertaken by the Council. Ultimately, the scale of development appropriate on each site should be guided by design quality, character and any heritage sensitivity that may affect the site, as well as having regard to the policies in this plan (including relevant draft housing and design and heritage policies).
- 13.10** For each allocation, the land uses that are considered appropriate have been highlighted. Proposals for other land uses will only be supported where these are consistent with the land uses set out for the site and support the wider spatial objectives and strategy of the Local Plan.
- 13.11** Where proposals include an ancillary use that is not consistent in a site allocation, applicants should demonstrate how this is consistent with the allocation and the positive contribution it will make to the area. Where there is likely potential negative impact, applicants should demonstrate how this will be appropriately mitigated.
- 13.12** Where necessary and justified, the council will use conditions and planning obligations to limit uses consented within Class E to achieve the objectives of the site allocations and other development plan policies.
- 13.13** Sites located within Kingston Town Centre's 'Zone of Influence' (Draft Policy K2) will also be expected to conform with any local design codes and relevant supplementary planning guidance for the area.
- 13.14** For the Local Plan, future demands for employment land and commercial floorspace will primarily be addressed through Draft Policies KE2 to KE5, which provide designations to safeguard these land and policies to support their future redevelopment and intensification opportunities.
- 13.15** To support the borough's high streets and ensure the Local Plan would provide sufficient commercial and business floorspace to meet future needs, development sites within the main town centres are allocated for a range of residential-led and mixed use developments.
- 13.16** The development requirements and design considerations detailed in the site allocations are not exhaustive. The absence of reference to a requirement or study or mitigation measure does not mean it would not be required if a planning application was submitted.
- 13.17** It is not necessary to have a site allocation for every development site in the borough. Many larger sites already benefit from an extant planning permission, with sustainable developments achieved through the application of the policies in the development plan as a whole.
- 13.18** The site allocations also does not include small sites (all sites below 0.25 hectares in size) or non-self-contained developments. Instead, windfall allowances have been made to take into account their likely contribution over the Local Plan period.

Design-led approach

- 13.19** In determining the development potential of each site, the Local Plan has followed a design-led approach to make the best use of land and optimise development capacity, in line with Policy D2 of the London Plan.



13.20 The Local Plan’s design-led approach involved an analysis of the optimum mass and height that can be achieved on each site, having regard to site-specific planning constraints including impacts on neighbouring land uses, views, townscape and heritage assets. The design-led approach also takes into account the plan’s spatial strategy for growth (and the site location’s capacity for growth and change, taking into account the area’s existing and emerging context through the Local Plan).

13.21 To ensure the impacts from new taller buildings are positively managed, each site allocation includes the maximum building heights that would be supported for the site (these are expressed in metres rather than storeys, as floor-to-ceiling heights can vary according to the building).

13.22 In all cases, relevant development plan policies and standards will apply to all development proposals even if they are not specifically referenced within the site allocations. Relevant Mayoral London Planning Guidance and the borough’s adopted Supplementary Planning Documents will also apply in full to all the site allocations.

Indicative Housing Trajectory

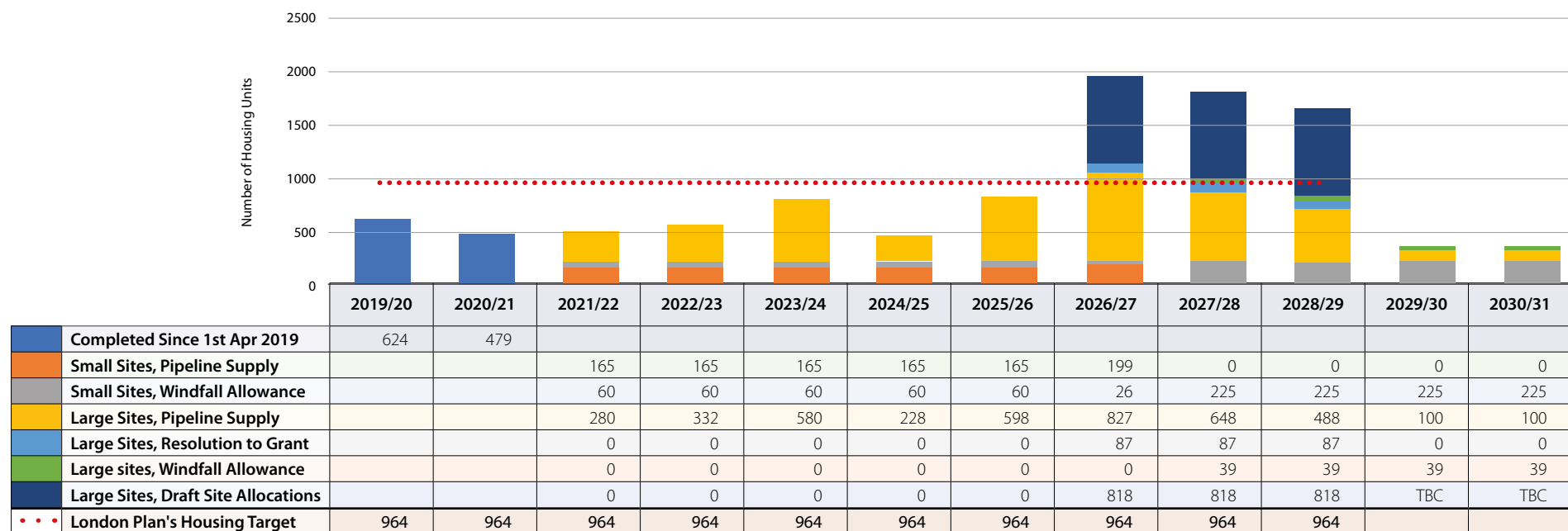


Figure 13.1: Indicative Housing Trajectory



Development capacity between 2019-2029

13.23 Over the London Plan's housing target period (between 1st April 2019 and 31st March 2029), the proposed site allocations are expected to provide a minimum capacity for 2,453 new homes, and over 65,700 sqm of non-residential floorspace (for a mix of leisure and community, and commercial and business uses).

13.24 An indicative housing trajectory is set out in Figure 13.1. To allow for lead-in time usually associated with new site allocations (including gaining planning approval, site clearance and provision of necessary on-site infrastructure), the Local Plan assumes the earliest new site allocations could come forward is from 2026/27 onwards.

Table 13.1: Development capacity, between 2019-2029

| | Residential homes | Non-residential floorspaces |
|-------------------------------------|--------------------|-----------------------------|
| Completed since 1st Apr 2019 | 1,103 units | - |
| Small Sites, Pipeline Supply | 1,023 units | - |
| Small Sites, Windfall Allowance | 777 units | - |
| Large Sites, Pipeline Supply | 3,983 units | - |
| Large Sites, Resolution to Grant | *261 units | - |
| Large Sites, Windfall Allowance | 77 units | - |
| Large Sites, Draft Site Allocations | 2,453 units | 65,700 sqm |
| Total | 9,678 units | - |

* Resolution to grant planning permission for 261 units (planning application for the Tolworth Tower site, 18/16764/FUL)

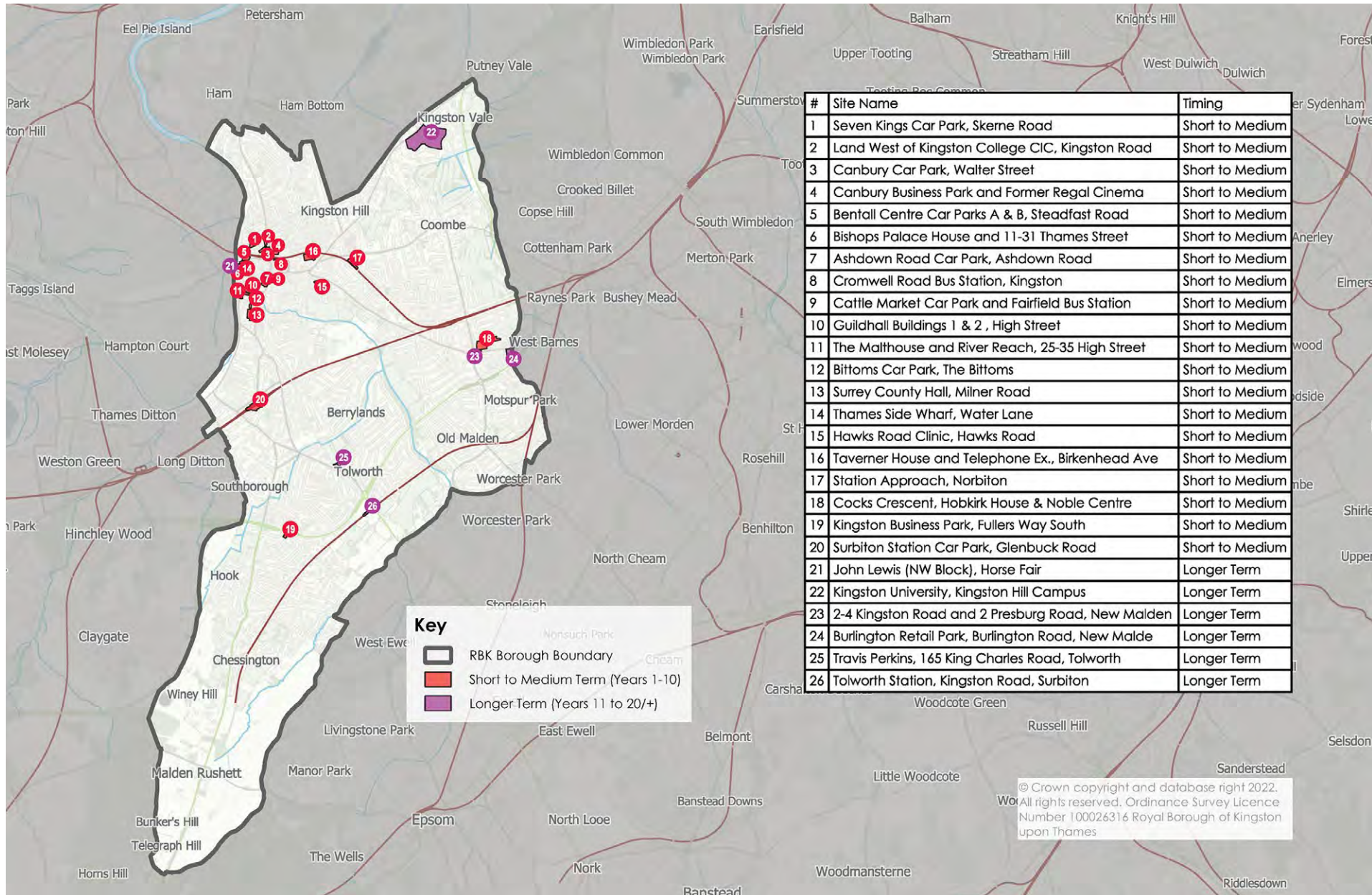


Figure 13.2: Map showing the Draft Site Allocations



SA01: Seven Kings Car Park, Skerne Road (0.49 ha) CANBURY GARDENS WARD

The site is to be allocated for a residential-led mix use development, including for residential, leisure/ community, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 102 units |
| Non-residential floorspace: | 4,100 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must implement the mitigation requirements identified in the Council’s Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre is retained.

Design considerations

Townscape and heritage

- The site is in close proximity to the Old London Road Area of Special Character.
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the wider locality are addressed through suitable massing and architectural design.

- Developments should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.

- The site lies in a Tier 2 Archaeological Priority Area.

Design-led approach

- Potential building types: terraces, linear block, and villa block.
- Building height: up to a maximum of 27 metres (indicatively 8 storeys).

Design guidance

- The building line at perimeter streets should be set back to allow for tree plantings and public realm landscaping.
- Developments should utilise a raised courtyard to ensure active edges and wrapping of inactive and ancillary uses.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should address the surrounding low-rise and mid-rise context with mediating shoulder heights for buildings.



Design guidance (continued)

- Developments should provide reasonable separation distances to the south of the site to minimise overlooking, and allow for high quality outlook.
- Developments should create a new public open space within the site (potentially at the corner of Henry Macaulay Avenue and Seven Kings Way), and include public spaces for people to dwell and for play.



SA02: Land to the West of Kingston College Creative Industries Centre, Kingston Road (0.43 ha)

CANBURY GARDENS WARD

The site is to be allocated for a residential development.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 51 units |
| Non-residential floorspace: | - |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must retain the mature trees on the corner of Sury Basin and Richmond Road.

Design considerations

Townscape and heritage

- The site sits within the Strategic View from Richmond Park to Kingston Town Centre.
- The site is in the immediate setting of Kingston College building (locally listed), and in proximity to nos. 74-84 (evens) Richmond Road (locally listed). Development proposals should conserve, and where possible enhance, the significance of these heritage assets.
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the wider locality are addressed through suitable massing and architectural design.

- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 2 Archaeological Priority Area.

Design-led approach

- Potential building types: terraces, and villa block.
- Building height: up to a maximum of 27 metres (indicatively 8 storeys).

Design guidance

- The building line at Richmond Road should be set back to align with surroundings and allow for ground level frontages.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the low rise context to the north-east towards the town centre.
- Developments should provide reasonable separation distances to the west of the site to minimise overlooking, and allow for high quality outlook.



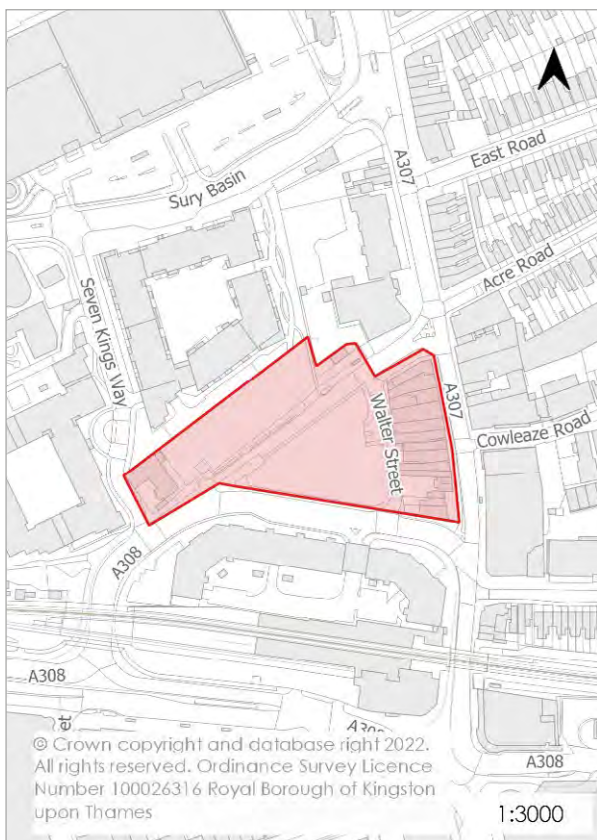
Design guidance (continued)

- Developments should support good pedestrian and cycling connections from the Sury Basin to Queenshurst Linear Park to the west of the site; and from Queenshurst Linear Park to the public open space at Kingston College.
- Developments should retain and enhance the public open space at Kingston College; where relevant, proposals should explore the potential to create a through-way to Sury Basin Street.
- Developments should support the widening and extension of Queenshurst Linear Park where possible.



SA03: Canbury Car Park, Walter Street (1.08 ha) KINGSTON GATE WARD

The site is to be allocated for a residential-led mix use development, including for residential, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 160 units |
| Non-residential floorspace: | 6,400 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre is retained.
- A Development Brief has been adopted for this site. Developments must take into account the principles set out in this document.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- The site sits within the Strategic View from Richmond Park to Kingston Town Centre.
- The site is in proximity to Former Regal Cinema (Grade 2 listed) and Kingston College building (locally listed).
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the

wider locality are addressed through suitable massing and architectural design.

- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 2 Archaeological Priority Area.

Design-led approach

- Potential building types: terraces, linear block, villa block, and tower.
- Building height: up to a maximum of 36 metres (indicatively 11 storeys).

Design guidance

- The building line at Richmond Road and Sopwith Way should be set back to allow for tree plantings and public realm landscaping.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the low rise context to the north-east towards the town centre.
- Developments should provide reasonable separation distances to the north and west of the site to minimise overlooking, and allow for high quality outlook.



Design guidance (continued)

- Developments should support good pedestrian and cycling connections from Seven Kings Way to Richmond Road, and from Sopwith Way to Sury Basin (via Queenshurst Linear Park).
- Developments should create a new public open space at the heart of the site, and include public spaces for people to dwell and for play.
- Developments should support the widening and extension of Queenshurst Linear Park where possible.



SA04 Canbury Business Park & Former Regal Cinema (1.00 ha) KINGSTON GATE WARD

The site is to be allocated for a mixed-use development, including for residential, leisure/community, commercial and business uses (including flexible workspaces).



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 40 units* |
| Non-residential floorspace: | 5,500 sqm (GIA)* |
| Local Plan timescale: | within years 1-10 |

* Excluded the land area covered by the former cinema building / Gala Bingo Hall.

- Parts of the site, Former Regal Cinema/Gala Bingo Hall, has permission for 29 residential units (under 13/13017/FUL).

Development requirements

- The site will require further masterplanning to understanding the full opportunities to intensify or co-locate employment uses at the location.
- Existing employment floorspaces should be re-provided at part of any redevelopment (there must be no net loss in employment floorspace).
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- The site sits within the Strategic View from Richmond Park to Kingston Town Centre.
- The site includes Former Regal Cinema (Grade 2 listed); and is in proximity to Former Sopwith

Aviation Company Factory and Former Hawker Aircraft Experimental Shop (both Grade 2 listed). Development proposals should conserve, and where possible enhance, the significance of these heritage assets.

- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.

Design-led approach

- Potential building types: terraces, linear block, and villa block.
- Building height: up to a maximum of 21 metres (indicatively 6 storeys).

Design guidance

- Mitre House is a building of architectural merit and should be retained as part of developments where possible.
- The building line at Cowleaze Road, Elm Crescent and Elm Grove should be set back to allow for tree plantings and public realm landscaping.
- Developments should support a mix of



Design guidance (continued)

uses on the ground floor, including flexible workspaces. Streets should be overlooked and activated via ground floor uses.

- Developments should allow for a gradual transition from the low rise context to the north-east towards the town centre.
- Developments should provide reasonable separation distances to the Former Regal Cinema and No.12 Cowleaze Road to minimise overlooking, and allow for high quality outlook.
- Developments should support good pedestrian and cycling connections from Cowleaze Road to Elm Crescent and Canbury Park Road.
- Developments should create a new public open space at the heart of the site, and include public spaces for people to dwell and for play.
- The existing public frontage and trees along Canbury Park Road should be retained where possible.



SA05: Bentall Centre Car Parks A & B, Steadfast Road (0.77 ha) KINGSTON TOWN WARD

The site is to be allocated for a residential-led mix use development, including for residential, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 194 units |
| Non-residential floorspace: | 7,800 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre is retained.
- The site is adjacent to the Kingston riverside. Developments should be guided by principles set out in the Riverside SPD.

Design considerations

Townscape and heritage

- The site is within the London Plan Thames Policy Area.
- The site is adjacent to Riverside North and the Kingston Old Town Conservation Area.

- The site is in the setting of Bentalls Centre (façade, Grade 2 listed) and Kingston Bridge (Grade 2* listed).
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 2 Archaeological Priority Area.

Design-led approach

- Potential building types: terraces, linear block, villa block, and tower.
- Building height: up to a maximum of 36 metres (indicatively 11 storeys).

Design guidance

- The building line at perimeter streets should be set back to allow for tree plantings and public realm landscaping.
- Developments should utilise a raised courtyard to ensure active edges and wrapping of inactive and ancillary uses.



Design guidance (continued)

- Developments should explore the potential to form a courtyard with 15-17 Wood Street (to enable a visual connection between the newly formed courtyard and the courtyard at Water Lane).
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should provide reasonable separation distances at Water Lane and Steadfast Road to avoid overlooking, and allow for high quality outlook.



SA06: Bishops Palace House and 11-31 Thames Street (0.70 ha) KINGSTON TOWN WARD WARD

The site is to be allocated for a residential-led mix use development, including for residential, leisure/ community, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 44 units* |
| Non-residential floorspace: | - * |
| Local Plan timescale: | within years 1-10 |

* Capacity assumption based on rooftop extension only.

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- The site is adjacent to the Kingston riverside. Developments should be guided by principles set out in the Riverside SPD.

Design considerations

Townscape and heritage

- The site is within London Plan's Thames Policy Area. The site is within the Kingston Old Town Conservation Area.
- The site is in the setting of All Saints Church (Grade 1 listed), Kingston Bridge (Grade 2* listed), Market House (Grade 2* listed), Riverside Pavilions (Grade 2 listed), 11 Thames Street (Grade 2 listed), 15-17 Thames Street

(locally listed), and a number of other listed and locally listed buildings. Development proposals should conserve, and where possible enhance, the significance of these heritage assets.

- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 1/2 Archaeological Priority Area.
- The site contains/is adjacent to a number of Tree Preservation Orders.

Design-led approach

- Potential building types: roof-top extension
- Building height: up to a maximum of 2 storeys on top of the existing building block.

Design guidance

- The existing building block should be retained (and refurbished) as part of any development or rooftop extensions.
- Streets should be overlooked and activated via



Design guidance (continued)

ground floor uses.

- Rooftop extensions should be of exceptional townscape quality and integrate successfully with the architectural form of existing buildings.
- Developments should allow for a sensitive transition from the riverside to the town centre.
- Developments should avoid blocking views from Kingston Bridge and Barge Walk towards All Saints Church's clock tower.



SA07: Ashdown Road Car Park, Ashdown Road (0.49 ha) KINGSTON TOWN WARD

The site is to be allocated for a residential-led mix use development, including for residential, leisure/ community, and commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 155 units |
| Non-residential floorspace: | 6,200 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre is retained.
- A Development Brief has been adopted for this site. Developments must take into account the principles set out in this document.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- The site faces Fairfield/Knights Park Conservation Area; it is in close proximity to Kingston Public Library, Museum and Art Gallery (Grade 2 listed)
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the wider locality are addressed through suitable

massing and architectural design.

- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 2 Archaeological Priority Area.

Design-led approach

- Potential building types: terraces, linear block, villa block, and tower.
- Building height: up to a maximum of 36 metres (indicatively 11 storeys).

Design guidance

- The building line at perimeter streets should be set back to allow for tree plantings and public realm landscaping.
- Developments should utilise a raised courtyard to ensure active edges and wrapping of inactive uses.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the low rise context to the east and south-east towards the town centre.
- Developments should support good pedestrian and cycling connections from Lady



Design guidance (continued)

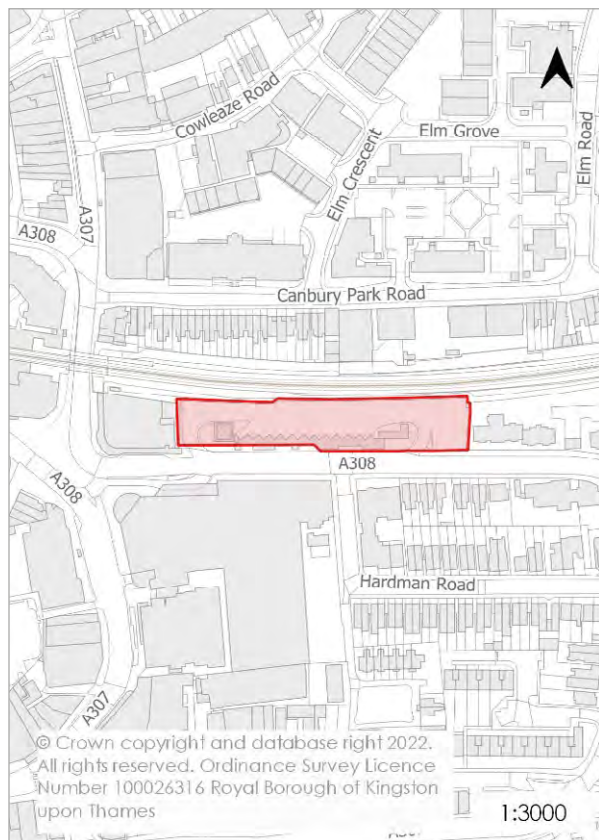
Booth Road to the public square at the Royal Exchange (Old Post Office) site.

- Developments should create a new public open space within the site, and include public spaces for people to dwell and for play.



SA08: Cromwell Road Bus Station, Kingston (0.40 ha) KINGSTON TOWN WARD

The site is to be allocated for a residential-led mix use development, including for residential, commercial and business, and transport uses (co-location of bus station).



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 59 units |
| Non-residential floorspace: | 2,300 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments might require the re-location or co-location of existing bus station uses.
- Potential co-location of bus station uses and residential developments, if no suitable option for relocation could be found.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- The site sits within the Strategic View from Richmond Park to Kingston Town Centre.
- The site sits opposite Bentalls Depository (Grade 2 listed).
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of

special character, locally listed buildings and listed buildings.

Design-led approach

- Potential building types: terraces, and linear block.
- Building height: up to a maximum of 18 metres (indicatively 5 storeys).

Design guidance

- The building line at Cromwell Road should be set back to allow for tree plantings and public realm landscaping.
- Developments should provide a public frontage at Cromwell Road, with private and communal areas towards the north.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the low rise context to the east towards the town centre.
- Developments should provide reasonable separation distances to the west of the site to minimise overlooking, and allow for high quality outlook.
- Developments should create a new public open space to the west of the site, and include public spaces for people to dwell and for play.



SA09: Cattle Market Car Park and Fairfield Bus Station (1.92 ha) KINGSTON TOWN WARD

The site is to be allocated for a mixed use development, including for a community leisure centre (to replace Kingfisher Centre), residential, commercial and business, and transport uses (co-location of bus station).



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 78 units* |
| Non-residential floorspace: | 3,100 sqm (GIA)* |
| Local Plan timescale: | within years 1-10 |

* Excluded the land area covered by the leisure centre, the public library/museum/art gallery, and the public open space.

Development requirements

- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre (and for the existing and new leisure centre) is retained.
- A Development Brief has been adopted for this site. Developments must take into account the principles set out in this document.
- Potential requirement for the co-location of bus station uses and residential developments if no suitable option for relocation could be found.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- The site sits within the Fairfield/Knights Park Conservation Area (and is in close proximity to the Old London Rd Area of Special Character).
- Developments should assess impact on short, medium, and long range views (including important views) and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.
- The site is within the setting of a number of listed buildings, including the Kingston Public Library, Museum and Art Gallery and the stone from King John’s Palace (both Grade 2 listed). Development proposals should conserve, and where possible enhance, the significance of these heritage assets.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 2 Archaeological Priority Area.
- Designated Public Open Space on site.



Site allocations

Design-led approach

- Potential building types: terraces, and villa block.
- Building height: up to a maximum of 33 metres (indicatively 10 storeys).

Design guidance

- The building line at Wheatfield Way (to the north and west) and the building line facing Kingston Museum and Kingfisher Leisure Centre should be set back to allow for tree plantings and public realm landscaping.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the low rise context to the east, south and north towards the town centre.
- Developments should support good pedestrian and cycling connections from the corner of Wheatfield Way to Fairfield Park, and provide good access to the public open space and the leisure centre on site.
- Developments should create new public open spaces in and around the site, and include public spaces for to dwell and for play.



SA10: Guildhall Buildings 1 and 2, High Street (1.26 ha) KINGSTON TOWN WARD

The site is to be allocated for a residential-led development, including for residential, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 217 units* |
| Non-residential floorspace: | 2,200 sqm (GIA)* |
| Local Plan timescale: | within years 1-10 |

* Excluded the land area covered by the main Guildhall and its surroundings (capacity assumption based on the land area for Guildhall Building 1 & Building 2 only).

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre is retained.
- The Guildhall main building should be retained (and where possible reused) as part of wider developments.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- The site is within the Kingston Old Town Conservation Area.
- The site includes Guildhall (Grade 2 Listed) and the Coronation Stone (Grade 1 Listed); and is in close proximity to Clattern Bridge (Grade 1 listed, Scheduled Monument) and various other listed and locally listed buildings. Development proposals should conserve, and where possible enhance, the significance of these heritage assets.
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 1/2 Archaeological Priority Area.



Site allocations

Design-led approach

- Potential building types: terraces, and villa block.
- Building height: up to a maximum of 30 metres (indicatively 9 storeys).

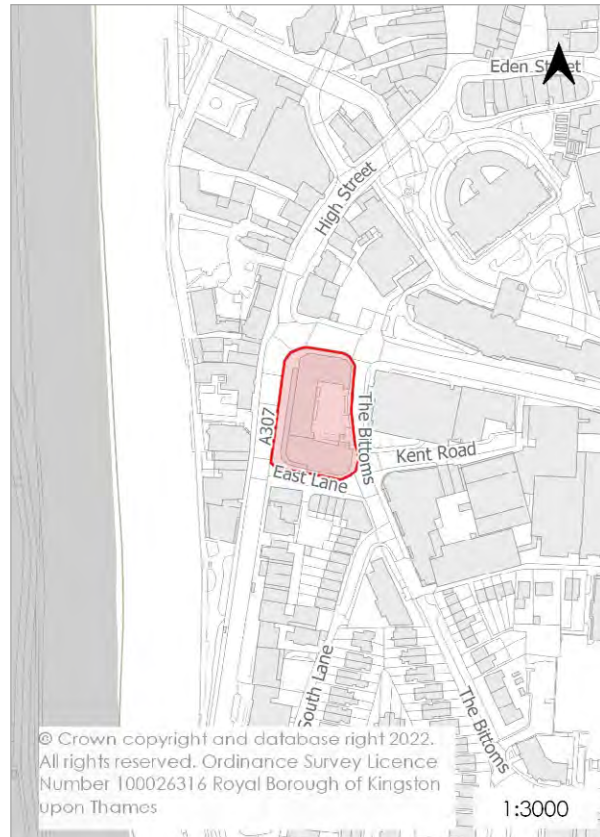
Design guidance

- The Guildhall building should be retained for civic uses as part of developments. Public access to the Guildhall building should be retained (and where possible enhanced) as part of wider developments
- The building line at St. James Road and Kingston Hall Road should be set back to allow for tree plantings and public realm landscaping.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition to the historic core of the site, and towards the Market Place and the Riverside.
- Developments should support good pedestrian and cycling connections from St. James Road and Kingston Hall Road to the High Street, the Market Place and the Riverside. It should also improve connections between the site and the Hogsmill River.
- Developments should create a new public open space at the heart of the site, and include public spaces for people to dwell and for play.
- Developments should contribute positively to the naturalisation of the Hogsmill River for public use and enjoyment.



SA11: The Malthouse and River Reach, 25-35 High Street (0.26 ha) KINGSTON TOWN WARD

The site is to be allocated for a residential-led development, including for residential, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 58 units |
| Non-residential floorspace: | 600 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.

Design considerations

Townscape and heritage

- The site is within the Kingston Old Town Conservation Area.
- The site sits opposite Picton House and adjacent to 37-41 High Street (both Grade 2* listed); and is in close proximity to several other listed and locally listed buildings.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- Development proposals should assess impact on short, medium and long range views

(including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.

- The site lies in a Tier 2 Archaeological Priority Area.

Design-led approach

- Potential building types: terraces, linear block, and villa block.
- Building height: up to a maximum of 21 metres (indicatively 6 storeys).

Design guidance

- The building line at the High Street and Kingston Hall should be set back to allow for tree planting and public realm landscaping.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the Riverside and the low and mid-rise context to the south and south-east.
- Developments should create a new public open space along the High Street and The Bittoms, and include public spaces for people to dwell and for play.



SA12: Bittoms Car Park, The Bittoms (0.34 ha) KINGSTON TOWN WARD

The site is to be allocated for a residential-led development, including for residential, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 110 units |
| Non-residential floorspace: | 1,100 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre is retained.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- The site lies opposite the Former Surrey County Hall (Grade 2* listed) and adjacent to 4, 5-6 Oaklea Passage (Grade 2 listed).
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the

conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.

- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 2 Archaeological Priority Area.
- The site is adjacent to a number of Tree Preservation Orders.

Design-led approach

- Potential building types: terraces, villa block, linear block, and tower.
- Building height: up to a maximum of 36 metres (indicatively 11 storeys).

Design guidance

- The building line at Wheatfield Way and Oaklea Passage should be set back to allow for tree plantings and public realm landscaping.
- Developments should consider the use of mews as a potential building typology for the existing car park.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the low and mid-rise context



Design guidance (continued)

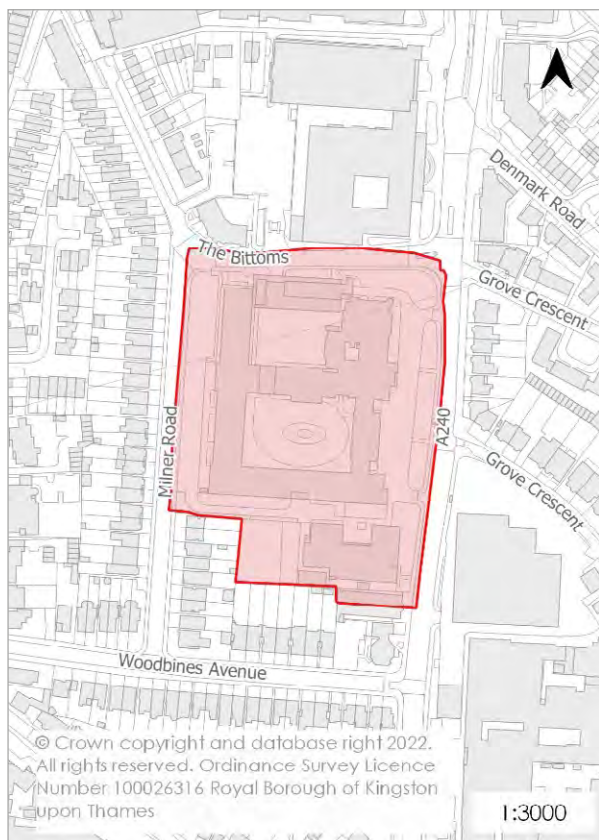
to the west, south and south-east towards the town centre.

- Developments should provide reasonable separation distances to the north of the site to minimise overlooking, and allow for high quality outlook.
- Development should minimise overlooking into residential gardens to the west.
- Developments should support good pedestrian and cycling connections from The Bittoms to Oaklea Passage.
- Developments should contribute to the forming of a gateway along Wheatfield Way (to support transport link from Kingston Town Centre to Surbiton and to the south of the borough).
- Developments should create new public open spaces at both the eastern and southern ends of the site, and include public spaces for people to dwell and for play.



SA13: Surrey County Hall, Milner Road (2.35 ha) KINGSTON TOWN WARD

The site is to be allocated for a mixed use development, including for residential, education, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 169 units* |
| Non-residential floorspace: | 6,700 sqm (GIA)* |
| Local Plan timescale: | within years 1-10 |

* Excluded the land area covered by the Grade II* Listed County Hall (but included the 1982 wing).

Development requirements

- Development and redevelopment proposals should seek to accommodate development requirements from Kingston University where this is economically viable.
- Kingston University has expressed an interest in potentially occupying the 1893 and 1930's parts of the building (in effect the buildings/ frontage along Penrhyn Road) for academic, support and ceremonial purposes.
- The existing County Hall should be retained (and where possible reused for civil functions) as part of wider developments.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- The site includes Surrey County Hall (Grade 2* listed) and sits opposite nos. 4 to 24 (evens) Milner Road (locally listed). Development

proposals should conserve, and where possible enhance, the significance of these heritage assets.

- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site lies in a Tier 2 Archaeological Priority Area.
- The site contains/is adjacent to a number of Tree Preservation Orders.

Design-led approach

- Potential building types: terraces, villa block, and linear block.
- Building height: up to a maximum of 21 metres (indicatively 6 storeys).

Design guidance

- The existing County Hall should be retained and converted. Alongside new builds, the 1982 wing and the canteen building could be redeveloped.



Design guidance (continued)

- New developments should be complementary to the existing historic character of the site, and relate well to the University Town House and the Crown Court buildings nearby.
- The building line along Penrhyn Road and Milner Road should be retained to allow for tree plantings and public realm landscaping.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the low and mid-rise context on the perimeter of the site towards the town centre.
- Developments should provide reasonable separation distances to the south of the site to minimise overlooking, and allow for high quality outlook.
- Developments should support good pedestrian and cycling connections through the site, and improve connections to the town centre. The existing link from Milner Road to Penrhyn Road (to the south of the site) should be retained and improved.
- Developments should create new public open spaces in and around the site, and include public spaces for people to dwell and for play.



SA14: Thames Side Wharf, Water Lane (0.29 ha) KINGSTON TOWN WARD

The site is to be allocated for a residential-led development, including for residential, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 76 units |
| Non-residential floorspace: | 700 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- The site is adjacent to the Kingston riverside. Developments should be guided by principles set out in the Riverside SPD.
- Developments should be informed by an area-wide masterplan (or a design code for the area).

Design considerations

Townscape and heritage

- The site is within the London Plan Thames Policy Area.
- The site is adjacent to Riverside North and the Kingston Old Town Conservation Area.
- The site is in the setting of Bentalls Centre (façade, Grade 2 listed) and Kingston Bridge (Grade 2* listed).

- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.
- The site lies in a Tier 2 Archaeological Priority Area.
- The site contains/is adjacent to a number of Tree Preservation Orders.

Design-led approach

- Potential building types: terraces, villa block, and tower.
- Building height: up to a maximum of 36 metres (indicatively 11 storeys).

Design guidance

- Developments should be of exemplary quality to contribute positively to the views as seen from the Riverside.
- Steadfast Road and Vicarage Road should be retained and improved as streets; these streets should include tree plantings and public realm landscaping.



Design guidance (continued)

- Developments should explore the potential to form a courtyard at interface with building to the east of the site.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the Riverside towards the town centre and surrounding context.
- Developments should not adversely encroach on the views seen from the Market Place.
- Developments should provide reasonable separation distances to the north and east of the site to minimise overlooking and potential overshadowing, and allow for high quality outlook.
- Developments should support good pedestrian and cycling connections through the site, and improve connections to the town centre and the Riverside. There should be improvements to Vicarage Road to enhance public access from Wood Street to the Riverside.
- Developments should create a new public open space of exemplary quality to open up towards the Riverside, and include public spaces for people to dwell and for play.



SA15: Hawks Road Clinic, Hawks Road (0.32 ha) NORBITON WARD

The site is to be allocated for a residential-led development, including for residential, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 50 units |
| Non-residential floorspace: | 525 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- Developments will be required to demonstrate the existing healthcare facility is surplus to the future requirements of the Integrated Care System/NHS.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.

Design-led approach

- Potential building types: terraces, linear block, and villa block.
- Building height: up to a maximum of 24 metres (indicatively 7 storeys).

Design guidance

- Developments should respect and complement the emerging character of the Cambridge Road Estate redevelopment (in line with the vision and principles set out in the CRE masterplan).
- The building line at Hawks Road and Washington Road should be set back to allow for tree plantings and public realm landscaping.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from the low and mid-rise context to the north and west towards Cambridge Road Estate.
- Developments should provide reasonable separation distances to the west and south of the site to minimise overlooking, and allow for high quality outlook.



Design guidance (continued)

- Developments should support good pedestrian and cycling connections through the site, and contribute to walking and cycling schemes set out in the CRE masterplan.
- Developments should create a new public open space within the site, and include public spaces for people to dwell and for play.



SA16: Former BT Site, Taverner House and Telephone Exchange, Birkenhead Avenue (1.23 ha)

NORBITON WARD

The site is to be allocated for a residential development.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 285 units |
| Non-residential floorspace: | - |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- Developments must retain any mature trees on the site.

Design considerations

Townscape and heritage

- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.

- The site sits immediately to the north of Norbiton Hall Estate, a Locally Listed Building.
- The site contains/is adjacent to a number of Tree Preservation Orders.

Design-led approach

- Potential building types: terraces, linear block, and villa block.
- Building height: up to a maximum of 21 metres (indicatively 6 storeys)

Design guidance

- Developments should complement and relate well to the character of Norbiton Hall Estate.
- The Telephone Exchange building is of architectural merit and should be retained as part of developments where possible.
- The building line at Birkenhead Avenue and Gordon Road should be set back to allow for tree plantings and public realm landscaping.
- Developments should utilise a raised courtyard to ensure active edges and wrapping of inactive and ancillary uses.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from low and mid-rise context to the east and south.



Design guidance (continued)

- Developments should provide reasonable separation distances to the east of the site to minimise overlooking, and allow for high quality outlook, and avoid prejudicing redevelopment opportunities at adjoining properties.
- Developments should support good pedestrian and cycling connections from Gordon Road to Birkenhead Avenue.
- Developments should create linear parks and public open spaces between Gordon Road and Birkenhead Avenue.



SA17: Station Approach, Norbiton (0.71 ha) NORBITON WARD

The site is to be allocated for a residential development.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 100 units |
| Non-residential floorspace: | - |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must retain any mature trees on the site. Developments must retain the line of mature trees along the northeast side of the site.

Design considerations

Townscape and heritage

- The site lies in proximity to Norbiton Station and the Former Registry Office (both locally listed buildings) and Wolverton Avenue Local Area of Special Character.
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site contains/is adjacent to a number of Tree Preservation Orders.

Design-led approach

- Potential building types: terraces, and linear block.
- Building height: up to a maximum of 18 metres (indicatively 5 storeys)

Design guidance

- Developments should consider the use of mews as a potential building typology for the site.
- Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from low rise context towards Norbiton Station.
- Developments should provide reasonable separation distances to the east and north of the site to minimise overlooking, and allow for high quality outlook.
- Developments should support good pedestrian and cycling connections along the railway; and form a gateway to Jemmett Close.
- Developments should create a new public open space or linear park to the south of the site, and include public spaces for people to dwell and for play.



SA18: Cocks Crescent, Hobkirk House & Noble Centre (2.37 ha) NEW MALDEN VILLAGE WARD

The site is to be allocated for a mixed-use development, including for a community leisure centre (to replace Malden Centre) residential, commercial and business uses.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 346 units* |
| Non-residential floorspace: | 13,900 sqm (GIA)* |
| Local Plan timescale: | within years 1-10 |

* Excluded the land area covered by the Malden Centre, Sun Gate House, and Park House.

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- A Supplementary Planning Document has been adopted for this site. Developments must take into account the principles set out in the SPD document.
- Developments should be informed by an area-wide masterplan (or a design code for the area).
- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre (and for the existing/new leisure centre) is retained.
- Developments must retain any mature trees on the site.

- Developments must retain the line of trees parallel to Blagdon Road and Burlington Road.
- Developments must protect and where possible enhance Blagdon Road Open Space.
- Developments should provide a net gain of green spaces and open spaces on site.
- Developments should result in an improvement in the quality of leisure facilities in the area.

Design considerations

Townscape and heritage

- The site lies in proximity to the Police Station, 184 High Street (locally listed).
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- Designated Public Open Space / Blagdon Road Open Space adjacent to the sites.
- The site contains/is adjacent to a number of Tree Preservation Orders.



Site allocations

Design-led approach

- Potential building types: terraces, linear block, villa block, and tower.
- Building height: up to a maximum of 36 metres (indicatively 11 storeys).

Design guidance

- Developments should respect the character of New Malden's High Street.
- The building line at Blagdon Road and Burlington Road should be set back to allow for tree plantings and public realm landscaping.
- Developments should utilise a raised courtyard to ensure active edges and wrapping of inactive and ancillary uses.
- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from low rise context on the perimeter towards the centre/Blagdon Road Open Space.
- Developments should provide reasonable separation distances to the west and south of the site to minimise overlooking, and allow for high quality outlook.
- Developments support good pedestrian and cycling connections from the High Street through to Blagdon Road Open Space, and from Blagdon Road to Burlington Road; and explore introducing linear parks along pedestrian and cycling connections.
- Developments should enhance and provide a significant upgrade to the quality of Blagdon Road Open Space.
- Developments should create new public open spaces/linear parks in and around the site, and include public spaces for people to dwell and for play.
- A new public open space should be co-located in relation to the leisure centre to provide opportunities for a mix of social and cultural recreational activities.



SA19: Kingston Business Park, Fullers Way South (0.36 ha) HOOK & CHESSINGSTON NORTH WARD

The site is to be allocated for a residential development.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 44 units |
| Non-residential floorspace: | - |
| Local Plan timescale: | within years 1-10 |

Development requirements

- Developments must implement the mitigation requirements identified in the Council's Level 2 Strategic Flood Risk Assessment. Developments should implement SuDS to manage and reduce runoffs, and prioritise green drainage solutions to provide wider ecological benefits.
- Existing employment floorspaces should be re-provided at part of any redevelopment.
- Developments must retain any mature trees on site.

Design considerations

Townscape and heritage

- The site lies adjacent to Elmcroft Drive Local Area of Special Character.
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.

- Development should avoid adverse impact on nearby locally listed buildings and listed buildings.

Design-led approach

- Potential building types: terraces, villa block, and linear block.
- Building height: up to a maximum of 18 metres (indicatively 5 storeys)

Design guidance

- The building line along Hook Rise South and Fullers Way South should be set back to allow for tree plantings and public realm landscaping.
- Developments should utilise a raised courtyard to ensure active edges and wrapping of inactive and ancillary uses.
- Streets should be overlooked and activated via ground floor uses.
- Developments should provide reasonable separation distances to the west and south of the site to minimise overlooking, and allow for high quality outlook, and avoid prejudicing redevelopment opportunities at adjoining properties.



SA20: Surbiton Station Car Park, Glenbuck Road (2.86 ha) SURBITON HILL WARD

The site is to be allocated for a mixed-use development, including for residential, commercial and business uses, and station related facilities and car parking.



Development assumptions

| | |
|------------------------------|-------------------|
| Number of residential homes: | 115 units* |
| Non-residential floorspace: | 4,600 sqm (GIA) |
| Local Plan timescale: | within years 1-10 |

* Excluded the land area covered by the rail station and railway.

Development requirements

- Developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre and station is retained.
- A quantum of car parking will need to be retained for station uses (to be determined by the rail provider and relevant partners).
- Developments must retain any mature trees on site.

Design considerations

Townscape and heritage

- The site contains Surbiton Station and lies opposite 2-8 Victoria Road (both Grade 2 listed); and in close proximity to several other listed and locally listed buildings. Development proposals should conserve, and where possible enhance, the significance of these heritage assets.

- The site is within the Surbiton Town Centre Conservation Area.
- Development proposals should assess impact on short, medium and long range views (including important views), and ensure the conservation, heritage, and character of the wider locality are addressed through suitable massing and architectural design.
- Development should avoid adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.
- The site contains a significant number of Tree Preservation Orders.

Design-led approach

- Potential building types: terraces, villa block, and linear block.
- Building height: up to a maximum of 21 metres (indicatively 6 storeys).

Design guidance

- Developments should utilise a raised courtyard to ensure active edges and wrapping of inactive and ancillary uses.
- Developments should consider the use of mews as a potential building typology for the site.



Design guidance (continued)

- Developments should support a mix of uses on the ground floor. Streets should be overlooked and activated via ground floor uses.
- Developments should allow for a gradual transition from low rise context from the south-west to the rail station entrance.
- Developments should provide reasonable separation distances to the south and south-west of the site to minimise overlooking, and allow for high quality outlook.
- Developments should support good pedestrian and cycling connections along the railway, from the station entrance to Saxon Close, Glenbuck Road and Walpole Road to the south and south-west. Access to the station's entrance and from the north of the railway should be improved.
- Developments should enhance the existing open spaces at the station's entrance, and create new public open spaces and linear parks in and around the site, and include public spaces for people to dwell and for play.

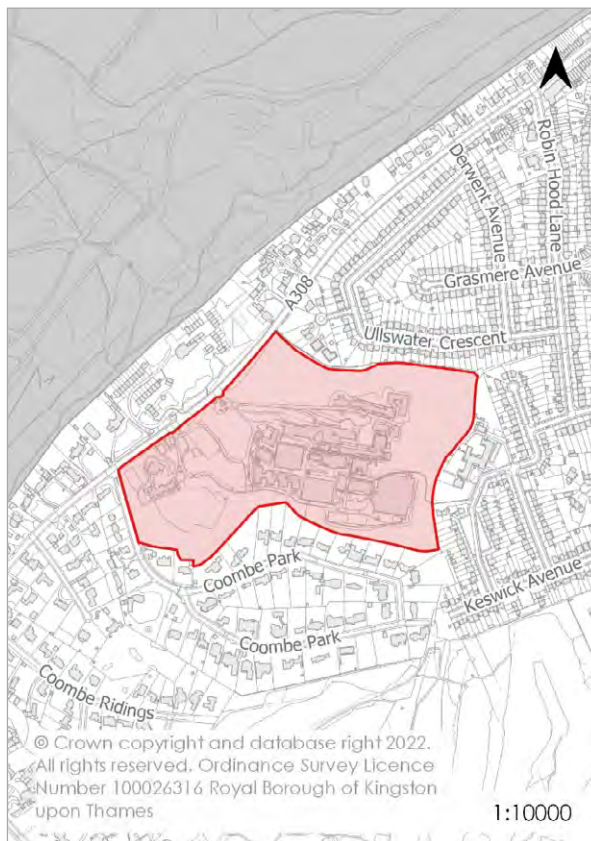


Longer Term Potential Development Sites (Within Years 11-20/+ of the Local Plan)



SA21: John Lewis, Horse Fair, Kingston (0.69 ha) | KINGSTON TOWN WARD

The site is to be allocated for a residential-led mixed use development, including for residential, commercial and business uses.



SA22: Kingston University, Kingston Hill Campus (15.71 ha) | COOMBE HILL WARD

The site is to be allocated for a mixed use development, including for residential, and educational uses.

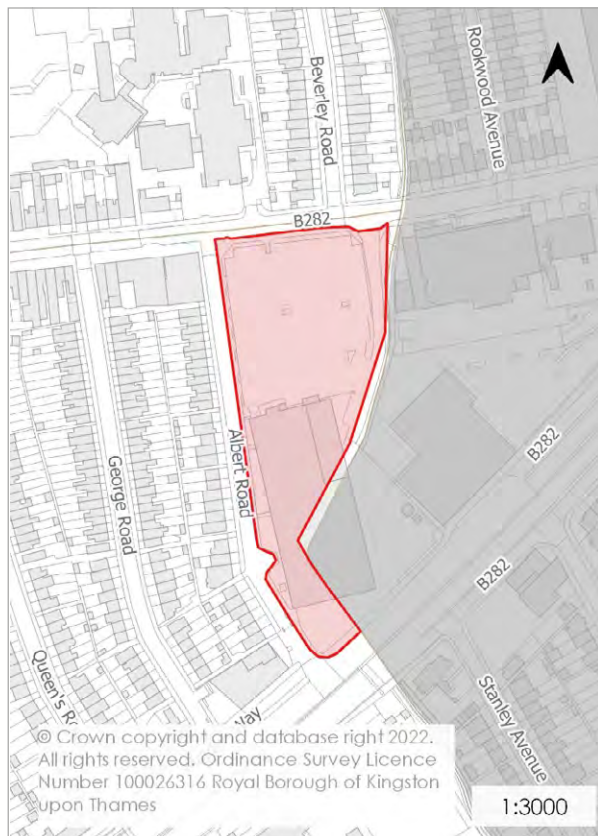


SA23: 2-4 Kingston Road and 2 Presburg Road (0.27 ha) | N'MALDEN VILLAGE WARD

The site is to be allocated for a residential development.



Longer Term Potential Development Sites (Within Years 11-20/+ of the Local Plan)



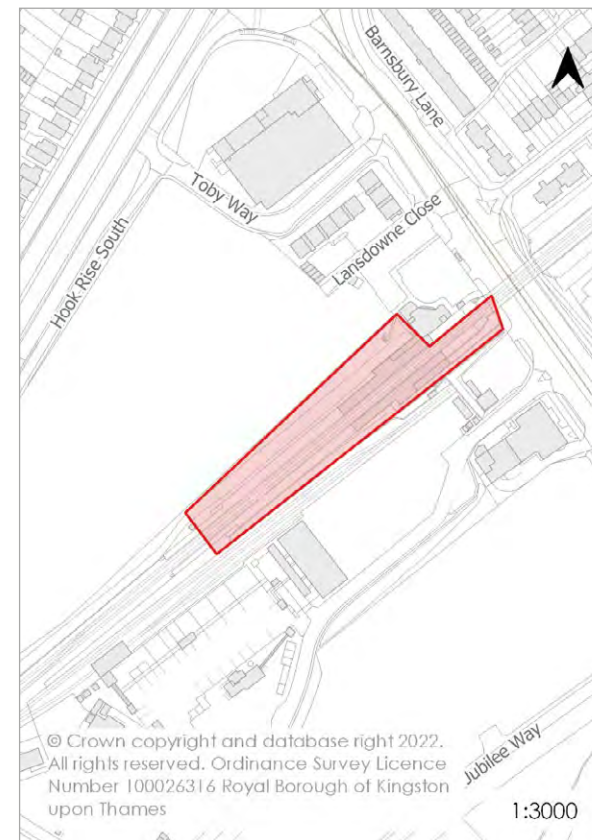
SA24: Burlington Retail Park, Burlington Road (1.24 ha) | N'MALDEN VILLAGE WARD

The site is to be allocated for a mixed use development, including for residential, commercial and business uses.



SA25: Travis Perkins, 165 King Charles Road (0.39 ha) | SURBITON WARD

The site is to be allocated for a mixed use development, including for residential, light industrial, commercial and business uses.



SA26: Tolworth Station, Kingston Road, Surbiton (1.32 ha) | K'GEORGE'S & S WARD

The site is to be allocated for a mixed use development, including for residential and station related facilities and car parking.



Appendix A: List of Protected Views in accordance with the Kingston Views Study (2018)

| VHIV number | Description of the View |
|-------------|--|
| VHIV1 | Hampton Court Palace 1st Floor Privy Chamber, All Saints Church Vista |
| VHIV2 | Hampton Court Palace 1st Floor Drawing Room, Long Water Vista |
| VHIV3 | Hampton Court Palace 1st Floor Privy Chamber, Talman Vista |
| VHIV4 | Standing in Clarence Street looking towards Kingston Bridge |
| VHIV5 | Ancient Market (High Street entrance) looking towards Market House within curtilage |
| VHIV6 | West side of Heron Pond in Bushy Park and looks east |
| VHIV7 | Kingston Bridge on the west side of the River Thames looking east on the northern pavement |
| VHIV8 | View from Kingston Bridge from its western end looking south-east from its southern pavement |
| VHIV9 | Barge Walk - At end of mooring looking directly towards Guildhall |
| VHIV10 | Standing in Clarence Street on the SW corner of the Bentalls Centre looking SW as far as All Saints Church |
| VHIV11 | Barge Walk - At the start of moorings looking directly towards Guildhall |
| VHIV12 | View South of Richmond Park from bench north of Thatched House Lodge |
| VHIV13 | Plaque at base of steps Portsmouth Road/ Palace Road cycle / pedestrian footpath looking towards Kingston Bridge |



Appendix B: Cycle parking

| Land use | | Long-stay | Short-stay |
|-----------|-----------------------------------|--|--|
| A1 | food retail | from a threshold of 100 sqm: 1 space per 175 sqm | from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm |
| | non-food retail | from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm | from a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm |
| A2- A5 | financial / professional services | from a threshold of 100 sqm: 1 space per 175 sqm | from a threshold of 100 sqm: 1 space per 40 sqm |
| | cafes & restaurants | | |
| | drinking establishments | | |
| | take-aways | | |

| Land use | | Long-stay | Short-stay |
|-----------|--|--|---|
| B1 | business offices | inner/ central London: 1 space per 90 sqm outer London: 1 space per 150 sqm | first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm |
| B1 | light industry and research and development | 1 space per 250 sqm | 1 space per 1000 sqm |
| B2- B8 | general industrial, storage or distribution | 1 space per 500 sqm | 1 space per 1000 sqm |
| C1 | hotels (bars, restaurants, gyms etc open to the public should be considered individually under relevant standards) | 1 space per 20 bedrooms | 1 space per 50 bedrooms |
| C2 | hospitals | 1 space per 5 staff | 1 space per 30 staff |
| C2 | care homes / secure accommodation | 1 space per 5 staff | 1 space per 20 bedrooms |



Appendices

| Land use | | Long-stay | Short-stay |
|----------|--|---|----------------------------|
| C2 | student accommodation | 1 space per 2 beds | 1 space per 40 beds |
| C3-C4 | dwellings (all) | 1 space per studio and 1 bedroom unit 2 spaces per all other dwellings | 1 space per 40 units |
| D1 | nurseries/schools (primary and secondary) | 1 space per 8 staff + 1 space per 8 students | 1 space per 100 students |
| | universities and colleges | 1 space per 4 staff + 1 space per 20 FTE students | 1 space per 7 FTE students |
| | health centre, including dentists | 1 space per 5 staff | 1 space per 3 staff |
| | other (e.g. library, church, etc.) | 1 space per 8 staff | 1 space per 100 sqm |
| D2 | other (e.g. cinema, bingo, etc.) | 1 space per 8 staff | 1 per 30 seats |
| | sports (e.g. sports hall, swimming, gymnasium, etc.) | 1 space per 8 staff | 1 space per 100 sqm |

| Land use | Long-stay | Short-stay |
|--|---|------------|
| Sui generis | as per most relevant other standard e.g. casino and theatre = d2 | |
| Stations | to be considered on a case-by-case basis through liaison with TfL | |
| Notes: <ul style="list-style-type: none"> • Cycle parking in Kingston Town Centre is expected to match those of inner/central London. • Where the size threshold has been met, for all land uses in all locations a minimum of 2 short-stay and 2 long-stay spaces must be provided. • Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles | | |



Appendix C: Maximum residential parking standards

| Location | Maximum parking provision |
|------------------------------------|--------------------------------|
| Kingston Town Centre PTAL 5 – 6 | Car free* |
| PTAL 3 Opportunity Areas | Up to 0.5 spaces per dwelling |
| PTAL 3 | Up to 0.75 spaces per dwelling |
| PTAL 2 | Up to 1 space per dwelling |
| PTAL 0 – 1 | Up to 1.5 spaces per dwelling^ |

* With the exception of disabled persons parking

^ Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit

Appendix D: Maximum office parking standards

| Location | Maximum parking provision |
|-------------------|---|
| Opportunity Areas | Up to 1 space per 600m2 gross internal area (GIA) |
| Rest of borough | Up to 1 space per 100m2 (GIA) |

Appendix E: Maximum retail parking standards

| Location | Maximum parking provision |
|--|--|
| PTAL 5-6 | Car free* |
| Opportunity Areas Rest of borough below 500sqm | Up to 1 space per 75 sqm gross internal area (GIA) |
| Rest of borough above 500sqm | Up to 1 space per 50 sqm (GIA) |

* With the exception of disabled persons parking

Appendix F: Hotel and leisure use parking

| Location | Maximum parking provision |
|----------|--|
| PTAL 4-6 | On-site provision limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing* |
| PTAL 0-3 | Assessed on a case-by-case basis with provision consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels |

* All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces



Appendix G: Non-residential disabled persons parking*

| | Designated bays (% of total parking provision) | Enlarged bays (% of total parking provision) |
|--|--|--|
| Workplace | 5% | 5% |
| Education | 5% | 5% |
| Retail, recreation, hotels and leisure | 6% | 4% |
| Transport car parks | 5% | 5% |
| Medical and health facilities | 6% | 4% |
| Religious buildings and crematoria | Minimum two spaces or 6%, whichever is the greater | 4% |
| Sports facilities | Refer to Sport England Guidance | |

* Disabled persons parking should be provided and designed in accordance with Policy T6.5 of the London Plan



Glossary

A

Absorption rate:

The absorption rate is how long it will take a home to sell or be let for the identified price. The main constraint on absorption is the number of buyers or renters in the market willing (or able) to buy or rent the property at the identified price.

Amenity spaces:

Private, communal or public external spaces that provide opportunities for informal activities which contribute to the appearance of developments or localities. Private external amenity space is exclusively used by a single household; common forms are balconies and gardens. Communal external amenity space is exclusively used by the residents of a residential development; common forms are communal gardens, terraces and roof gardens. Public amenity spaces are normally small spaces where workers or visitors can relax, are used for dog walking, play, rest or quiet enjoyment, or merely to provide visual amenity in densely built-up developments.

Active frontages:

A building front that promotes activity and encourages cross - movement between the building at ground level and the adjacent public realm by the way the building is designed or orientated. A building provides active frontage if the ground floor avoids blank walls or obscured frontages, includes windows and openings, and provides a variety of uses all of which also contribute to natural surveillance and support the visual and physical relationship between the building and ground level.

Agent of Change Principle:

The Agent of Change Principle places the responsibility for mitigating impacts from existing noise-generating activities or uses on the new development.

Ancient or veteran tree:

A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Archaeological interest:

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Archaeological Priority Area:

A defined area where there is significant known archaeological interest which might be affected by development. These areas have been categorised into one of the following tiers according to their relative archaeological significance and potential:

- **Tier 1:** Area which is known or strongly suspected to contain a heritage asset of national importance (e.g. scheduled monument)
- **Tier 2:** Area where there is known presence or likely presence of heritage assets of archaeological interest
- **Tier 3:** Area with archaeological potential

B**Build to Rent:**

Purpose-built housing that is typically 100 per cent rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

C**Conservation Area:**

An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

D**Designated heritage asset:**

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

F**Flood risk zones:**

Areas within the borough which are at risk from flooding. The flood risk zones consist of zones 1, 2 and 3a and 3b (the higher the number the greater the risk of flooding) and are based on the Environment Agency's flood map for England and Wales.

G**Green infrastructure:**

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

H**Heritage asset:**

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic environment:

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

I**Infrastructure Delivery Plan:**

An assessment of the existing and future infrastructure needs and requirements to support new development and the borough's growing population.

L**Legibility:**

The degree to which a place can be easily understood and moved around in.

Local Landmarks:

buildings or structures that make aesthetic, cultural or other contributions to the view and assist the viewer's understanding and enjoyment of the view. This could be because of their composition, their contribution to legibility, or because they provide an opportunity to see key landmarks as part of a broader townscape.

Local plan:

A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Locally Listed Buildings:

Buildings of historic or architectural interest at the local level. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.

M**Main town centre uses:**

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Metropolitan Open Land:

Strategic open land within the urban area that contributes to the structure of London and has the same protection as the Green Belt.

N**Non-strategic policies:**

Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

O

Opportunity Area:

London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

Open space:

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity

Optimum viable use:

If there is a range of alternative viable uses, the optimum use is the one likely to cause the least harm to the significance of the asset, not just through necessary initial changes but also as a result of subsequent wear and tear and likely future changes.

P

Permeability:

The degree to which an area has a variety of pleasant, convenient and safe routes through it and the capacity to which those routes can enable the movement of pedestrians, cyclists and vehicles.

Place-making:

A process which promotes bringing all those involved in shaping the quality of their place together in an inclusive and multi-dimensional manner, in order to create sustainable communities and great places. Placemaking capitalises on a local community's assets, inspiration, and potential, ultimately creating places that people feel proud of and have a stake in.

Playing field:

The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Proportionality:

(Heritage Policy) The quality of being appropriately related to something else in size, degree, or other measurable characteristics.

Public realm:

The space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages.

Public Transport Accessibility Levels (PTAL):

Public Transport Access Levels (PTALs) are calculated across London using a grid of points at 100m intervals. For each point, walk time to the public transport network is combined with service wait time (frequency) to give a measure of public transport network density.

S

Significance (for heritage policy):

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Site of Importance for Nature Conservation (SINC):

Areas of wildlife habitats that are most important in London and within the borough. Depending on their relative value, sites are classified into Metropolitan, Borough or Local importance. The procedures for the selection

of SINCs are set out in Appendix 5 of the London Environment Strategy.

Skyline:

An outline of land and buildings defined against the sky.

Strategically important landmarks:

buildings or structures in the townscape, which have visual prominence, provide a geographical or cultural orientation point and are aesthetically attractive through visibility from a wider area or through contrast with objects or buildings close by.

Strategic policies:

Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Sustainable drainage systems (SUDs):

Using sustainable drainage techniques and managing surface water run-off from buildings and hardstandings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

T

Town centre:

Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Townscape:

The visual appearance of a town or urban area; an urban landscape.

V

Viability Review Mechanism:

A review of development viability defined with a Section 106 agreement enabling the reassessment of development viability after permission has been granted, at an early, mid or late stage in the development process. These mechanisms address uncertainties in the application stage assessment of viability to enable the maximum level of affordable housing provision over the lifetime of a proposal.

W

Wildlife corridor:

Areas of habitat connecting wildlife populations.

Water space:

An area of water (permanently or intermittently), and includes rivers, canals, docks, basins, ponds, marshland and other water bodies.

KINGSTON'S LOCAL PLAN

The Local Plan will shape the borough from **2019 - 2041**



You can read the first draft of the new Local Plan and share your comments in a number of ways.

- Online by visiting www.kingston.gov.uk/localplan
- By visiting one of the borough's open libraries or the council offices where printed copies are available
- By emailing localplan@kingston.gov.uk
- Writing to us at: Strategic Planning Team, The Royal Borough of Kingston upon Thames, Guildhall 2, High Street, Kingston upon Thames, KT1 1EU
- Or come and see us at one of our online or in-person events.

If you need the draft Local Plan document in a more accessible format or you have questions or comments, we can help you. Please email localplan@kingston.gov.uk or call our contact centre on 020 8547 5000

www.kingston.gov.uk/localplan



THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES