

Kingston's Local Plan

Our Vision for Kingston 2028 - 2043 - Summary Document



Publication Version of the Local Plan (Regulation 19) Consultation
6 July - 4 September 2026

www.kingston.gov.uk/localplan



THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES



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Introduction



What is the Kingston Local Plan?

What is the Kingston Local Plan?

The new Kingston Local Plan (2028–2043) is a strategic framework produced by Kingston Council to guide future development and infrastructure across the borough. It sets out plans for new homes, employment spaces, transport links, and green areas for people living and working in the borough, now and in the future. Once adopted, it will replace the **Kingston Core Strategy (2012)** and the **Kingston Town Centre Area Action Plan (2008)**.

Following the last consultation (November 2022 to February 2023), we have reviewed your feedback on the first draft of the Plan. We are now pleased to share the final publication version (Regulation 19) with you.

This publication draft Local Plan sets a vision for the borough and a planning framework for the next 15 years. So, it is important we are clear in what we are trying to achieve and where we want to be by 2043.

What's Changed?

Since the last phase of engagement, there have been significant changes in national planning policy, set by the UK Government. This policy, which we must comply with, was published in late 2024 and sets new requirements on how we plan for future housing.

The Government now requires councils to show they have explored every reasonable option for identifying sites for new homes through the Local Plan process. This requires us to identify land for a higher number of homes than before. While we will continue to prioritise **brownfield** (previously developed) sites, the scale of housing needed means we now must assess all sites, including those within the **Green Belt**.

What is the Green Belt?

London's **Green Belt** boundaries were set in 1938 by the London County Council to stop London from sprawling into the countryside. These boundaries were chosen simply to halt development, rather than for their importance to wildlife, the environment, or public access.

Since 1962, these boundaries have been treated as permanent, meaning they can only be changed in 'exceptional circumstances'. While these changes had to be strongly justified, national planning policy means councils are now required to review their boundaries if they have a need for new housing that cannot be met elsewhere in the borough.

A common misconception about the **Green Belt** is that it is all 'green', when this is not actually the case. While much of Kingston's **Green Belt** does consist of open green fields, a large proportion is privately owned, low quality, previously developed land that is inaccessible to the public and provides very few health or wellbeing benefits to the local community. This type of land has now been defined by the government as '**grey belt**' land and is required to be considered for development.

About this Summary Document

This summary document provides an overview of the policies that have been drafted to guide future development in the borough. These policies respond, as much as possible, to feedback we have received from previous consultations and address changes to national planning guidance.

This summary document is not a formal public consultation document. You can find the full consultation document (Kingston's Publication Draft Local Plan) on our website: www.kingston.gov.uk/localplan.

Definitions for words in **bold** can be found in the glossary at the back of this document.

How You Can Get Involved



The consultation for the **Publication Draft Local Plan (Regulation 19)** is taking place from **Monday 6 July 2026 to Friday 4 September 2026**.

All consultation documents, including the Publication Draft of the Local Plan, the policies map, evidence documents, and ways to share your comments can be found on the Council's engagement platform 'Kingston: Let's Talk': www.kingstonletstalk.co.uk/planning/local-plan.

At this stage (which is called a Regulation 19 consultation), comments should relate to the **soundness** and **legal compliance** of the Plan, as well as whether you think the Local Plan has been effectively developed by working with communities, organisations and partners. For more information regarding '**soundness**' and '**legal compliance**', see the glossary at the back of this document, or visit our engagement platform: www.kingstonletstalk.co.uk/planning/local-plan.

Please 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.

You can give us your comments in a number of ways:

- Complete the online consultation response form on our engagement platform: www.kingstonletstalk.co.uk/planning/local-plan
- Complete a response form in any open borough library or at the Information and Advice Centre (Guildhall 2, High Street, Kingston upon Thames, KT1 1EU) and return it to us using the stamped addressed envelopes provided
- Email the Spatial Planning Team at localplan@kingston.gov.uk
- Write to Spatial Planning Team, The Royal Borough of Kingston upon Thames, Guildhall 2, High Street, Kingston upon Thames, KT1 1EU

Hard copies of the publication draft Local Plan can be found in any borough library or at the Information and Advice Centre (Guildhall 2, High Street, Kingston,

KT1 1EU). Alternatively, if you need the Local Plan in another format, or have a question, you can email localplan@kingston.gov.uk or call our Contact Centre on 020 8547 5000.

Kingston's Local Plan sets out a vision for how we want the borough to develop in the future. It has an impact on everyone living, working, studying, or visiting Kingston, and will be used to assess all future planning applications, so it is important that we get it right.

Your feedback will help us to refine the policies in the Local Plan, ensuring they are both legally compliant and sound, and that Kingston develops in a way that benefits everyone.

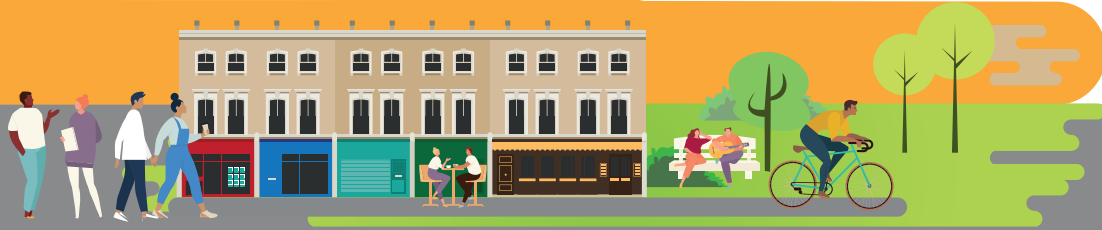
Consultation Events

We will be visiting different parts of the borough throughout the consultation period to promote the publication draft of the new Local Plan and answer any questions. If you would like to find out more about the publication version of Kingston's Local Plan, come and join us at one of our consultation events. More details can be found on our engagement platform: www.kingstonletstalk.co.uk/planning/local-plan.

Next Steps

Following this consultation period, the Local Plan and all received Regulation 19 representations will be formally submitted to the Secretary of State for independent examination by the Planning Inspectorate. The appointed Planning Inspector will assess the Plan and its supporting documents for its **legal compliance** and **soundness** through a series of formal public hearings. Concluding the examination, the Inspector will issue a report advising whether the Plan can be adopted, alongside any recommended final modifications.

Our Vision



The Local Plan will enable us to realise our vision for the borough, while preparing for the environmental, social and economic challenges the borough will face over the next 15 years.

Our Vision for Kingston

Our vision for Kingston in 2043 is a borough that has not only adapted to the future but has actively shaped it.

We will provide the essential homes, jobs, and infrastructure our communities need, achieving this through a creative evolution that protects and enhances the unique qualities that define us - from our beautiful riverside and historic centre to our cherished green spaces.

Kingston will establish itself as a vibrant **metropolitan centre** for culture, retail, business, and **innovation** in southwest London. The **character** and appearance

of our town centres and neighbourhoods will evolve and be enhanced through exemplary design and placemaking, creating attractive and functional spaces that enable communities to come together for culture, leisure and work and where walking, cycling, or using public transport feels natural and effortless for everyday journeys.

We will take the lead in responding to the climate and **biodiversity** emergency. All development will adhere to the highest sustainability standards, cultivating a greener, more biodiverse environment and creating a prosperous, equitable borough for all.



Our vision is not just about preserving the past but about confidently and creatively evolving. We seek to harness the opportunities of change to build a better community for everyone. This vision is

rooted in a clear and honest acknowledgement of the urgent challenges we face. As a successful, desirable, and well-connected part of London, Kingston will face significant demand for development during the period covered by the Local Plan.

Timetable for preparing our new Local Plan



Figure 1.1 - Timetable for preparing our new Local Plan

Sustainable Development Strategy



Draft policies

Strategic Policy K1:
Sustainable Locations for Development

Strategic Policy K2:
Key Areas of Change

Strategic Policy K3:
Kingston and North Kingston Neighbourhood

Strategic Policy K4:
New and Old Malden Neighbourhood

Strategic Policy K5:
South of the Borough Neighbourhood

Strategic Policy K6:
Surbiton Neighbourhood

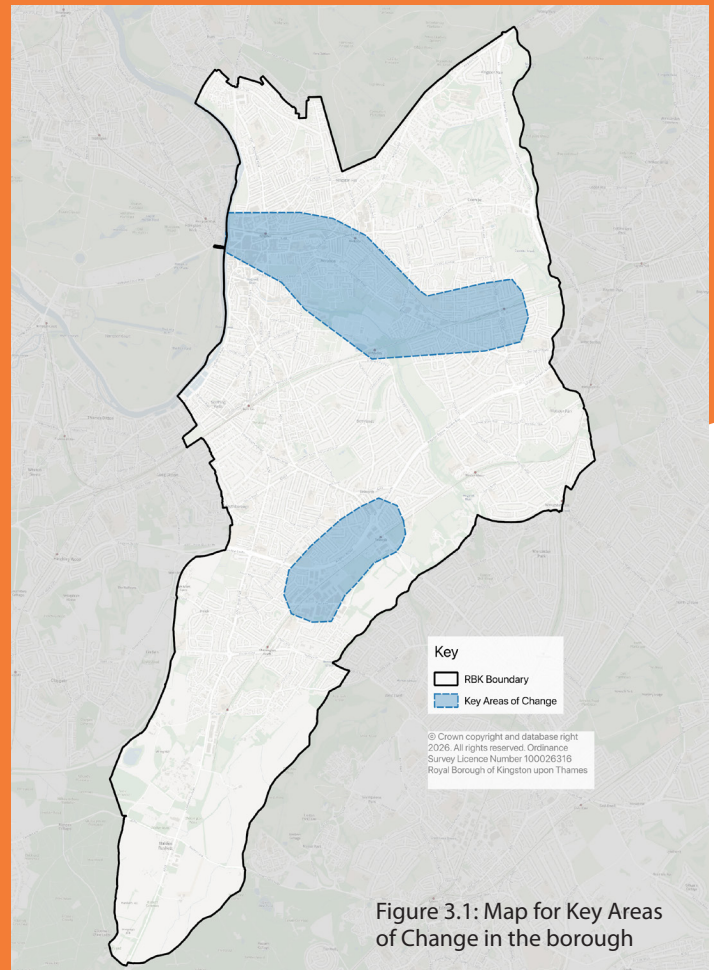
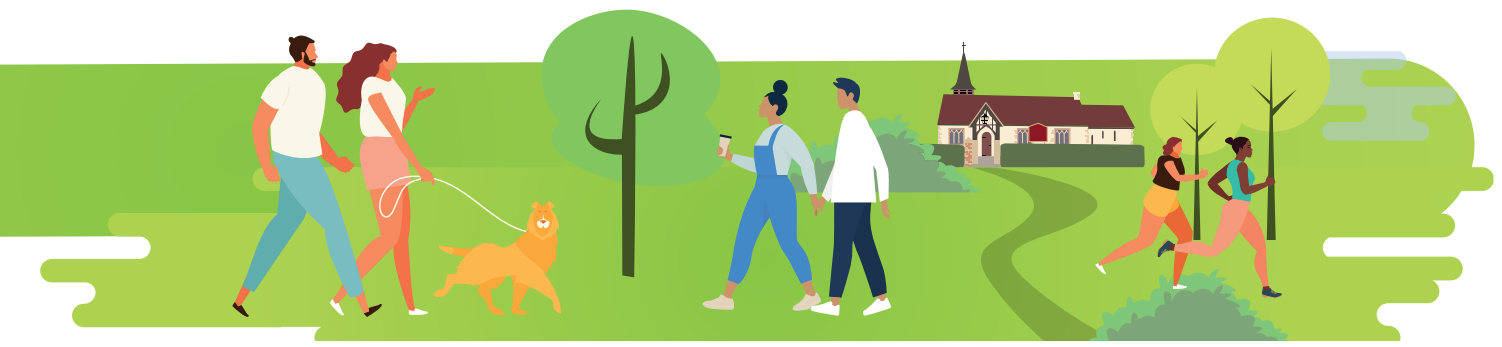


Figure 3.1: Map for Key Areas of Change in the borough

The Local Plan's **Sustainable Development** Strategy balances future growth with environmental and community needs. As part of this strategy, we are planning for nearly 20,000 homes to be delivered over the next 15 years.

New housing development will be directed towards:

- Key Areas of Change;
- The most sustainable and accessible locations, including the borough's metropolitan and district town centres and areas with good transport connections;
- Specific **Green Belt** sites that have been identified as 'grey belt' and are located in sustainable locations; and
- Specific **brownfield** (previously developed) sites within the Metropolitan Open Land.



Your feedback included:

- Mixed views on whether Kingston Town Centre should be the main focus for development and investment. Some comments supported this focus while others suggested development should be more evenly spread across the borough.
- Some disagreement over whether the proposed level of development is appropriate, given the uncertainty around whether Crossrail 2 will go ahead.
- Concerns that infrastructure (such as roads, schools, health centres, and other local services) will not cope with the number of new homes and businesses proposed.
- Requests to explain how much new development Kingston can realistically accommodate, as set out in the London Plan.
- Requests to emphasise the role and opportunity of the River Thames.

We are now proposing to:

- Prioritise development on **brownfield** sites within the borough's most accessible and sustainable areas. This includes locations near town centres that benefit from strong public transport and existing facilities.
- Review the borough's **Green Belt** and **Metropolitan Open Land (MOL)** evidence to determine if releasing specific sites is justified to help meet the borough's housing and employment needs. Sites will only be identified if they no longer meet the strict criteria for **Green Belt** or **MOL** protection, in accordance with national guidance.
- Direct infrastructure to locations expecting the highest levels of development. The Council has published an updated **Infrastructure Delivery Plan** which identifies the infrastructure needed to support the Local Plan.
- Recognise the importance of the River Thames within Kingston, supporting both its recreational value and its role as a key transport route connecting to Hampton Court, Richmond, and Twickenham.



3.2: Map showing the borough's neighbourhoods



Read more about our draft sustainable development strategy in chapter 3 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.

Kingston and North Kingston Neighbourhood

Kingston Town Centre is at the heart of our borough. With over 28 million annual visitors, it is important that Kingston's **metropolitan centre** continues to remain competitive. As the town centre evolves, it will expand beyond retail to include a greater mix of business, housing, and **community infrastructure** - such as the new Unilever offices and the Kingston Leisure Centre opening in 2027. The Council is committed to

making the neighbourhood safer and easier to travel through, while proudly protecting our unique history and our beautiful riverside spaces along the Thames and Hogsmill rivers. These policies align with the community-led **Kingston Town Centre Vision (2023)**, www.kingston.gov.uk/kingston-town-centre-vision which identified the future aspirations for our town centre based on feedback from local people.

Your feedback included:

- Support for the aspirations;
- Requests to recognise the neighbourhood outside of Kingston town centre - including the River Thames, the Market Place, and smaller industrial areas.
- Requests to reference the River Thames' ecology system and how it will be protected.

We are now proposing to:

- Support Kingston's **Metropolitan Town Centre** status by encouraging investment in its retail, culture, and leisure facilities.
- Support the delivery of new homes on previously developed land, in well-connected locations.
- Support the development of a thriving **night-time economy**.
- Support and meet the demand for additional high quality office space.
- Adjust the boundaries of Kingston Town Centre to include Canbury Business Park and nearby industrial sites, while taking out the homes next to Canbury Gardens.
- Support the continued re-development of the Cambridge Road Estate.
- Support the continued improvements to Kingston University's campuses.
- Support the preservation of the Kingston Old Town Conservation Area, including the Ancient Market Place and key landmarks such as All Saints Church and Kingston Bridge.

- Protect existing parks and secure funding to improve their facilities.
- Preserve existing walking, cycling, and wheeling connections to local areas, including routes along the Thames Path to Richmond, across Kingston Bridge to Hampton Wick, and through Kingston Gate into Richmond Park.
- Deliver a new leisure facility in place of the old Kingfisher Leisure Centre in Kingston town centre - a proposal which is already well underway.
- Introduce a new policy to protect the wildlife and ecology of local rivers (Policy KN7: Rivers and River Corridors).

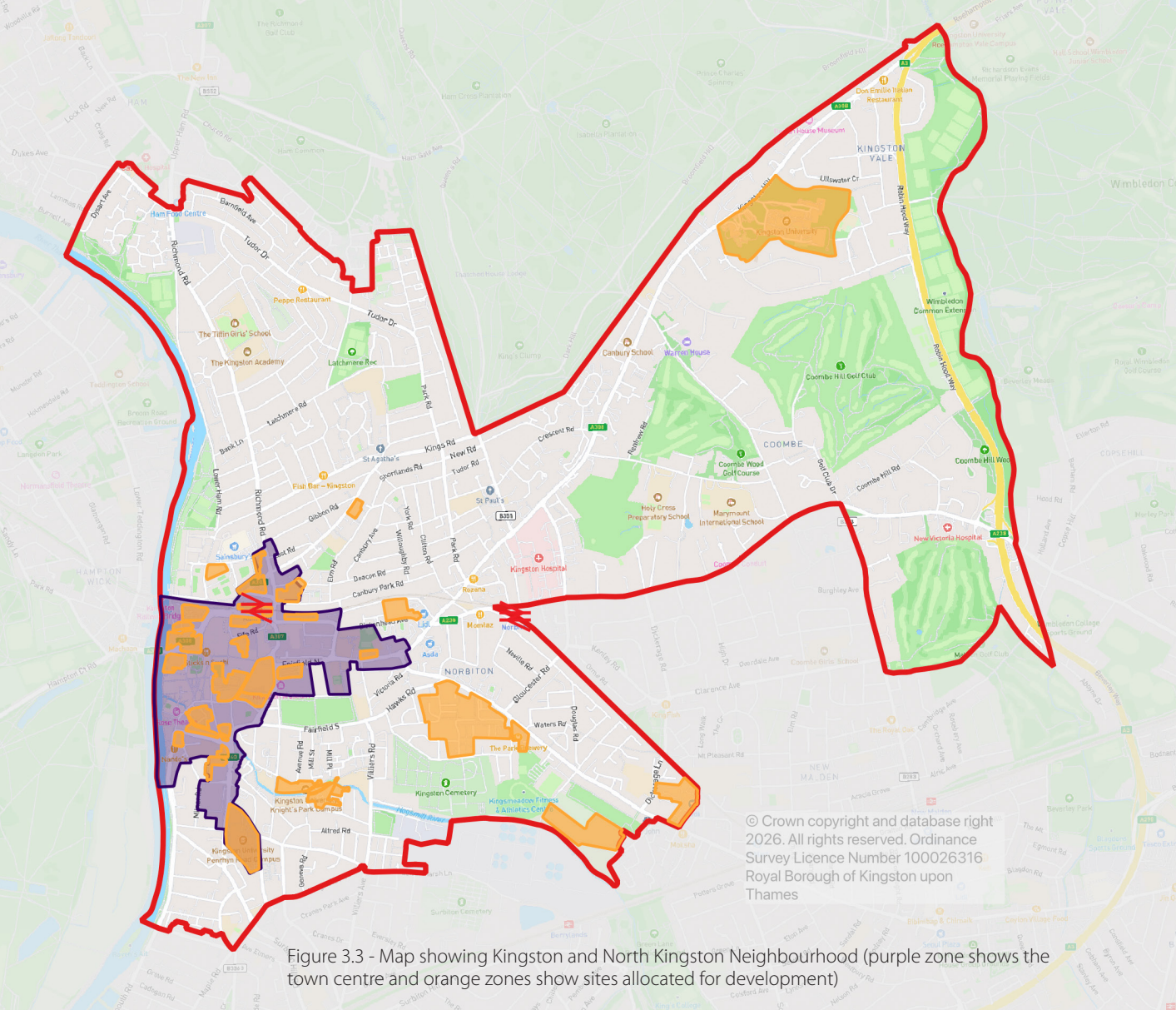
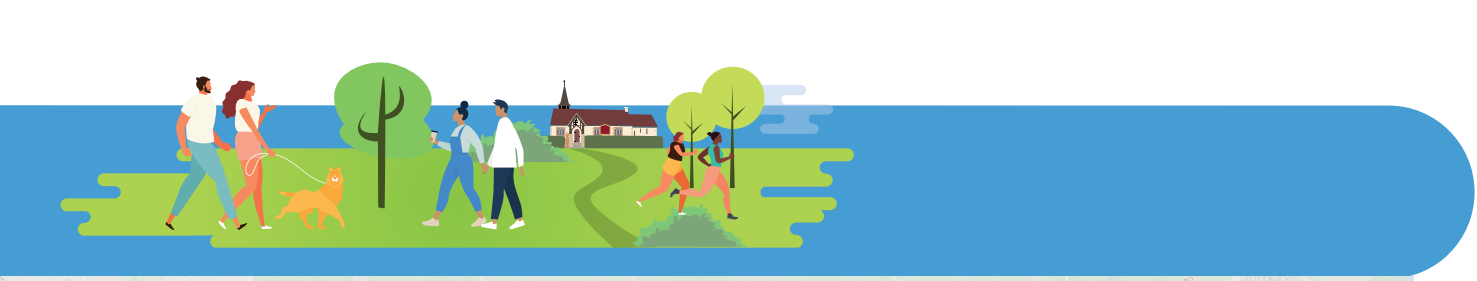


Figure 3.3 - Map showing Kingston and North Kingston Neighbourhood (purple zone shows the town centre and orange zones show sites allocated for development)

Characteristics

- **Metropolitan Town Centre**, popular retail area with cafes, restaurants, pubs and night life
- Key office location
- Key civic functions with council offices, courts, university, college, and hospital
- Strong retail, food and beverage offering
- Cultural centre for the borough, including Rose Theatre and cinema multiplex
- Close to the Thames and Hogsmill rivers
- Good transport links with Kingston and Norbiton rail stations and Cromwell Road Bus Station
- New 'Kingston Leisure Centre' under construction
- A character-rich historic environment
- Kingston Town Centre as a Key Area of Change undergoing transformational high-density **regeneration**

New and Old Malden Neighbourhood

New Malden is a vibrant cultural hub, home to the largest Korean community in Europe alongside thriving Tamil and Sri Lankan communities, giving the area a distinctive and varied **character**. Designated as a **District Centre** in the London Plan (2021), New Malden offers a mix of homes, community spaces, and small businesses, while Old Malden is a quieter, more residential focused

area. As the neighbourhood evolves, this policy seeks to ensure that new development is appropriate to the local area, protects **local heritage assets**, and secures local improvements. There are also plans to **enhance the neighbourhood's biodiversity**, improve public spaces, and promote the area's unique cultural diversity.

Your feedback included:

- Support for improvements to green spaces and the opening up of routes along the Hogsmill River.
- Requests to introduce more culture to the area.
- Requests to keep the focus on the high street.
- Requests to improve connections to New Malden and the rest of the borough.

We are now proposing to:

- Support improvements to Cocks Crescent and the area around New Malden train station, including the provision of better public spaces.
- Improve public access to the Hogsmill River and Beverley Brook and encourage restoration of these waterways.
- Improve existing green spaces and park facilities, including at Beverly Park, Manor Park, and Dickerage Road Recreation Ground.
- Support festivals and cultural events in New and Old Malden, building on the celebrations already led by local Korean, Tamil and other communities.
- Support the preservation of The Groves and Presburg Road Conservation Areas, the Grade II listed New Malden War Memorial, and local landmarks such as the United Reformed Church steeple.
- Protect the High Street as both a retail and leisure destination.

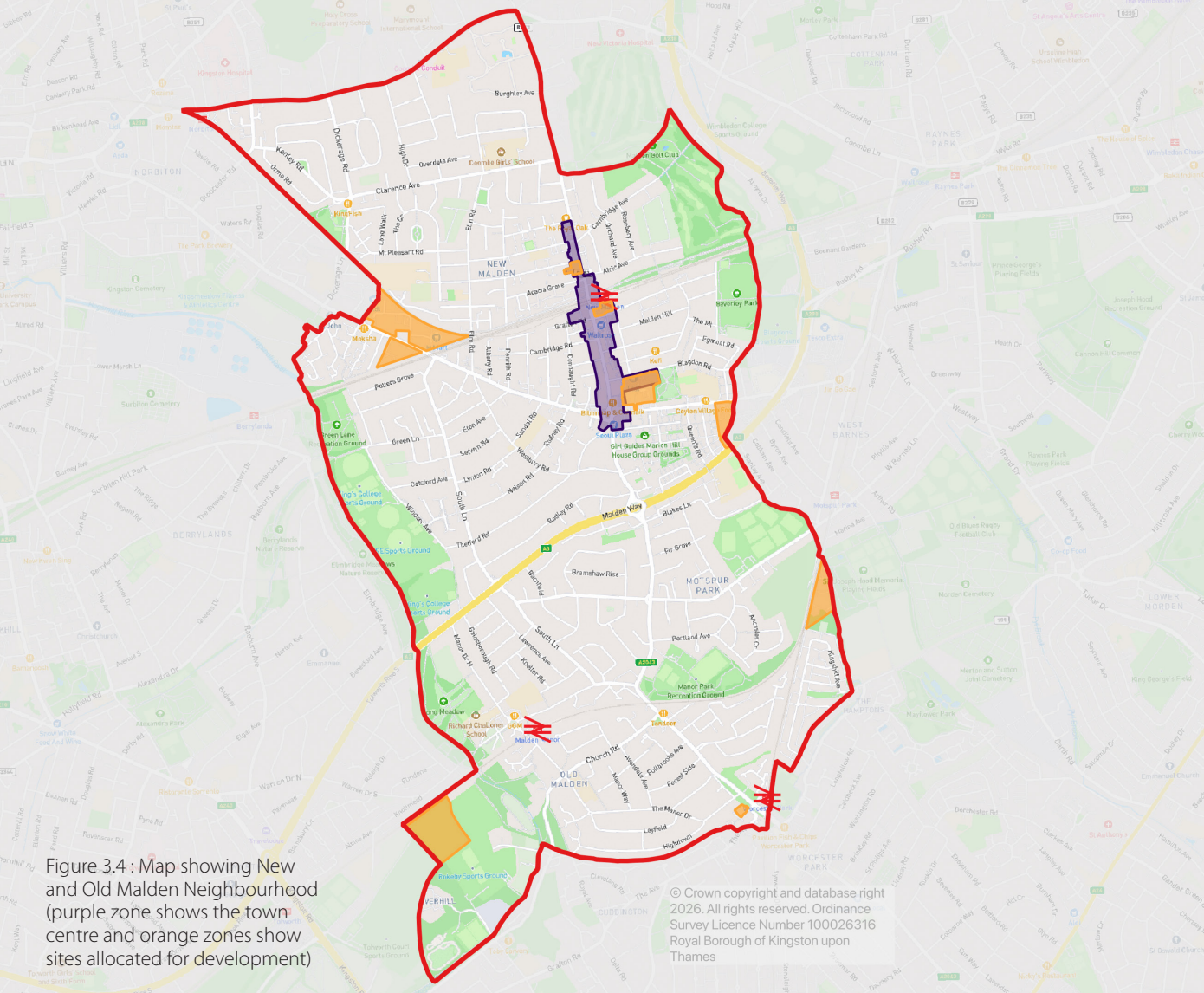


Figure 3.4 : Map showing New and Old Malden Neighbourhood Centre (purple zone shows the town centre and orange zones show sites allocated for development)

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Characteristics

- **District centre**, New Malden town centre draws in many visitors to its shops and restaurants
- Socio-economically diverse, with areas of significant affluence, but also pockets of deprivation
- Broad range of restaurants and businesses with a large concentration of Korean, Tamil, and Sri Lankan nationals
- Diverse residential characters, including housing estates, Edwardian and mid-Victorian homes, mixed with 1930s-style architecture
- St John’s Industrial Area, a Locally Significant Industrial Site
- Beverley Brook Corridor strongly contributes to green infrastructure network

South of the Borough Neighbourhood

The South of the Borough covers a large and varied area, including part of Tolworth, Chessington, and areas of open countryside. Tolworth is designated as a **District Centre** in the London Plan (2021), has good transport links, and is home to the Lidl UK head office. Chessington and Malden Rushett, while not identified as district town centres, serve as major economic drivers, home to both the Chessington **Strategic Industrial Location** and the famous Chessington

World of Adventures Resort. While parts of the neighbourhood have been identified to help meet the borough's **housing needs** (in line with national policy changes), the Local Plan will seek to ensure that the **Green Belt** remains protected from inappropriate development. The Council will also support and protect existing **open spaces** in the neighbourhood, including the Tolworth Court Farm Local Nature Reserve.

Your feedback included:

- Requests to acknowledge the traveller population in the South of the Borough due to the lack of suitable sites available.
- Continued support for protecting the **Green Belt** and **open spaces**.
- Requests to refer to Tolworth Court Farm nature reserve.
- Requests to improve active and public transport connectivity with the rest of the borough.

We are now proposing to:

- Extend the boundary of Tolworth town centre to include Tolworth railway station and the new Lidl Head Office. This will allow us to plan the area around Tolworth station more effectively, supporting new shops, leisure, offices, and homes.
- Continue protecting sites which make a fundamental contribution to the **Green Belt**.
- Provide new homes on certain **grey belt** sites in well-connected locations.
- Support economic growth in the neighbourhood, including the three industrial estates and the Chessington World of Adventures Resort.

- Support improvements to the Chessington **Strategic Industrial Location (SIL)** to help businesses grow and create new jobs.
- Support improvements to **open spaces**, including King George's Field.
- Improve communal spaces and facilities across the neighbourhood to meet the needs of existing and future residents, such as at Hook Centre.
- Reference Tolworth Court Farm Local Nature Reserve as an important habitat and area of green space.
- Work with partners to meet the identified need for permanent and transit pitches for **gypsy and traveller** communities in the borough.
- Protect the Tolworth Depot and Chessington Railhead Strategic Freight Sites.
- Continue working with **Transport for London (TfL)** and Surrey County Council to maximise strategic transport improvements throughout the neighbourhood.

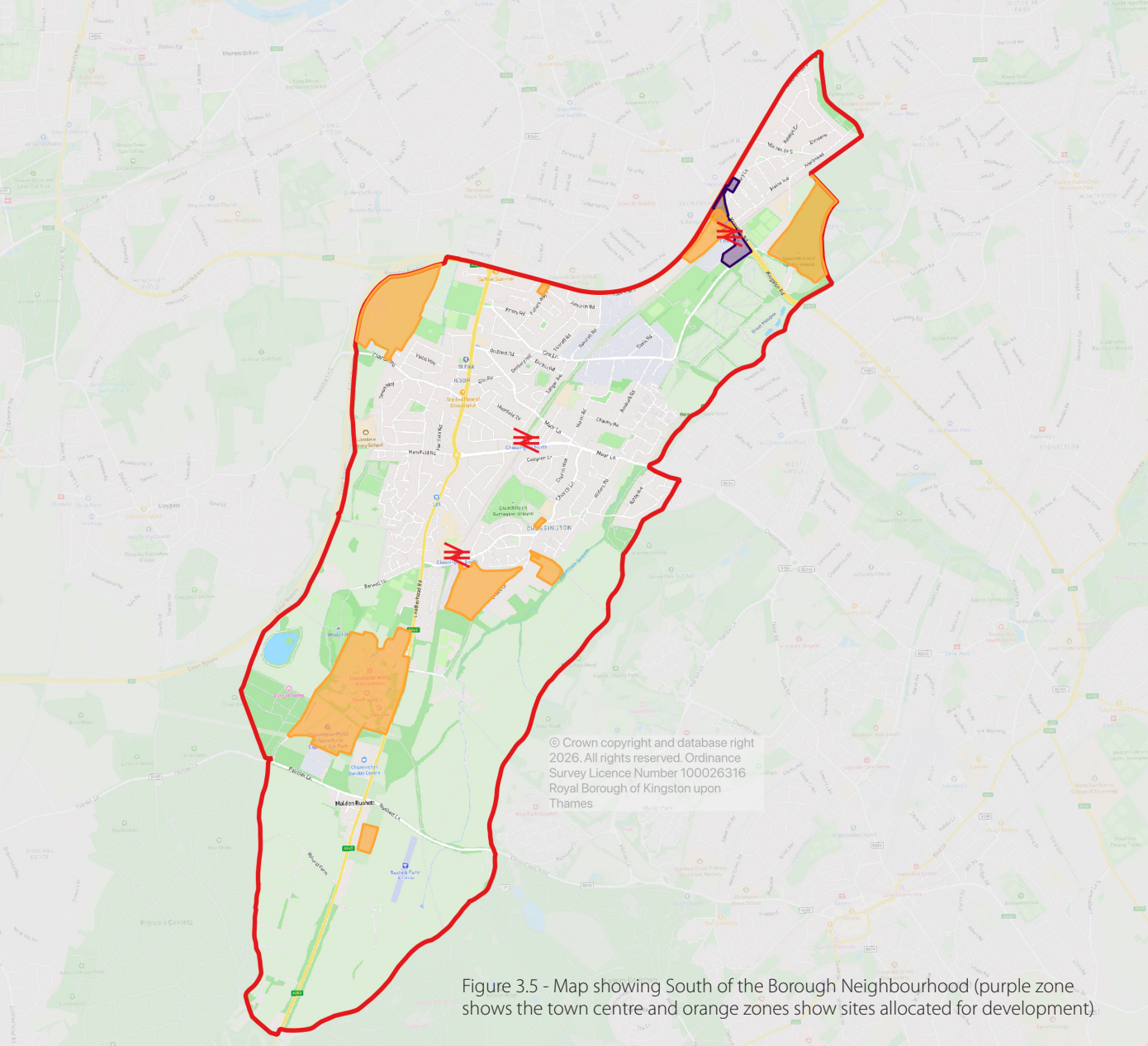
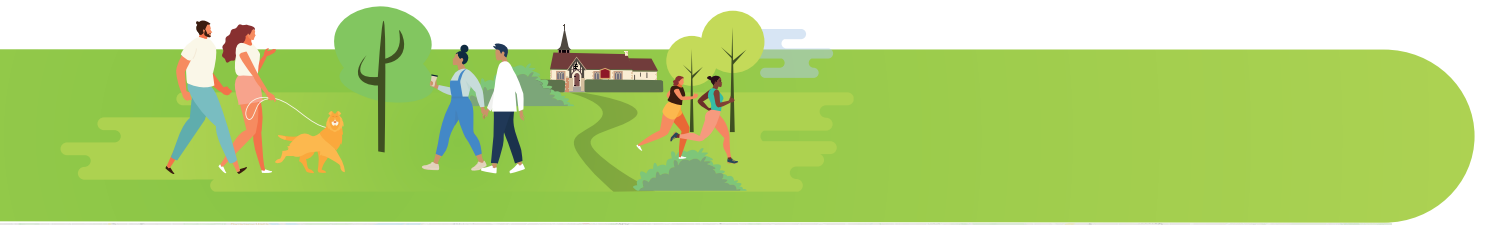


Figure 3.5 - Map showing South of the Borough Neighbourhood (purple zone shows the town centre and orange zones show sites allocated for development)

Characteristics

- Much of the neighbourhood is in the **Green Belt**
- Built-up area is characterised by low-density family houses with gardens
- Major employment sites, including the Lidl UK headquarters
- Chessington and Barwell industrial areas, and Chessington World of Adventures Resort
- Good access to major road networks including A3 and M25
- Tolworth Court Farm rewilding project in an area of **Metropolitan Open Land (MOL)**
- Tolworth Town Centre as a Key Area of Change

Surbiton Neighbourhood

Surbiton is a well-connected suburban area with a distinctive **character**, widely known for its beautiful Victorian architecture, independent shops, cafés, and close proximity to the River Thames. The neighbourhood balances a busy town centre and fast rail links into central London, with a welcoming, community-led 'village feel'. Nearby, Tolworth **District Centre** sits across both Surbiton and

the South of the Borough neighbourhoods, where new development and change are expected. As the borough grows, our policies look to deliver high-quality, sensitive development schemes that protect the green spaces, strong local communities, and unique historic **characters** that define both of these vibrant areas.

Your feedback included:

- Requests for Queen's Promenade and Elmbridge Meadows to be acknowledged.
- Support for the aspiration which enhances public spaces and facilities in the town centre.
- Requests to protect tree varieties in Surbiton.
- Requests to reference the different building characteristics in the neighbourhood.

We are now proposing to:

- Support the town centres and encourage investment into local businesses.
- Improve public spaces and facilities, working with local groups to create flexible spaces for the community to enjoy.
- Support car-free development in areas with good public transport connections.
- Protect and improve riverside paths, including the Queens Promenade and those along the Hogsmill River.
- Protect wildlife areas such as Elmbridge Open Space and The Wood.
- 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.
- Support the delivery of new homes near Victoria Road, whilst protecting and celebrating the area's heritage assets.
- Improve links between public transport services and local walking, cycling, and wheeling routes.
- Protect the **biodiversity** of trees where possible and, if trees are to be lost, require replacement planting.

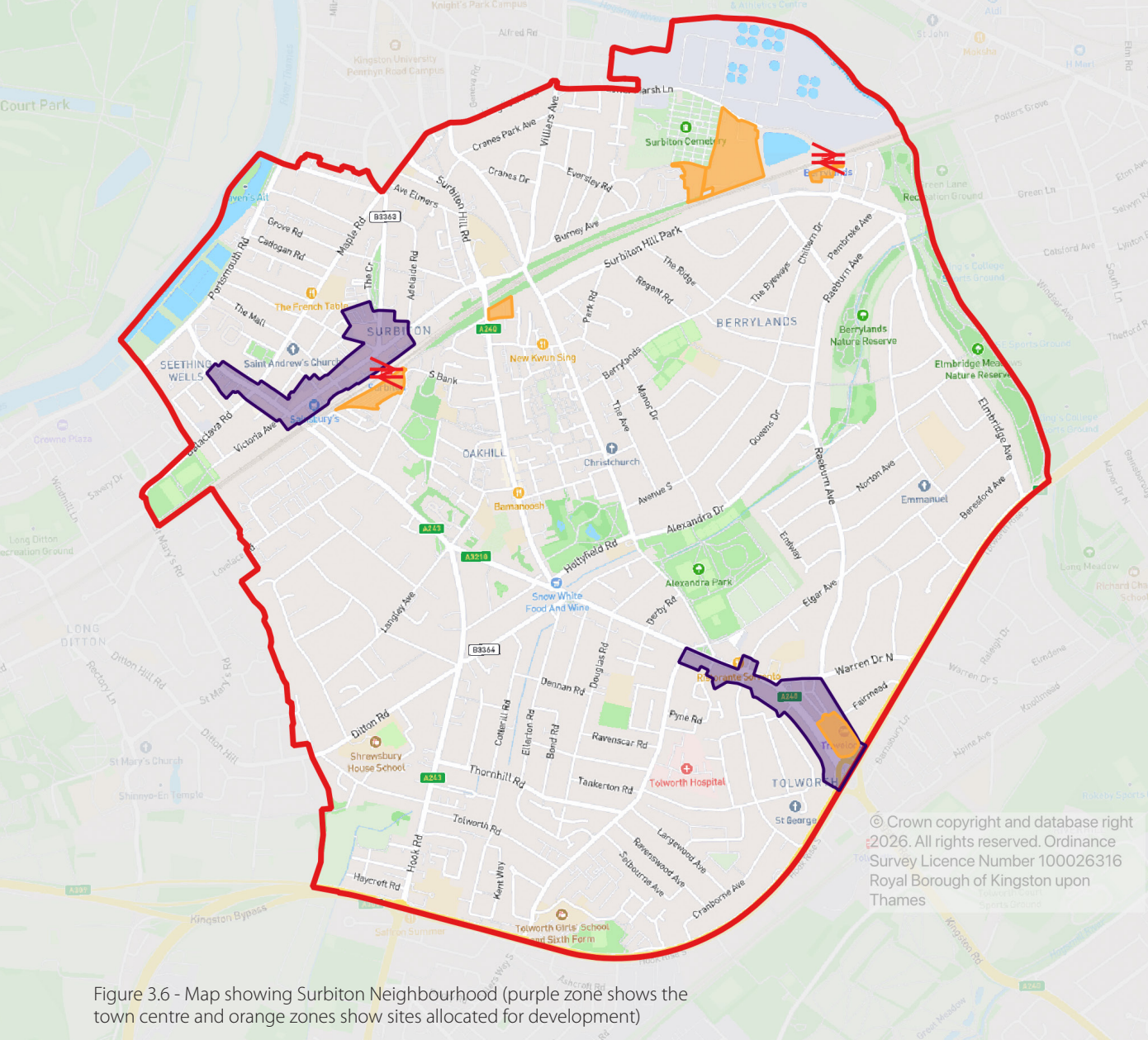
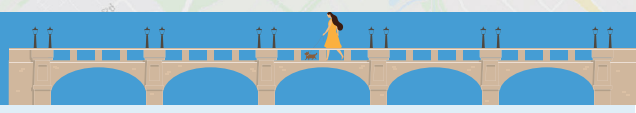


Figure 3.6 - Map showing Surbiton Neighbourhood (purple zone shows the town centre and orange zones show sites allocated for development)

Characteristics

- Surbiton **District Centre** provides a wide range of shops and services for local communities
- Historic character, which is predominantly suburban with various architectural styles
- Appealing riverside location
- Good rail links from Surbiton railway station
- Green spaces include Victoria Recreation Ground, Claremont Gardens, Fishponds Park and Alexandra Recreation Ground



Climate Change



Draft policies

Strategic Policy KC1: Climate Change and Environmental Sustainability

Policy KC2: Air Quality, Noise and Vibration

Policy KC3: Flood Risk

Policy KC4: Sustainable Drainage

Policy KC5: Water Efficiency

Policy KC6: Managing Heat Risk

Policy KC7: Minimising Greenhouse Gas Emissions

Policy KC8: Energy Generation

Policy KC9: Ground Contamination and Hazardous Substances

Policy KC10: Sustainable Construction and Supporting the Circular Economy

Policy KC11: Waste and Recycling Management

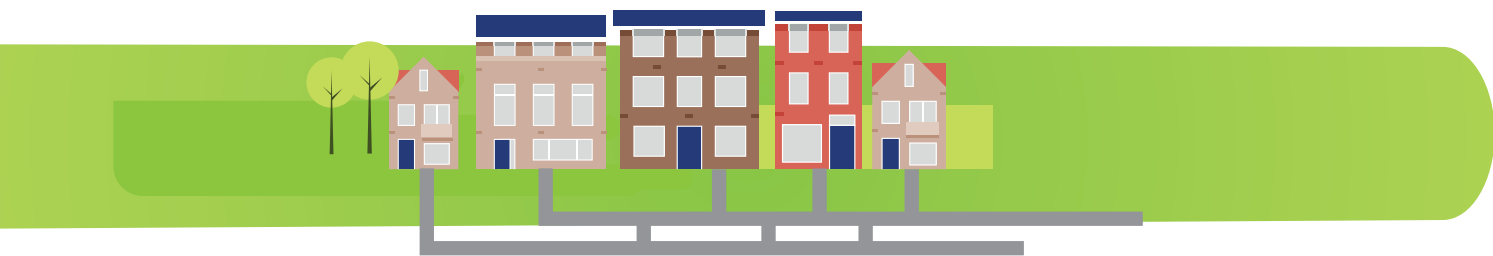
Tackling the climate crisis is at the heart of the Council's vision for the future of our borough. Many of the impacts of **climate change**, such as extreme heat, flooding and water scarcity, will increasingly affect the lives of our residents, some of whom are more vulnerable than others.

In recognising the impacts of **climate change**, the Council declared a Climate Emergency in 2019 and committed to supporting the borough to become **net-zero carbon** by 2038. The Council's Climate Action Strategy, published in 2024, sets out the concrete steps and actions required to meet this vital target.

This chapter sets out the Council's mitigation and adaptation measures in the planning process to address the ongoing impacts of **climate change**.

Your feedback included:

- Comments highlighting the importance of nature-based solutions for **climate change**, such as rewilding and tree planting.
- Concerns about flooding (including surface water flooding) and water quality.
- Support for the refurbishment of existing buildings, whenever possible, rather than the construction of new buildings.
- Concerns around construction carbon emissions and how to address this without compromising housing delivery.
- Concerns over capacity to accommodate additional waste generated from new housing developments.



- Requests to promote alternative power and heating sources.
- Requests to address air quality concerns in the Tolworth area, despite not being identified as an **Air Quality Focus Area**.
- Suggestions to reference and support the River Thames Scheme (a significant project aimed at reducing the risk of flooding from the Thames).
- Concerns regarding sewage and wastewater discharge into waterways.

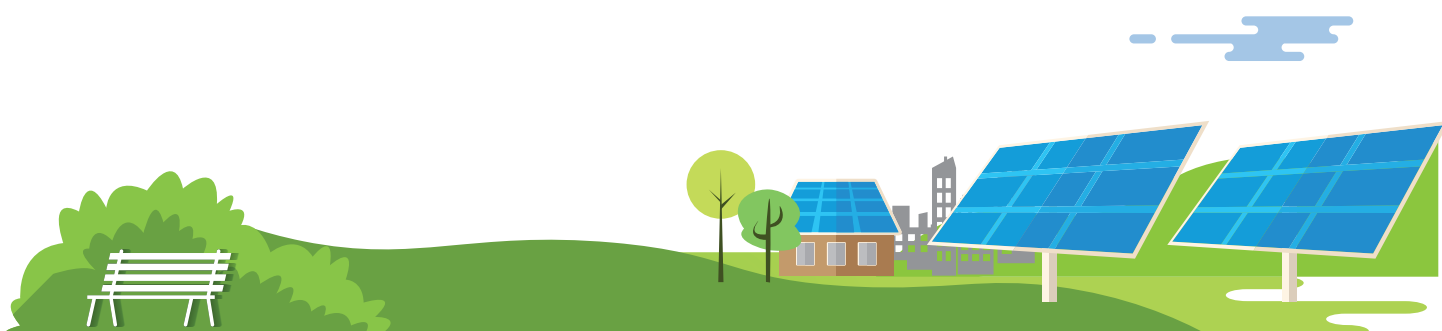
We are now proposing to:

- Require **major developments** to be **net-zero carbon**. Any shortfall in achieving the net-zero carbon target should be addressed through off-site measures or carbon offset payments.
- Require all new developments to improve poor air quality.
- Highlight the **Air Quality Focus Areas** (central Kingston and on the A3 in New Malden/West Barnes).
- Include requirements around development in areas at risk of flooding and/or surface water flooding.
- Use our newly updated borough-wide **Strategic Flood Risk Assessment** to inform planning decisions.
- Require mandatory on-site greywater recycling systems for new developments unless technically unfeasible or financially unviable.

- Incorporate the London Plan's Cooling Hierarchy principles for residential development (this involves prioritising passive and low-energy solutions in order to reduce building overheating and the need for measures such as air conditioning).
- Provide more detail about new connections to decentralised heat networks.
- Adapt water efficiency policy (KC5) to include greater detail - including reference to **BREEAM** standards and national technical standards for water consumption.
- Refurbish existing buildings to improve their energy use, referencing the Mayor's guidance on sustainable **retrofitting** for **heritage buildings**.
- Ensure compliance with the South London Waste Plan (SLWP) regarding waste storage provisions.
- Support the River Thames Scheme, which incorporates proposals for strategic flood alleviation measures (referenced in supporting text of Policy KN7).



Read more about our draft climate change policies in chapter 4 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.



Design and Heritage



Draft policies

Policy KD1: Delivering High Quality Design

Policy KD2: Public Realm

Policy KD3: Inclusive Environments

Policy KD4: Adaptable Design

Policy KD5: Residential Extension

Policy KD6: Small Sites

Policy KD7: Commercial Frontages and Advertisements

Policy KD8: Telecommunications and Digital Infrastructure

Policy KD9: Tall and Mid-Rise Buildings

Policy KD10: Thames Policy Area

Policy KD11: Historic Environment

Policy KD12: Archaeology

Policy KD13: Local Views

Development pressures are driving growth and change within the borough. As a result, the character and appearance of the borough will naturally evolve to reflect these new opportunities. To ensure this transformation is successful, the Council is committed to maintaining the highest standards of design to deliver attractive, sustainable, and resilient places.

High-quality, **design-led** growth must be rooted in an understanding of local **character**, townscape, history, and physical context. The policies in this chapter outline how the Council will balance future growth with preservation. They demand exemplary design standards from all new developments while protecting, enhancing, and revealing the significance of Kingston's rich **heritage assets**, archaeology, and iconic views.

To manage this effectively, the Council has prepared a Building Height Study which will ensure that proposals for **mid-rise and tall buildings** are suitably located and do not negatively impact the **character** of the

borough's residential areas. **Tall buildings** will only be considered appropriate in the specific locations identified in Figure 5.2, found in the full Local Plan consultation document.

Your feedback included:

- Comments supporting the recognition of Kingston's **heritage assets** as crucial to local **character** and identity.
- Concerns about the impact of **tall buildings** on the **character** and **heritage** of Kingston and surrounding areas.
- Support for the level of detail required for major developments.
- Requests to strengthen public engagement by developers at the pre-application stage.
- Requests that design requirements for accessible housing accommodate those with disabilities.
- Concerns that 'Views Management' policy is too vague.



- Concerns that new development in town centres will have a negative impact on their **character** and **heritage**.

We are now proposing to:

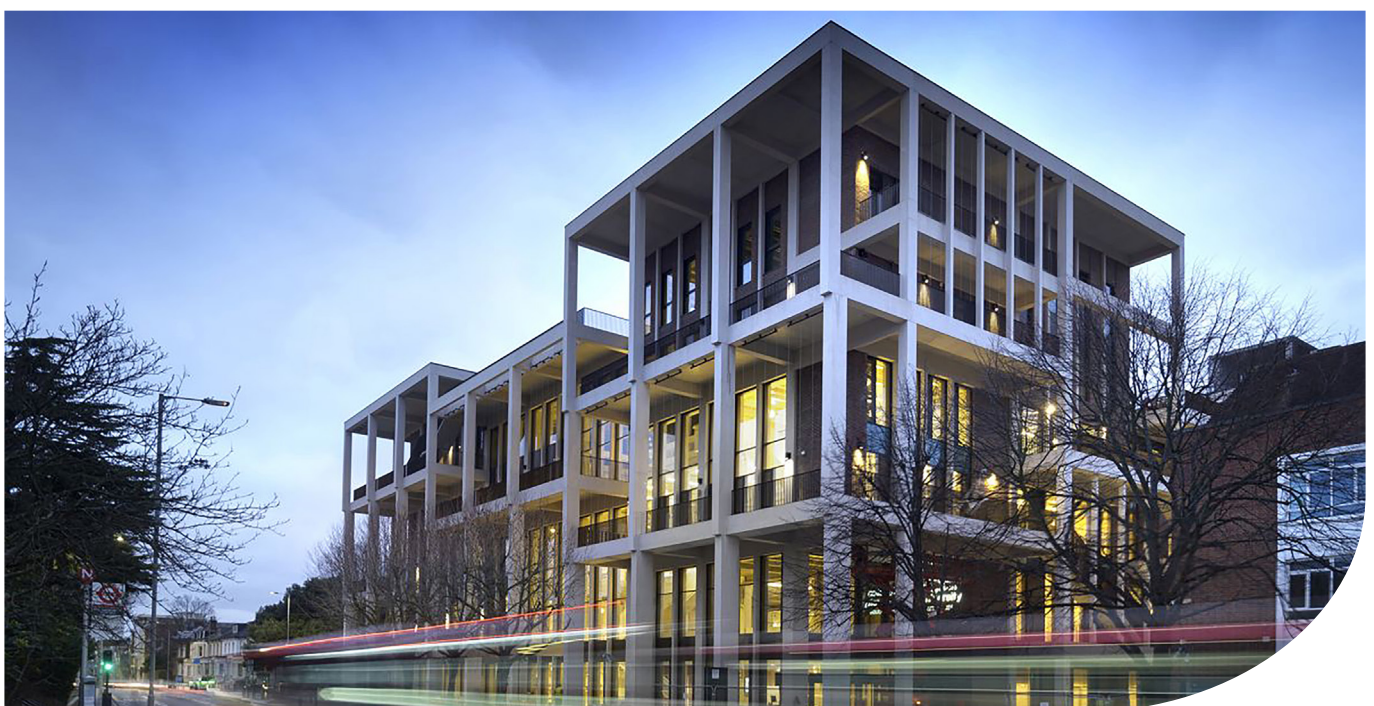
- Continue to demand the highest standards of design from developments across the borough.
- Continue to preserve and enhance the **historic environment**.
- Require developments to follow the '**design-led approach**' which takes into account the local context and character. The design must be inclusive and accessible for all ages and disabilities.
- To make the policy practical, **major developments** must now undergo early stakeholder engagement and complete at least two formal rounds of design review before a planning application is submitted.
- Require long-term management and maintenance plans to be provided on major applications involving new **public realm**.
- Include a policy requiring an inclusive and gender-informed approach to design, prioritising safety and well-being, clear sightlines and

avoiding concealed areas, along with ensuring there are no differences between the design of market and **affordable housing**.

- Add a new policy discouraging development on private residential gardens;
- Introduce a definition of '**Mid-Rise Buildings**' which are buildings that are substantially taller than those around them but are not classified as tall buildings, which are of a strategic scale.
- Support and encourage the sustainable **retrofitting** of historic buildings in order to improve environmental performance.
- Protect and enhance the quality and composition of the borough's 'Local Views'. The Council's Building Heights study is also now available to view.



Read more about our draft design and heritage policies in chapter 5 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.



Housing



Draft policies

Strategic Policy KH1: Kingston's Housing Requirement

Policy KH2: Affordable Housing

Policy KH3: Housing Size Mix

Policy KH4: Specialist and Supported Housing

Policy KH5: Large-Scale Purpose-Built Shared Living

Policy KH6: Houses in Multiple Occupation

Policy KH7: Community-Led Housing

Policy KH8: Gypsy and Traveller Accommodation

The borough faces real challenges in providing enough homes to support our growing population. There is limited land available, property prices are high, and an ageing population requires more **specialist housing** models.

Kingston is planning for nearly 20,000 new homes by 2043. To achieve this target, the Council is prioritising development on **brownfield** (previously developed) land within our urban areas and highly accessible (well-connected) locations. However, because urban land supply is severely constrained, the Council is also releasing sustainable "grey belt" land and specific underutilised **brownfield** sites within **Metropolitan Open Land (MOL)** to help bridge the gap.

The provision of genuinely **affordable housing** remains Kingston's main housing priority. The Council's **Local Housing Needs Assessment (LHNA)** highlights a critical shortfall in affordable options, particularly for low-cost rented accommodation. Therefore, the

policies in this chapter demand robust **affordable housing** contributions from new developments to ensure future generations can afford to live and thrive in the borough.

Your feedback included:

- Comments about the London Plan housing target for the borough, alongside concern over the lack of a defined housing target beyond 2029.
- Requests for more **affordable housing** of mixed tenure, and explanations as to how this will be achieved.
- Requests for more homes suitable for families with children and **specialist housing** for the most vulnerable.
- Concerns over the scale of student accommodation in the borough.
- Mixed views over using **Green Belt** and **Metropolitan Open Land** to provide new homes in the South of the Borough.





- Concerns that large scale Build to Rent housing developments will encourage short term, transitional residents to move in, leading to a destabilised local community.
- Requests to recognise the accommodation needs of **gypsies and travellers**, and provide suitable sites.

We are now proposing to:

- Split Kingston's housing delivery schedule into pre-adoption, Years 1–10, and Years 11–15 to ensure a clear and strategic pathway toward achieving the London Plan housing target.
- Find new ways to meet our housing requirements. Due to the insufficient supply of **brownfield** land, the Council must identify specific areas of **Green Belt** land for release.
- Continue our commitment to secure more genuinely affordable homes. To do this, the Council will require 35% of homes on privately owned land, 50% of homes on public sector land, and 50% of homes on **Green Belt** and **MOL** land to be **affordable housing**.
- Ensure new homes are delivered to meet the community's diverse needs by providing a balanced mix of tenures, sizes, and types, including **specialist housing** options.

- Add a dedicated policy on **Houses in Multiple Occupation (HMOs)**, introducing limits on the number of these properties within an area.
- Work closely with Kingston University and Kingston College to understand the current and future accommodation needs for their students.
- Include a policy outlining the criteria for Large-Scale Purpose-Built Shared Living (Policy KH5).
- Work with partners to meet the identified need for permanent and transit pitches for **gypsy and traveller** communities in the borough. The Council acknowledges a significant backlog in unmet needs, and the updated policy commits to supporting the delivery of at least 52 permanent pitches over the ten-year period up to 2031/32.



Read more about our draft housing policies in chapter 6 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.



Economy and Town Centres



Draft policies

Strategic Policy KE1: Supporting the Borough's Economy and Town Centres

Policy KE2: Protecting Employment Uses

Policy KE3: Affordable Workspace

Policy KE4: Securing Employment and Training Opportunities

Policy KE5: Strategic Industrial Locations

Policy KE6: Locally Significant Industrial Sites

Policy KE7: Development in Town Centres

Policy KE8: Visitor Accommodation

Policy KE9: Chessington World of Adventures

Policy KE10: Hot Food Takeaways

Policy KE11: Betting Shops and Other Gambling-Related Uses

Policy KE12: Strategic Freight Sites

The Council is committed to creating a fairer, more inclusive economy that helps all residents and businesses in Kingston reach their full potential. A key part of this strategy is ensuring local people have access to skills and training. Through the implementation of a Local Employment and Training Strategy (LETS), **major developments** will be required to provide jobs, apprenticeships, and training opportunities so that our community directly benefits from borough-wide growth.

While retail remains a cornerstone of the borough, the role of our high streets is evolving. The Council is supporting investment that helps our town centres diversify beyond traditional retail into multi-functional hubs for shopping, business, culture, and leisure. Grounded by the 2024 Retail and Leisure Needs Assessment, our **Policies Plan** for an additional 727 square metres of comparison retail and 8,138 square metres of convenience retail **floorspace** by 2034, alongside expanding daytime and evening economies. These policies will ensure Kingston's **metropolitan centre**, our **district centres**, and our local neighbourhoods remain economically resilient and competitive for decades to come.

Your feedback included:

- Calls for greater commitment to high street renewal and public space improvements.
- Some support for converting empty commercial and retail units into new homes, where appropriate.
- Concerns over compatibility of promoting a **night-time economy**, while encouraging new residential developments in Kingston town centre.
- Support for greener businesses and a green economy.
- Comments regarding the role of the market in delivering the aims of the Local Plan.
- Requests for more accessible public toilets.
- Requests to review boundaries of town centres.
- Concerns over the loss of car parks and the implications for Kingston town centre as a regional retail hub.
- Support for policies restricting hot food takeaways and betting offices.



We are now proposing to:

- Adopt a balanced approach to land use in town centres. This involves promoting increased housing, while providing more office space to meet local employment needs.
- Protect existing shops, businesses, and designated employment sites through Kingston's **Article 4 Direction**, which came into force on 14 June 2023.
- Continue the promotion of skills and training opportunities for local people.
- Support small and medium businesses, including their need for **affordable workspace**.
- Apply the 'Agent of Change' principle (London Plan 2021) 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.
- Review the town centre boundaries and make amendments where necessary.
- Include a new policy on **affordable workspaces**, employment and training opportunities, and development in **Locally Significant Industrial Sites (LSISs)**.

- Identify St John's Industrial Area **LSIS** for redevelopment into a mix of industrial and residential uses that reflect the local **character**.
- Recognise the importance of well-maintained, step-free public toilets in enabling people to use public spaces with confidence (Policy KS1).
- Ensure car parking needs are strategically addressed. Where off-street public car parking is reduced in town centres, developers must provide a Parking Study to demonstrate that the remaining provision is sufficient to meet essential operational needs and disabled parking (Policy KT4).

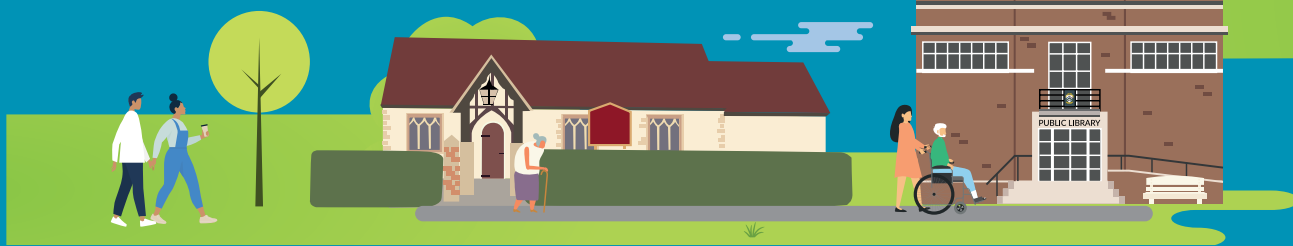


Read more about our draft economy and town centres policies in Chapter 7 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.



Image credit: Stephen Norman Young

Social Infrastructure



Draft policies

Strategic Policy KS1: Social Infrastructure

Policy KS2: Community Facilities

Policy KS3: Health and Social Care Facilities

Policy KS4: Education Facilities

Policy KS5: Arts and Cultural Facilities

Policy KS6: Sports and Recreational Facilities

Policy KS7: Play and Informal Recreation

Policy KS8: Public Houses

Social infrastructure is essential for supporting strong and inclusive communities, reducing inequalities, improving resident well-being, and providing opportunities for all. As Kingston experiences significant housing and economic growth, the borough will require greater social facilities to support its growing population. To meet this rising demand, the Council is committed to protecting and enhancing existing **community buildings** while supporting the development of new, modern facilities.

As an **Age-Friendly Borough**, Kingston's **social infrastructure** policies prioritise accessible public spaces, universal play areas, and step-free public toilet provisions. These measures ensure that residents of all ages and abilities can live independently and remain socially connected within their neighborhoods.

To manage the timely rollout of these facilities, the Council has published an **Infrastructure Delivery Plan (IDP)**. Funded through planning obligations and developer contributions, the IDP synchronises development with infrastructure delivery, guaranteeing that existing and future residents can access high-quality healthcare, education, sports, and cultural facilities.

Your feedback included:

- Concerns regarding the capacity of existing **community infrastructure** (including schools, doctors, and public transport) to meet the needs of an expanding borough population.
- Requests to safeguard cultural and community venues and spaces, which remain important among the local population.
- Requests for increased positive access to playing fields and other leisure facilities, which are essential for people's health and well-being.
- Requests to protect libraries, youth centres, and other social care facilities.
- Requests to recognise Tolworth Hospital, Kingston Hospital, and Surbiton walk-in for the essential services they provide to the borough.
- Requests to include information regarding the cultural mix of Kingston, including information from the census.
- Requests to protect the arts and creative sector within Kingston.



We are now proposing to:

- Protect existing local services and **community facilities** from inappropriate development.
- Support the development of new community centres and the improvement of existing facilities, in line with Kingston's growing population.
- Continue to safeguard and encourage the development of arts and cultural facilities, with the goal of promoting Kingston as a key cultural destination.
- Include information on Kingston's cultural mix within the introduction chapter.
- Encourage the use of 'Community Use Agreements' to secure dual-use of school sports facilities, allowing for community use outside of core operational hours.
- Ensure all residential developments incorporate good-quality, accessible, and inclusive play space provision.
- Emphasise the importance of collaboration with health partners and community organisations to identify and address local health and social care issues.

- Recognise the importance of health services provided by Tolworth Hospital, Kingston Hospital and Surbiton's community health centre.
- Support the temporary use of vacant buildings/land for art and cultural uses.
- Implement a policy which will make the rules for converting or demolishing a public house stricter. Over a period of 24 months, developers will be required to prove a lack of market interest in the building - both as a public house and for other community uses.



Read more about our draft social infrastructure policies in Chapter 8 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.



Natural Environment



Draft policies

Strategic Policy KN1: Green Infrastructure

Policy KN2: Public Open Spaces

Policy KN3: Biodiversity

Policy KN4: Urban Greening and Trees

Policy KN5: Food Growing/ Allotments

Policy KN6: Green Belt

Policy KN7: Rivers and River Corridors

Policy KN8: Burial Space

Policy KN9: Metropolitan Open Land

Green infrastructure refers to our network of multi-functional green and blue spaces - including rivers, parks, woodlands, playing fields, and wetlands. These spaces provide important areas for local people to exercise and enjoy the outdoors, while also providing habitats to support and enhance our local biodiversity.

Around one-third of Kingston is designated as **Green Belt** or **Metropolitan Open Land (MOL)**, most of which lies in the South of the Borough. In preparing the new Local Plan, the Council must show how it will meet its needs for both housing and employment. If these needs cannot be met in the urban area, national policy guidance requires local authorities to undertake an evidence-based review of their **Green Belt** boundaries.

Your feedback included:

- Concern regarding the increased pressure that future housing and population growth will place on the borough's existing **open spaces**.
- Concerns about the potential reduction of protected **Green Belt** and **Metropolitan Open Land**.
- Requests to establish new **open spaces** and improve public links with existing parks/other green areas.
- Requests for developers to better maintain their **open spaces**.
- Skepticism over whether a 30% **Biodiversity Net Gain** target is achievable.
- Requests to ensure biodiversity net gains include aquatic and terrestrial habitats, and that biodiversity offsetting is always a last resort.
- Requests to recognise the value of mature trees, which are superior to their young counterparts.
- Support for expanding community food-growing opportunities and safeguarding existing allotment spaces.



We are now proposing to:

- Encourage new developments to improve public access to local parks and other **open spaces**. In areas of deficiency, **major developments** will be required to create new areas of **open space** and ensure these remain well-maintained throughout their lifetime.
- Protect existing **open spaces** and only permit their loss if a development provides a wider public benefit that clearly outweighs that loss.
- Introduce a 20% **Biodiversity Net Gain (BNG)** requirement for residential sites allocated within the Local Plan which are greater than 2 hectares, which remains above the Government's mandatory 10% target.
- Protect and enhance the natural environment by supporting Kingston's Biodiversity Action Plan, which identifies our priority habitats and species and outlines specific actions to safeguard them.
- Require developments to include '**urban greening**' features which may include trees, vegetation, **green roofs**, **green walls**, and high-

quality landscaping. The target for the 'Urban Greening Factor' on new developments has been increased since the last consultation period.

- Review our **Green Belt** land to determine if any areas can be released for development without harming the protected status of the rest.
- Implement a new policy to protect and enhance the natural, historic, and built environment of the River Thames corridor and other watercourses (such as the Hogsmill River and Beverley Brook).
- Protect existing trees where possible and, if trees are to be lost, require replacement planting of equivalent value.



Read more about our draft natural environment policies in chapter 9 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.



Transport



Draft policies

Strategic Policy KT1: Strategic Approach to Transport

Policy KT2: Sustainable Travel and Healthy Streets

Policy KT3: Assessing, Managing and Mitigating the Transport Impacts of Development

Policy KT4: Car parking and Car free Development

Policy KT5: Sustainable Servicing

Policy KT6: River Transport, Moorings and Floating Structures

Kingston benefits from good connections to nearby towns via our road, rail, and active travel networks.

The Council does not have direct control over public transport and instead relies on partners, such as **Transport for London (TfL)**, Network Rail, South Western Railway, and Surrey County Council to maintain and improve services. This means the Council has limited influence over the delivery of future key regional infrastructure, such as Crossrail 2.

To drive change locally, the Council is adopting the concept of the '20-minute neighbourhood' to reduce the overall need to travel. Where travel is required, we will prioritise the needs of pedestrians, cyclists, and wheelchair users first, with the aim to achieve our target of 75% of all journeys being made via sustainable modes by 2041. Backed by the borough-wide expansion of the Ultra Low Emission Zone (ULEZ), we are also rolling out an extensive electric vehicle charging network to significantly reduce emissions and improve local air quality.

Your feedback included:

- Support for the **Healthy Streets Approach** and better cycling, walking and public transport facilities.
- Concerns that public transport infrastructure will not be able to meet future demand.
- Requests that public transport infrastructure is safeguarded.
- Support for policy to make active travel (such as walking and cycling) even more accessible, safe and appealing.
- Support for car free development.
- Support for prioritising cycle spaces, electric vehicle charging points, and **car club** spaces in new development areas.
- Concerns over traffic congestion.
- Comments emphasising the importance of car parking in supporting local businesses.



We are now proposing to:

- Continue promoting walking, cycling and public transport.
- Encourage cycle parking to be provided on all relevant developments (as set out in Policy T5 of the 2021 London Plan).
- Utilise travel schemes, including the Kingston Town Centre Movement Strategy and the Local Implementation Plan, to guide and fund sustainable travel improvements.
- Work with partners to deliver transport improvements, recognising the need to meet future demand.
- Support the installation of electric vehicle charging facilities across the borough.
- Implement a new policy on river moorings and floating structures, setting clear criteria for river-

related developments (such as short-stay visitor moorings and passenger piers) while protecting the **character** of the River Thames corridor.

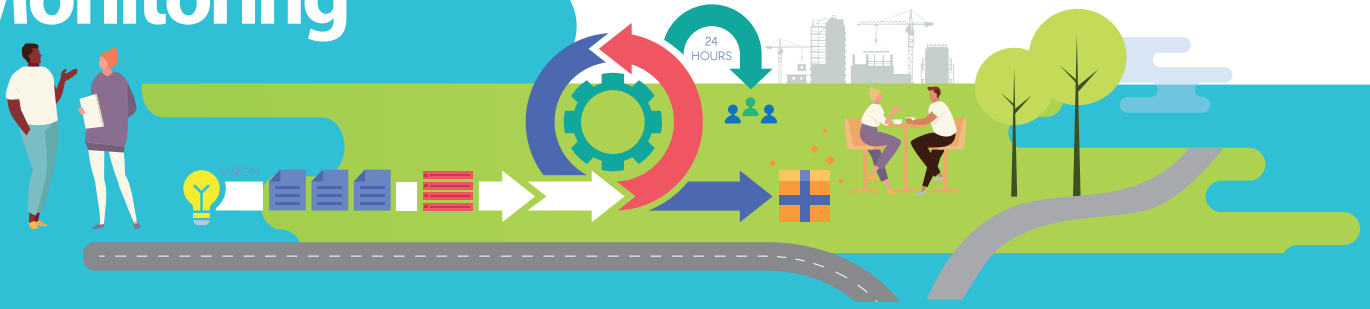
- Adopt a balanced approach to car parking. While recognising the reliance on cars by some residents and businesses, new development will be expected to be car-free in areas with good public transport links.



Read more about our draft transport policies in chapter 10 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.



Implementation and Monitoring



Draft policies

Policy KI1: Infrastructure and Planning Obligations

Policy KI2: Health Impact Assessments

Policy KI3: Monitoring

This chapter sets out how the Local Plan will be delivered, supported, and monitored over time. Monitoring allows us to:

- Assess whether we are delivering on our proposals
- Evaluate the effectiveness of our planning policies, and
- Determine if any changes are required in light of the latest issues affecting the borough.

Your feedback included:

- Support for securing contributions from developers towards appropriate infrastructure.
- Requests to reference stakeholder and community engagement.
- Requests to ensure the key performance indicators are SMART (specific, measurable, achievable, relevant, and time-bound).
- Suggestions about using technology to help with monitoring.

We are now proposing to:

- Update our performance indicators with clear, measurable targets to ensure the progress of the Local Plan can be easily monitored and evaluated over time.
- Mandate **Health Impact Assessments** for relevant development proposals in order to reduce negative impacts on existing residents.

- Look to digitalise our monitoring process further - for example, through the use of artificial intelligence (AI) and performance dashboards. This will build on the technology the Council currently uses to track construction starts and completions and in dealing with planning applications.

Read more about our draft implementation and monitoring policies in chapter 11 of the Local Plan. If you believe this chapter is not sound or legally compliant, we want to hear from you. Provide your feedback in our consultation response form or come and meet us at one of our events.

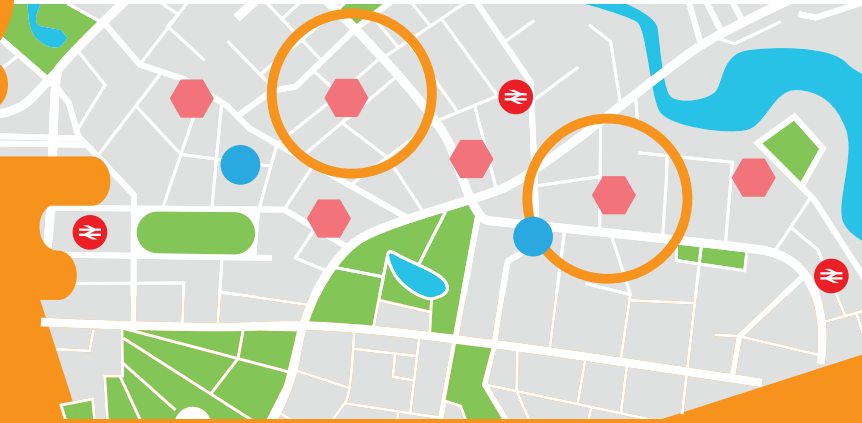
Draft Infrastructure Delivery Plan (IDP)

The Council has created an **Infrastructure Delivery Plan** that details all the new infrastructure (such as schools, leisure centres, and healthcare facilities) we believe the borough will need in the future. It also explains how these projects will be funded and delivered, and will be updated regularly to keep pace with the borough's changing needs.

You can read this Plan alongside our other public consultation documents.

Site Allocations

Development of these sites will make a significant contribution towards the delivery of additional homes and economic development floorspace across the Local Plan period.



There are a total of 55 **site allocations**, distributed across the borough, as shown in Figure 12.2 and on the **Policies Map** (available on the Council's website). The **site allocations** are grouped by neighbourhoods, with the following prefixes for each neighbourhood:

- KNK - Kingston and North Kingston
- NOM - New and Old Malden
- SOB - South of the Borough
- SUR - Surbiton

The sites allocated in this Local Plan have been identified through a range of different sources, including previous 'Call for Sites' exercises. Potential sites were assessed in the **Strategic Housing and Economic Land Availability Assessment (SHELAA)** which is available on the Council's website.

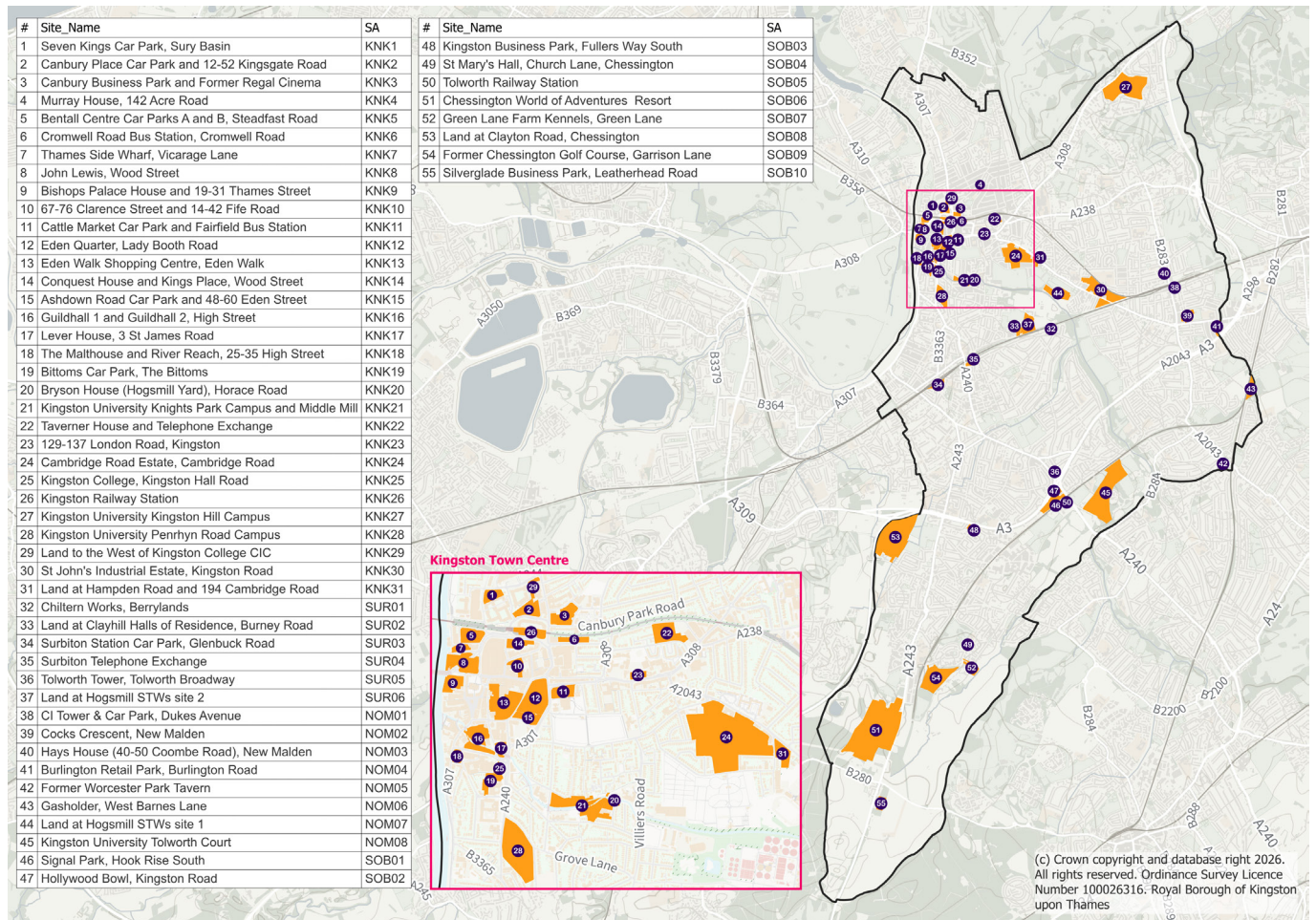


Figure 12.2 - Map showing the Draft Site Allocations



Site Reference	Site Name	Suitable Uses (Planning Use Classes)
KNK1	Seven Kings Car Park, Sury Basin	Residential uses (Class C3), and commercial, business and service (Class E)
KNK2	Canbury Place Car Park and 12-52 Kingsgate Road	Residential uses (Class C3), and commercial, business and service uses (Class E)
KNK3	Canbury Business Park and Former Regal Cinema	Offices and general workspaces (Class E(g)), and residential uses (Class C3)
KNK4	Murray House, 142 Acre Road	Residential uses (Class C3)
KNK5	Bentall Centre Car Parks A and B, Steadfast Road	Commercial, business and service uses (Class E), residential uses (Class C3), and multi storey car parking (SG)
KNK6	Cromwell Road Bus Station, Cromwell Road	Bus station facilities (SG), residential uses (Class C3), and commercial, business and service uses (Class E)
KNK7	Thames Side Wharf, Vicarage Lane	Residential uses (Class C3), and commercial, business and service (Class E)
KNK8	John Lewis, Wood Street	Commercial, business and service uses (Class E), residential uses (Class C3), and multi storey car parking (SG)
KNK9	Bishops Palace House and 19-31 Thames Street	Commercial, business and service uses (Class E), residential uses (Class C3), and hotels (Class C1)
KNK10	67-76 Clarence Street and 14-42 Fife Road	Residential uses (Class C3), and commercial, business and service uses (Class E)
KNK11	Cattle Market Car Park and Fairfield Bus Station	Residential uses (Class C3), and bus station facilities (SG)
KNK12	Eden Quarter, Lady Booth Road	Commercial, business and service uses (Class E), hotels (Class C1) and residential uses (Class C3)
KNK13	Eden Walk Shopping Centre, Eden Walk	Commercial, business and service uses (Class E), hotels (Class C2), residential uses (Class C3), and multi-storey car parking (SG)
KNK14	Conquest House and Kings Place, Wood Street	Residential uses (Class C3), and commercial, business and service (Class E)



Site Reference	Site Name	Suitable Uses (Planning Use Classes)
KNK15	Ashdown Road Car Park and 48-60 Eden Street	Residential uses (Class C3), and commercial, business and service (Class E)
KNK16	Guildhall 1 and Guildhall 2, High Street	Non-residential institutions uses (Class F1), residential uses (Class C3), and commercial, business and service (Class E)
KNK17	Lever House, 3 St James Road	Residential uses (Class C3), and commercial, business and service (Class E)
KNK18	The Malthouse and River Reach, 25-35 High Street	Residential uses (Class C3), and commercial, business and service uses (Class E)
KNK19	Bittoms Car Park, The Bittoms	Residential uses (Class C3)
KNK20	Bryson House (Hogsmill Yard), Horace Road	Residential uses (Class C3)
KNK21	Kingston University Knights Park Campus and Middle Mill	Learning institutions (Class F1), and ancillary uses related to its operation (SG)
KNK22	Taverner House and Telephone Exchange	Residential uses (Class C3)
KNK23	129-137 London Road, Kingston	Learning institutions (Class F1), offices and general workspaces (Class E(g)), and residential uses (Class C3)
KNK24	Cambridge Road Estate, Cambridge Road	Residential uses (Class C3), and local community facilities (Class F2)
KNK25	Kingston College, Kingston Hall Road	Residential uses (Class C3)
KNK26	Kingston Railway Station	Railway station facilities (SG), residential uses (Class C3), and commercial, business and service uses (Class E)
KNK27	Kingston University Kingston Hill Campus	Learning institutions (Class F1), and ancillary uses related to its operation (SG); Orange Areas (Land at Coombehurst Quarter) are suitable for residential developments (Class C3)
KNK28	Kingston University Penrhyn Road Campus	Learning institutions (Class F1) and ancillary uses related to its operation (SG)
KNK29	Land to the West of Kingston College CIC	Residential uses (Class C3)



Site Reference	Site Name	Suitable Uses (Planning Use Classes)
KNK30	St John's Industrial Estate, Kingston Road	Purple Areas are suitable for industrial uses (Class B), offices and general workspaces (Class E(g)); Orange Areas are suitable for residential uses (Class C3), offices and general workspaces (Class E(g))
KNK31	Land at Hampden Road and 194 Cambridge Road	Industrial uses (Class B), and offices and general workspaces (Class E(g))
SUR01	Chiltern Works, Berrylands	Offices and general workspaces (Class E(g)), and residential uses (Class C3)
SUR02	Land at Clayhill Halls of Residence, Burney Road	Residential uses (Class C3)
SUR03	Surbiton Station Car Park, Glenbuck Road	Railway station facilities (SG), residential uses (Class C3), and commercial, business and service uses (Class E)
SUR04	Surbiton Telephone Exchange	Residential uses (Class C3)
SUR05	Tolworth Tower, Tolworth Broadway	Residential uses (Class C3), and commercial, business and service uses (Class E)
SUR06	Land at Hogsmill Sewage Treatment Works Site 2	Residential uses (Class C3)
NOM01	CI Tower & Car Park, Dukes Avenue	Residential uses (Class C3), hotels (Class C1), and commercial, business and service uses (Class E)
NOM02	Cocks Crescent, New Malden	Local community facilities (Class F2), residential uses (Class C3), and commercial, business and service uses (Class E)
NOM03	Hays House (40-50 Coombe Road), New Malden	Residential uses (Class C3)
NOM04	Burlington Retail Park, Burlington Road	Commercial, business and service uses (Class E), and residential uses (Class C3)
NOM05	Former Worcester Park Tavern	Care homes (Class C2), and residential uses (Class C3)
NOM06	Gasholder, West Barnes Lane	Residential uses (Class C3)



Site Reference	Site Name	Suitable Uses (Planning Use Classes)
NOM07	Residential uses (Class C3)	Mixed Uses (Commercial / Residential)
NOM08	Kingston University Tolworth Court	Outdoor sport or recreation facilities (Class F2(c))
SOB01	Signal Park, Hook Rise South	Residential uses (Class C3)
SOB02	Hollywood Bowl, Kingston Road	Residential uses (Class C3)
SOB03	Kingston Business Park, Fullers Way South	Residential uses (Class C3)
SOB04	St Mary's Hall, Church Lane, Chessington	Residential uses (Class C3)
SOB05	Tolworth Railway Station	Railway station facilities (SG), residential uses (Class C3), and commercial, business and service uses (Class E)
SOB06	Chessington World of Adventures Resort	Theme park developments (SG), ancillary uses related to its operation (SG), and visitor accommodations (C1)
SOB07	Green Lane Farm Kennels, Green Lane	Residential uses (Class C3)
SOB08	Land at Clayton Road, Chessington	Residential uses (Class C3)
SOB09	Former Chessington Golf Course, Garrison Lane	Residential uses (Class C3)
SOB10	Silverglade Business Park, Leatherhead Road	Industrial uses (Class B), offices and general workspaces (Class E(g))

Glossary

A

Affordable housing: Housing provided for people who cannot meet their housing needs through the standard property market. It includes subsidised ownership schemes, and housing for key local workers.

Affordable workspace: Office or studio space offered at a below-market rent to meet a specific social, cultural, or economic need.

Age-Friendly borough: Involves a commitment to help people stay healthy, active and independent as they age. It focuses on building communities and services that meet the needs of older residents, while encouraging health habits from an early age.

Air Quality Focus Areas: Areas in the borough where the EU annual mean limit value for NO₂ has been exceeded.

Article 4 Direction: A rule that removes automatic planning permission (permitted development rights) for specific types of development or changes of use in a particular area. This tool is used to protect the character of a specific site or neighborhood by preventing unwanted types of development.

B

Biodiversity: A variety of plants and animals and other living things in an area or region. It encompasses habitat diversity, species diversity and genetic diversity.

Biodiversity Net Gain (BNG): Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Where biodiversity is lost as a result of a development, the compensation provided should be of an overall greater biodiversity value than that which is lost. This approach does not

change the fact that losses should be avoided, and biodiversity offsetting is the option of last resort.

BREEAM: The Building Research Establishment Environmental Assessment Method (BREEAM) is the UK's most widely recognised industry standard for assessing environmental performance in non-residential buildings. Its main goals are to reduce the environmental impact of buildings throughout their lifespan and drive the demand for sustainable construction.

Brownfield land: Previously developed land that is or was occupied by a permanent structure or fixed surface infrastructure. The definition excludes private residential gardens, parks, allotments, and land where the structure's remains have fully blended back into the landscape.

C

Net-Zero Carbon: Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.

Car Clubs: A membership-based service that provides access to vehicles for short-term rental, offering an alternative to private car ownership.

Character: The distinctive or typical quality of a building or area, as described by historic fabric, appearance, townscape and land uses.

Climate Change: Long-term changes in temperature, precipitation, wind and all other aspects of the earth's climate attributed largely to the increased levels of atmospheric carbon dioxide produced using fossil fuels.

Community Building/Facility/Infrastructure: Any building or facility which is important to the local community and provides a focus for a range of social, cultural and other activities.

D

Design-led Approach: Development design based on an understanding of the site and surrounding context and responds positively to the Borough's local character and distinctiveness.

Development: Refers to development in its widest sense, including buildings, and in streets, spaces and places. It also refers to both redevelopment, including refurbishment, as well as new development.

District centre: A local hub that provides convenience goods, services, and social infrastructure for nearby communities. These centres are easily accessible by public transport, walking, and cycling, and typically contain 5,000–50,000 sqm of retail, leisure and service floorspace.

F

Floorspace: Method of assessing the extent of building (or land) occupied by a development use.

G

Green Belt land: A designated area of open land around London (or other urban areas). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. There is a general presumption against inappropriate development on the Green Belt.

Green roofs/walls: Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.

Grey belt land: a term primarily used in the context of UK planning to describe a subset of Green Belt land. Grey belt is considered to be of low quality and lacking effective contribution to the purposes of Green Belt, and therefore potentially suitable for development. 'Grey belt' is defined in the NPPF as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. The purposes of Green Belt

mentioned within the definition are:

- A. to check the unrestricted sprawl of large built-up areas
- B. to prevent neighbouring towns merging into one another
- C. to preserve the setting and special character of historic towns

Gypsies and Travellers: a term that encompasses various distinct groups with nomadic traditions. The term can also include other groups who practice nomadism, such as New Travellers, boaters and showpeople.

H

Health Impact Assessment (HIA): helps ensure that health and wellbeing are properly considered in the planning application process.

Healthy Streets Approach: Transport for London's (TfL) approach to improving air quality, reducing congestion and making London's diverse communities greener, healthier and more attractive places to live, work, play and do business.

Heritage Assets: The valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions.

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, alongside landscaped and planted/managed flora.

Houses in Multiple Occupation (HMO): Larger shared houses occupied by more than three unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

Housing Need: The future housing needs of a borough in terms of size, type and affordability of dwellings.



I

Informal Recreation: Recreation activities that take place outside and are not directly managed.

Infrastructure Delivery Plan (IDP): The Infrastructure Delivery Plan identifies the key infrastructure required to support development within the Borough over the Plan period and how it will be delivered.

Innovation: The creation of new products and services, technologies, processes, or business models.

L

Legal Compliance: A check to ensure that the Local Plan has been prepared in the correct way according to national laws and regulations. This includes making sure the Council has consulted the public properly, worked cooperatively with neighboring authorities, and carried out all required environmental and sustainability assessments.

Local Housing Need: The number of homes identified as being needed through the application of the standard method set out in the National Planning Policy Framework and Planning Practice Guidance, set out in the Local Housing Need Assessment.

Locally Significant Industrial Site (LSIS): An industrial area that a borough chooses to protect because a study has shown it critical for supporting local industrial businesses, even though it falls outside the main regional industrial zones.

Local Plan: The plan for the future development of the local area, drawn up by Kingston Borough Council as 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.

M

Major development: Development greater than or equal to:

- 10 residential units; or
- 0.5 hectares site area (residential)/ 1 hectare (non-residential); or
- gross floorspace of 1,000 sq m (GIA).

Metropolitan centre: Kingston town centre is a Metropolitan centre within the London Retail hierarchy. It serves a wider catchment than the borough, drawing visitors from south-west London and Surrey. Metropolitan town centres typically 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.

Metropolitan Open Land (MOL): Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land use planning policies.

Mid-rise buildings: Structures exceeding the local context height by two or more storeys, but falling below the tall building threshold.

N

Night-time economy: Economic activity where main business hours are between 6pm and 6am (e.g. restaurants, theatres, public houses).

O

Open space: A broad term covering all types of green and paved outdoor areas, regardless of ownership (public or private) or level of public access (unrestricted, limited, or restricted). It includes parks, gardens, playgrounds, playing fields, amenity green spaces on housing estates, churchyards, community gardens, and river corridors like the Thames and its towpaths.

P

Permitted Development (PD): Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

Policies Map: Illustrates on a base map all the policies



contained in the Development Plan documents. The Policies Map will be revised each time a new Local Development Plan is prepared which has site specific policies or proposals.

Public realm: The parts of the borough in either public or private ownerships which are available for everyone to use or see, including streets, squares and parks. **Retrofitting:** The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

S

Site allocation: The process of identifying land which can be used only for specific purposes. For example, land could be “allocated” (set aside) for employment uses, retail uses, open space, or a mixture of these.

Social infrastructure: Refers to (but not limited to) health provision, early years provision, education facilities, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities, burial spaces and community facilities.

Soundness: A Local Plan is considered 'sound' when it has been prepared in accordance with legal requirements and is seen as robust, justified, effective, and consistent with national policy. An independent inspector examines the Plan against four specific tests: positively prepared, justified, effective, and consistent with national policy.

Specialist housing: A broad category of accommodation designed to meet the particular needs of specific groups, such as the elderly, students, people with disabilities, and those requiring supported living. This includes hostels, Houses in Multiple Occupation (HMOs), and specific types of affordable housing.

Strategic Flood Risk Assessment: A high-level assessment of flood risk carried out by or for planning authorities as part of the authority's evidence base.

Strategic Housing and Economic Land Availability Assessment (SHELAA): identifies a future supply of land which is suitable, available and achievable for

housing and economic development uses over the Plan period.

Strategic Industrial Location (SIL): An employment area comprising several large sites which enjoy good road access and opportunities for large employers. There are two in Kingston- Chessington Industrial Estate and Barwell Business Park.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

T

Tall Building: Structures exceeding 21 metres in height, measured from the ground to the uppermost part of any rooftop structure.

Transport for London (TfL): One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

U

Urban Greening Factor (UGF): A measure which evaluates the quality and quantity of green infrastructure, such as trees, green roofs, and rain gardens, in a development project. It calculates a score to ensure new developments include greening as a fundamental design element, helping to improve sustainability, biodiversity, and residents' quality of life in urban areas. Each type of greening is assigned a specific weighting to contribute to the overall UGF score.

Kingston's Local Plan

Our Vision for Kingston 2028-2043 - Summary Document



How to find out more and share your views.

There are many ways you can find out more and share final comments:

- Visit the website and complete our online form: www.kingston.gov.uk/localplan
- Email us: localplan@kingston.gov.uk
- Visit your local open library to pick up a printed response form and stamped addressed envelope: www.kingston.gov.uk/libraries
- Join us at one of our drop-in events, find out more by visiting: www.kingston.gov.uk/localplan
- Visit the Information and Advice Centre, Guildhall 2, High Street, Kingston, KT1 1EU to pick up a printed response form and a stamped addressed envelope
- Send in your comments by post to Spatial Planning Team, The Royal Borough of Kingston upon Thames, Guildhall 2, High Street, Kingston upon Thames, KT1 1EU.

If you need the Local Plan in an alternative format, or if you have a question, please email localplan@kingston.gov.uk or call our Contact Centre on 020 8547 5000.

www.kingston.gov.uk/localplan



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KINGSTON
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