

Kingston's Local Plan

Shaping the future together Our vision for Kingston **2028 - 2043**



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

www.kingston.gov.uk/localplan



Foreword



Kingston is a borough that people are proud to call home. Together, we have created a vision for our future which will deliver the homes we need, build thriving, sustainable communities and ensure our Royal Borough remains a great place to work, live, study and visit for years to come.

The Local Plan sets out how we will achieve our vision over the next 15 years. It outlines how we will deliver almost 20,000 new homes and contribute to creating a prosperous local economy, which encourages good growth, with jobs in the right places and opportunities for local people. It sets out the services, infrastructure and community facilities needed to support a growing population and our diverse, inclusive neighbourhoods. Together, we will support our high streets, ensure our cultural offer flourishes and continue shaping spaces where communities can thrive.

The Plan has been shaped by the people who know Kingston best - residents, businesses, community organisations and wider stakeholders have all played a part in creating this exciting vision for our future. The views, concerns and aspirations we heard throughout our three extensive consultation periods have directly informed the policies within the Plan.

You've told us Kingston needs genuinely affordable homes, including council housing and first homes for younger generations. You want growth to be sustainable, with the infrastructure to keep everything moving and support thriving town centres. You want good design that adds to the character of existing neighbourhoods, and community facilities that support everyone.

This Plan responds to all of that.

It also reflects our wider commitments as a council. We're working towards making Kingston carbon neutral in the coming years. Protecting and improving our natural environment, including our parks and green spaces, and celebrating our rich heritage, which makes our Royal Borough so unique, is at the core of this document.

There will need to be some difficult conversations and decisions made as we look to provide the housing the borough needs over the next 15

years, and meet the targets set out in the London Plan. We haven't avoided those questions. But we've tried to answer them in a way that reflects Kingston's values and the kind of place that we want to be.

Our Plan looks at how we address the need for more homes. It sets high standards and makes space for the future our communities deserve. Standing still isn't an option. We know people have differing views on how our borough should evolve. This Plan looks to balance local priorities with future needs, creating a clear framework to help communities flourish in the years ahead.

We're grateful to everyone who has engaged with this process. Your voices have shaped what's in these pages.

Councillor Andreas Kirsch, Leader of the Council and Councillor Andrew Wooldridge, Portfolio Holder for Leisure, Economic Development and Planning Policy



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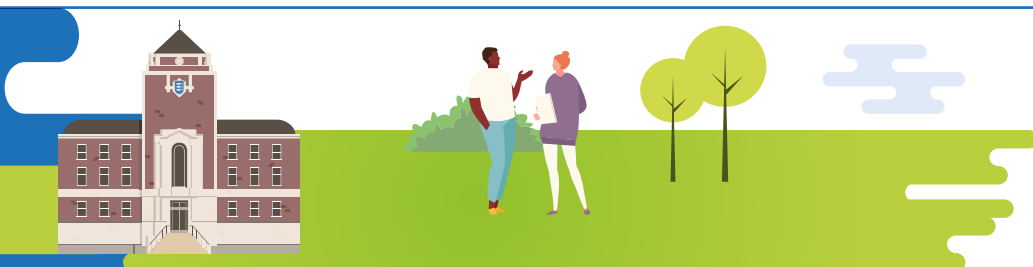
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1 Introduction





Introduction

- 1.1 The Royal Borough of Kingston upon Thames is producing a new Local Plan for the borough. The Local Plan is an important document that 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 future generations.
- 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. This draft version has been shaped by our communities through three phases of engagement, including consultation on a first draft, which we shared with our communities between November 2022 and February 2023. The Local Plan 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, jobs,

and community infrastructure we need, while 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, and our cultural and historic buildings.

- 1.4 The Local Plan will be used to support and manage change and assess all planning applications from adoption until 2043. This version has been produced by the Council as the final draft of the Local Plan (Regulation 19 Publication version), which will then be submitted to the Planning Inspectorate by the end of 2026.

How has this document been prepared?

- 1.5 This draft Local Plan 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 a vision and a number of objectives to capture our commitments to local communities, including enhancing our natural environment, protecting and enhancing 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.
- 1.9 Our new Local Plan will set out our vision for 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 The Council has a responsibility to produce and deliver a Local Plan and to set the long term strategy for the borough. It is essential that the plan delivers on both the Council's and the communities aspirations for the borough.
- 1.11 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 15 years from adoption.
- 1.12 In line with above, planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. To support this process, developers proposing substantive schemes are expected to engage with the Council at an early stage via the paid pre-application service.
- 1.13 Where policies in this Plan refer to other regional or national policies, standards, guidance or other external materials, then these policies shall equally apply to any equivalent, replacement or superseding policies, standards, guidance or external materials (where relevant). Furthermore, the Council will monitor the effectiveness of these policies and undertake a partial or full review of the Local Plan if significant changes to national policy, or local circumstances render the current framework out of date.





The Development Plan

1.14 Upon adoption, the Development Plan for Kingston will consist of the following documents:

- **London Plan (Spatial Development Strategy) 2021** - sets out a framework for how London will develop up to 2041 and the Mayor of London's vision for 'good growth'. Appendix N sets out how policies within the Local Plan relate to the policies in the 2021 London Plan. A new London Plan is being developed and is due to be consulted on in summer 2026.
- **South London Waste Plan 2022-2037** - adopted in 2022 and jointly produced with the London Boroughs of Sutton, Merton and Croydon.
- **Kingston borough's Local Plan** - this document.
- **Neighbourhood Plans** - community-led plans which work alongside the Local Plan in determining planning applications. The Council has recently received a submission of a Neighbourhood Plan from North Kingston Forum.

1.15 The existing **Core Strategy (2012)** and **Kingston Town Centre Area Action Plan (2008)** will be superseded by the new Local Plan.

Development Plan for the borough



Figure 1.2: Development Plan for the borough



Consultation on Kingston's Local Plan

- 1.16 Three phases of public consultation have already taken place to develop Kingston's new Local Plan and policies map.

Early Engagement (2019)

- 1.17 This sought 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.

Further Engagement (2021)

- 1.18 Since we heard from communities in 2019, a lot changed. The London Plan was formally adopted in March 2021, setting Kingston a new higher housing target. The Government had new planning rules and, as a Council, we declared a climate emergency. This round of engagement 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.

First draft of the Local Plan (2022)

- 1.19 The first draft of the Local Plan was accompanied by an interactive Policies Map, which showed the proposed site allocations and area-based policy designations. The consultation was widely promoted and included numerous events, including a pilot urban room in the town centre to make the consultation as accessible as possible. Over 340 pieces of written feedback were submitted. In August 2023 a summary

of the comments received was published on the Council's engagement portal and sent to everyone who wanted to be kept up to date.

- 1.20 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 feedback and views received have helped inform policies in the final draft of the Local Plan.

Publication Draft of the Local Plan (Regulation 19) (2026)

- 1.21 This Publication Draft of the Local Plan is an opportunity for focused representations to be made before it is submitted for examination by a Planning Inspector.
- 1.22 It is important that the Inspector and all other participants in the examination process are able to know who has made representations on the Plan, to ensure an effective and fair examination can be held. The Council will therefore require that the names of those making representations are made available (including sharing on the Council's website) and acknowledged by the Inspector.
- 1.23 The Planning and Compulsory Purchase Act 2004 sets out that the purpose of the independent examination is to determine whether the Development Plan document satisfies specific legal and procedural requirements, whether the authority has complied with the duty to co-operate, and critically, whether the Plan is "sound".
- 1.24 The Regulation 19 consultation focuses on legal and procedural compliance and the soundness of the Local Plan. There are four different tests of soundness, set out in the NPPF, which require the Local Plan to be:
- **Positively prepared** - providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is



practical to do so and is consistent with achieving sustainable development.

- **Justified** - an appropriate strategy, taking into account the reasonable alternatives, and is based on proportionate evidence.
- **Effective** - deliverable over the Plan period and is based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.
- **Consistent with national policy** - enabling the delivery of sustainable development in accordance with national planning policy.

1.25 If you feel that the content of the Plan is not sound because it does not include a policy on a particular issue, you should go through the following steps before making representations:

- Is the issue covered by another policy in the Plan?
- Is the issue already covered in national policy (or the London Plan)?
- If the policy is not covered elsewhere, in what way is the Plan unsound without the policy?
- If the Plan is unsound without the policy, what should the policy say?

1.26 If you wish to make a representation seeking a modification to the Local Plan, you should set out clearly in what way you consider the Plan, or part of the Plan, is legally non-compliant or unsound, having regard to the soundness criteria set out above.

1.27 Your representation should be as precise as possible, and supported by evidence.

1.28 You should not assume that there will be any further opportunities to make a representation about the Plan. This will only occur if the Inspector chooses to invite additional comments, based on the matters they identify.





- 1.32 The consultation is taking place from 6 July 2026 to 4 September 2026 for a period of 8 weeks.

Our borough

- 1.33 Kingston is a historic cultural centre, with a prime position on the River Thames and good connectivity to London and Surrey. The borough has lots to offer for the people that live, work and visit, from our natural environment to our heritage, culture and distinct neighbourhoods and town centres. The borough is home to great schools, further education, and a world-class university and Kingston's town centre ranked fifth in the National Vitality index.

A place of heritage and community

- 1.34 The Royal Borough of Kingston upon Thames is a thriving, diverse community and the oldest Royal Borough, possessing strong royal connections as the site of several Saxon coronations, including Athelstan in 925. Tradition holds that the ceremonies took place on the Coronation Stone, which today sits outside the Guildhall. Kingston has a rich history - for 500 years it provided the only bridge upstream from London Bridge, making it a strategically important gateway. Kingston was also recorded in the 1066 Domesday Book 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.
- 1.35 Kingston is home to over 172,000 people (ONS, 2024). The borough comprises a network of defined neighbourhoods and communities each with its own identity, including a well established Tamil population and the largest Korean community in Europe. These communities contribute to a rich and diverse culture in the borough.

A place of opportunity and growth

- 1.36 Kingston is one of the safest, cleanest and greenest boroughs in

London. We are a destination for visitors, with a large metropolitan town centre and a collection of independent restaurants, cafes, markets and cultural venues. We are building on these opportunities through the regeneration of Cambridge Road Estate, building a brand new leisure centre and delivering on a number of large development projects across the borough.

- 1.37 We are proud of our contribution to growing the economy locally, in London and nationwide, through our partnerships with Kingston College, Kingston University, and the major employers who have chosen the borough as their base, notably Unilever, Lidl and Chessington World of Adventures.
- 1.38 The majority of our residents are highly skilled, employed in technical, managerial, and leadership roles. However, a smaller population live in relative deprivation, whose outcomes and living standards are widely different from the majority of the population, and who need additional support from the Council and partners. The Council's services are targeted to the residents who need our help most.

A place of ambition

- 1.39 The borough features excellent transport links, including 10 rail stations and extensive cycling infrastructure, making it easy to navigate around. It is a hub for education and innovation - Kingston University is ranked as a top 60 institution for 2026, and its award winning Town House building won the prestigious RIBA Stirling Prize in 2021 and the EU Mies van der Rohe Award for contemporary architecture in 2022, the highest accolade in European architecture. Notably, the university's students produced the second-highest level of start-ups in the country in 2022.
- 1.40 Our natural landscapes and green spaces form a key part of the borough, with over 166 hectares of public parks. The borough's green and blue infrastructure networks represent valuable opportunities to support biodiversity, nature recovery and help our communities adapt



to the impacts of climate change, making public open spaces and nature more accessible to everyone.

Environmental Challenges

- 1.41** Kingston Council has declared a climate emergency, committing to require all new developments to achieve net-zero carbon standards. To become carbon neutral by 2038, the borough faces the challenge of implementing a step-change in development standards to mitigate the increasing risks of heatwaves, infrastructure damage, and flooding, particularly since areas like Kingston town centre are already prone to high flood risk. Poor air quality is another significant public health challenge that disproportionately affects vulnerable residents, leading the Council to declare the entire borough an Air Quality Management Area.
- 1.42** Approximately a third of the borough is protected as Green Belt or Metropolitan Open Land. A core environmental challenge is promoting the effective use of land by prioritising previously developed brownfield sites and directing major developments to the most sustainable locations. Developing on the Green Belt or the newly identified 'grey belt' remains a strictly controlled last resort. Additionally, the borough must tackle habitat degradation and biodiversity loss by restoring green spaces, protect its numerous heritage assets while identifying appropriate locations for tall buildings, and shift decisively toward active travel to combat road congestion and rail capacity constraints.

Social Challenges

- 1.43** Kingston is focused on supporting strong, vibrant, and healthy communities. Housing affordability is a pressing social issue with a growing population in Kingston. Rising housing costs mean that market housing is unaffordable for a significant proportion of residents, and there remains a substantial waiting list for social housing. Key

challenges include delivering a range of housing types to meet the specific needs of families, older people, and Gypsies and Travellers, as well as actively working to reduce homelessness.

- 1.44** As new homes are delivered, development creates wider pressures on the borough's infrastructure. It is a major challenge to meet the increasing demand for school places, health services, and social care, which the Council plans to manage through an Infrastructure Delivery Plan and developer contributions. Furthermore, the borough must address health inequalities and obesity by ensuring access to green spaces, provide affordable and flexible cultural infrastructure, ensure all buildings are accessible to people with disabilities, and tackle crime to build safer, cohesive communities.

Economic Challenges

- 1.45** Kingston is a constantly evolving borough that attracts major business innovation, highlighted by Lidl moving its UK headquarters to Tolworth and Unilever establishing a new headquarters in Kingston town centre. However, a major economic challenge is that town centres are facing intense competition from online services, a trend accelerated by the COVID-19 pandemic. To ensure economic resilience, Kingston must refocus its town centres to accommodate other uses that will allow them to thrive, while managing the vulnerabilities introduced by the 2020 changes to the Use Class Order.
- 1.46** The borough is also home to high-ranking educational institutions like Kingston College and Kingston University, which produce a high volume of start-up talent. To retain this talent and support the economically active population, the borough faces the challenge of providing adequate affordable, flexible workspaces that accommodate hybrid working patterns and nurture the thriving creative economy, particularly as there is an unmet need for additional office and industrial floorspace within the borough.

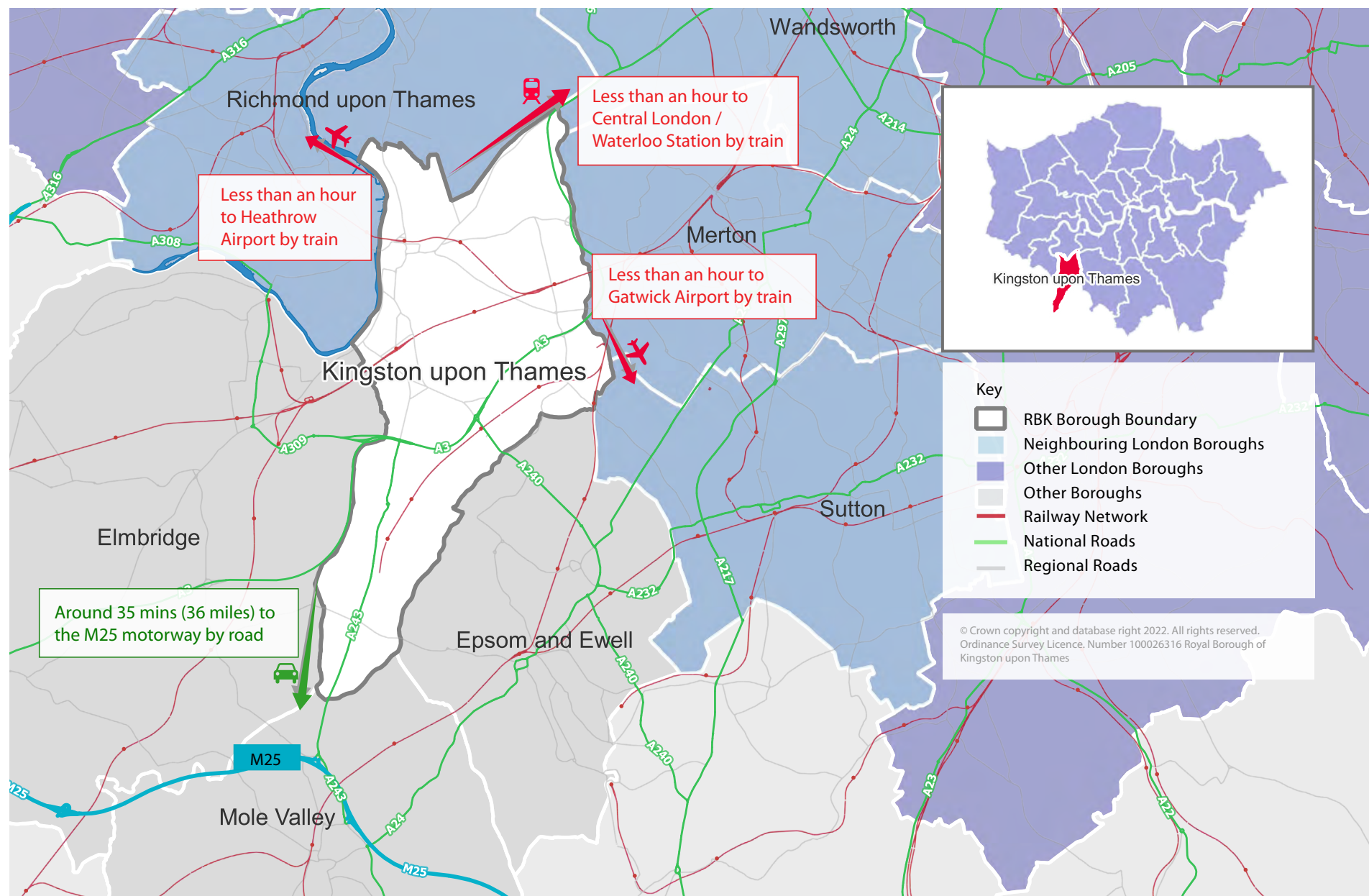


Figure 1.4: Map of borough location, key transport connections and context within Greater London and South East region

2 Vision and Objectives





A Vision for Kingston in 2043



- 2.1 This Local Plan sets out the long-term spatial strategy for the Royal Borough of Kingston upon Thames to 2043. It is a forward-looking document that provides a comprehensive framework for managing development, shaping the places we live and work, and ensuring a prosperous and sustainable future for all our communities.
- 2.2 The Local Plan is supported by the Council Plan which sets out priorities that relate directly to creating an inclusive borough and tackling inequalities. Kingston Council embraces the principles of the Marmot Review into health inequalities (2010), giving us a framework through which to understand the impacts of inequality on our health and wellbeing and to make our borough a more equitable and fair place to live.
- 2.2 This chapter articulates that vision, setting out the overarching ambition for the borough and establishing the strategic objectives that will guide every policy and decision that follows. It provides the 'golden thread' that runs through the entire Plan, ensuring that all development contributes positively to making Kingston a better, more resilient, and more inclusive place for current and future generations.

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.



Vision and Objectives



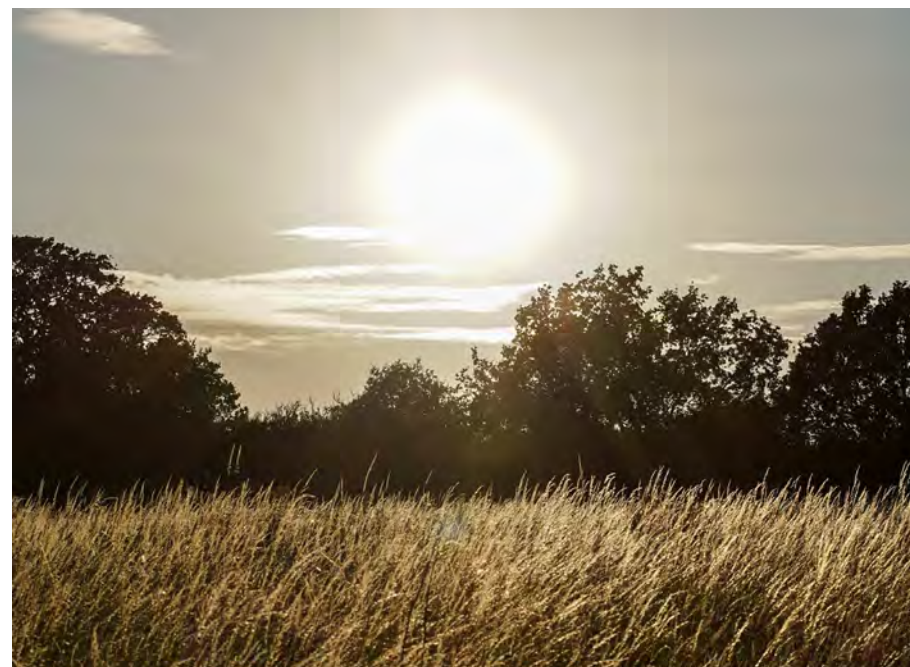
- 2.3 Our vision is not just about preserving the past but about confidently and creatively evolving. We seek to harness the opportunities of change to build a better community for everyone. This vision is rooted in a clear and honest acknowledgement of the urgent challenges we face. As a successful, desirable, and well-connected part of London, Kingston will face significant demand for development during the period covered by the Local Plan.
- 2.4 This Plan's strategy directly addresses the substantial and ongoing shortage of new homes. Our evidence indicates that the amount of land available, including previously developed sites, is insufficient to meet the full assessed housing need by 2043. To tackle this challenge responsibly, this Plan identifies specific areas of Green Belt land for release. This decision has been guided by a strategy that prioritises the use of previously developed land and the release of land with a lower contribution to the Green Belt's purposes for development. Our aim is to provide much-needed homes, especially for families.
- 2.5 Meeting the needs of our existing and future residents for new homes, secure jobs, cultural and community infrastructure and high-quality services is not merely a policy target but a fundamental social and economic responsibility. This Plan embraces this imperative, providing a positive and proactive framework to manage it.
- 2.6 To translate this vision into a clear framework for decision-making, the Local Plan is structured around nine strategic objectives. These are grouped under the three pillars of sustainable development. Together, they form a comprehensive strategy that will guide the detailed policies in this Plan and shape the future of the borough to 2043.



Environmental Objectives

1. Take action in response to the Climate Emergency to support the whole borough to work towards net zero 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 our green and blue infrastructure networks by minimising flood risk and maximising opportunities for urban greening, protecting and enhancing our green spaces (including Green Belt and MOL), waterways, and habitats to promote biodiversity.
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. Promoting healthier lifestyles by being more sustainable and moving towards walking, cycling, public transport and electric vehicle infrastructure to make it easier and safer to move around the borough, whilst improving 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.
9. Ensure new development makes space for water and do not increase, or where possible, reduce flood risk both on and off site.





Vision and Objectives



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. 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 to help create a better sense of place.
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. Develop, 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 the new Unilever and Lidl Headquarters.
3. Secure appropriate workspaces to increase employment opportunities, from industrial sites to small workspaces, including affordable workspace and creative studios.
4. Improve access to skills and learning for local people closer to where they live through maximising opportunities for training and apprenticeships arising from developments.
5. Play an important role in reimagining Kingston's town centres so they can support a thriving day and night time economy 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.





Vision and Objectives

Environmental Objectives	Key Delivery Policies
1. Take action in response to the Climate Emergency.	Strategic Policy KC1: Climate Change and Environmental Sustainability Policy KC6: Managing Heat Risk Policy KC7: Minimising Greenhouse Gas Emissions Policy KC10: Sustainable Construction and Supporting the Circular Economy Policy KC11: Waste and Recycling Management
2. Treat natural capital as an asset in planning for sustainable, healthy and thriving communities, resilient to future climate change impacts.	Policy KN3: Biodiversity Policy KN4: Urban Greening and Trees Policy KN5: Food Growing/ Allotments
3. Support our green and blue infrastructure networks.	Strategic Policy KN1: Green Infrastructure
4. Provide opportunities for present and future needs of everyone, including the provision of new public space and improvements to open spaces.	Policy KN2: Public Open Space
5. Ensure development supports the delivery of decentralised energy and district heat networks.	Policy KC8: Energy Generation
6. Promoting healthier lifestyles by being more sustainable and moving towards walking, cycling, public transport and electric vehicle infrastructure.	Strategic Policy KT1: Strategic Approach to Transport Policy KT2: Sustainable Travel and Healthy Streets Policy KT4: Car Parking and Car Free Development
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.	Policy KD1: Delivering High Quality Design Policy KD2: Public Realm Policy KD4: Adaptable Design Policy KD9: Tall and Mid-Rise Buildings



Environmental Objectives	Key Delivery Policies
8. Respect and celebrate Kingston's historic environment by conserving and promoting its distinctive character.	Policy KD10: Thames Policy Area Policy KD11: Historic Environment Policy KD12: Archaeology Policy KD13: Local Views
9. Ensure new development makes space for water and do not increase, or where possible, reduce flood risk both on and off site.	Policy KN7: Rivers and River Corridors Policy KC3: Flood Risk Policy KC4: Sustainable Drainage



Vision and Objectives

Social Objectives	Key Delivery Policies
1. Improving the health and wellbeing of our residents, workers, students and visitors by ensuring healthy and sustainable places and communities are created.	Strategic Policy KS1: Social Infrastructure Policy KS2: Community Facilities Policy KS3: Health and Social Care facilities Policy KS6: Sports and Recreational Facilities Policy KS7: Play and Informal Recreation Policy KT2: Sustainable Travel and Healthy Streets Policy KC2: Air Quality, Noise and Vibration
2. Promote strong and inclusive communities, ensure local residents can access an appropriate range of services, experiences and facilities.	Strategic Policy KS1: Social Infrastructure Policy KS2: Community 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
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.	Strategic Policy KH1: Kingston's Housing Requirement Policy KH2: Affordable Housing Policy KH3: Housing Size Mix Policy KH4: Specialist and Supported Housing Policy KD6: Small Sites
4. Develop, protect and promote cultural assets to promote the borough as a significant cultural destination.	Policy KS5: Arts and Cultural Facilities
5. Reduce the health inequality gap in providing access to all, to mitigate against social inequality.	Policy KS3: Health and Social Care Facilities Policy KS6: Sports and Recreational Facilities



Economic Objectives	Key Delivery Policies
1. Support and facilitate new jobs and investment to help nurture and grow the local economy.	Strategic Policy KE1: Supporting the Borough's Economy and Town Centres Policy KE2: Protecting Employment Uses Policy KE3: Affordable Workspace
2. Promote key sectors and major employers like Chessington World of Adventures within the borough's economy.	Strategic Policy KE1: Supporting the Borough's Economy and Town Centres Policy KE9: Chessington World of Adventures Strategic Policy K3: Kingston and North Kingston Neighbourhood Strategic Policy K5: South of the Borough Neighbourhood
3. Secure appropriate workspaces to increase employment opportunities.	Policy KE3: Affordable Workspace Policy KE5: Strategic Industrial Locations Policy KE6: Locally Significant Industrial Sites
4. Improve access to skills and learning for local people.	Policy KE4: Securing Employment and Training Opportunities Policy KS4: Education Facilities
5. Play an important role in reimagining Kingston's town centres so they can support a thriving day and night time economy in the future.	Policy KE7: Development in Town Centres Policy KS5: Arts and Cultural Facilities Policy KS8: Public Houses



Vision and Objectives

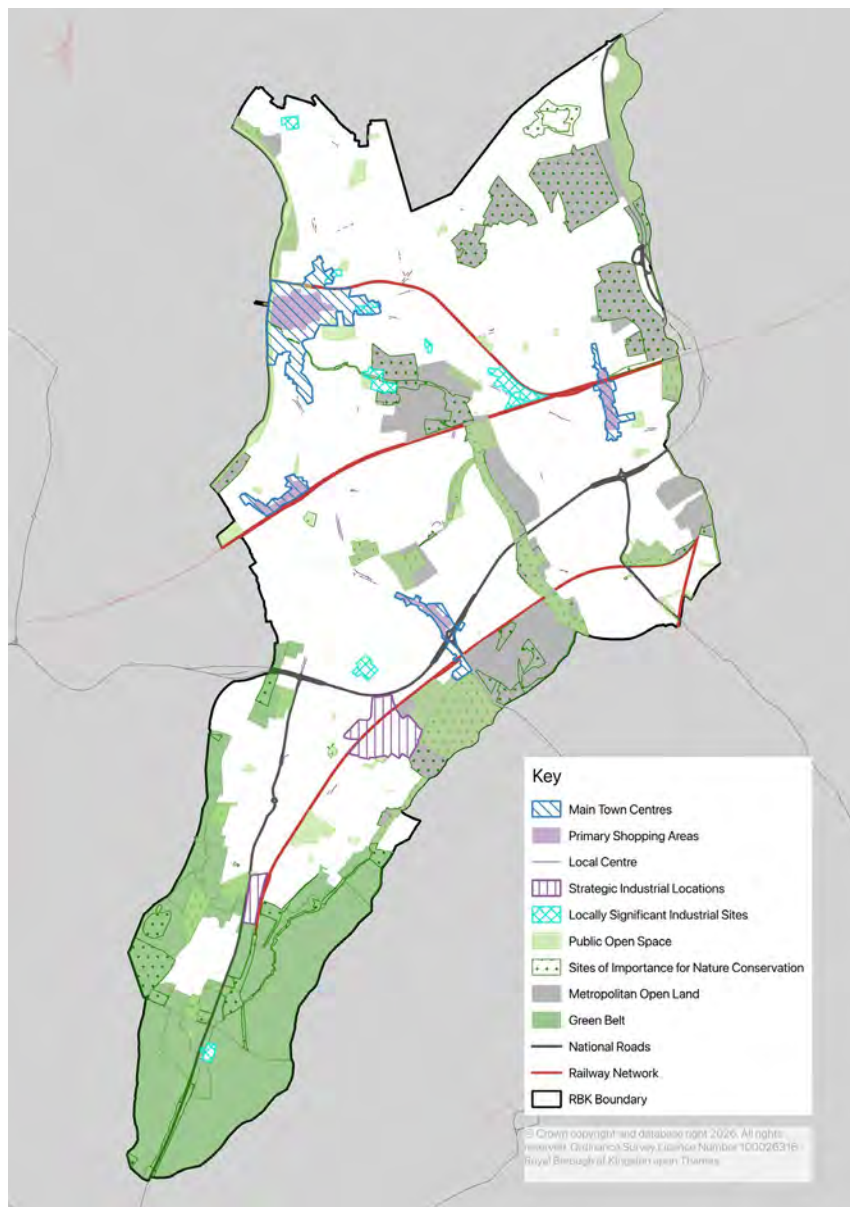


Figure 2.1: Key Diagram

The Key Diagram (Figure 2.1) brings together the main planning designations of this Local Plan. It provides an overview of the Plan's spatial strategy, placing an emphasis on delivering sustainable development while safeguarding the borough's protected areas.



3

Sustainable Development Strategy





Policies in this chapter:

- **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

- 3.1** This chapter addresses how and where the Council will deliver sustainable development across the borough, ensuring that we are building on the borough's strengths, whilst protecting everything that we value, including our culture, heritage, green and blue spaces. The Local Plan has a role in positively and proactively setting the context for new development, which will result in changes to the character and appearance of the borough. The Council will work proactively with communities, stakeholders and development partners to realise the vision and objectives of this Local Plan.
- 3.2** 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, create new jobs, and provide new and improved facilities for the local community and visitors to use.



Strategic Policy K1: Sustainable Locations for Development

- A. The Council will Plan for nearly 20,000 homes to be delivered across the Plan period. The majority of new housing development will be directed towards:
 1. Key Areas of Change, in accordance with Policy K2: Key Areas of Change;
 2. The most sustainable and accessible locations, including areas of the borough's metropolitan (Kingston) and district town centres (New Malden, Surbiton and Tolworth), areas in close proximity to railway stations and areas with good public transport connections (PTAL 3-6);
 3. Specific Green Belt sites that are identified as 'Grey Belt' and are located in sustainable locations; and
 4. Specific underutilised brownfields sites within the Metropolitan Open Land.
 - B. The Council will promote a sustainable economy by supporting new employment opportunities and promoting a sufficient supply of land and buildings for employment uses in appropriate locations, including the Borough's town centres and industrial sites.
 - C. The Council will support the delivery of necessary infrastructure and supporting services, particularly in locations that are expected to see the highest levels of development across the Plan period.
- 3.3** Adopting a balanced approach, the Local Plan's spatial strategy directs new development to the most sustainable locations like town centres and areas around our railway stations, utilising existing and planned infrastructure and high accessibility. Meanwhile, smaller-scale schemes are also permitted on previously developed land across the borough.
- 3.4** Development will also be distributed towards areas that benefit from local facilities, such as town centres, smaller centres and local shopping parades. This approach will seek to ensure that whilst development contributes to meeting the borough's housing and employment needs, Kingston's valuable character, heritage, open spaces, Green Belt, and Metropolitan Open Land, are also protected. This distribution represents a significant, yet necessary, step change in the borough's development pattern.
- 3.5** Public transport connectivity is a key aspect of sustainable development. New development will be prioritised in areas with a PTAL of 3-6, or where there is potential for improvements to be made to the PTAL rating.
- 3.6** New development provides the opportunity to bring derelict brownfield sites back into use. This can result in the effective use of land which, supported by high-quality sustainable design, integrates into the surrounding areas while adding value to the area's character and sense of place.
- 3.7** This Plan proposes amending the boundary of Kingston Town Centre by incorporating Canbury Business Park and London Road Locally Significant Industrial Sites, as they predominantly house 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 locations like Kingston Town Centre are identified as having the potential to deliver new Grade A provision. The town centre boundary will be amended to exclude the residential area adjacent to Canbury Gardens.
- 3.8** 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 boundary offers



potential for future masterplanning of the area around Tolworth railway station, including retail, leisure, culture, office and residential uses.

- 3.9 The Plan also proposes amending the town centre boundary of Surbiton to remove some sites which have now been developed into new homes.



Strategic Policy K2: Key Areas of Change

- A. The Council will work with the key partners and agencies to enable the delivery of homes, jobs and supporting infrastructure in the borough's Key Areas of Change, which are identified as:
 1. Kingston to New Malden Growth Corridor
 2. Tolworth Town Centre area
- B. These areas will be a key focus for development and inward investment to ensure that people can continue to work, study, live in and enjoy the area.
- C. Improvements in these areas will boost the local economy, diversify uses, and recognise its heritage assets and riverside location for future development.
- D. The Council will maximise the potential for job creation, new public realm, open spaces, and cultural and community facilities.
- E. The Council will work with its partners and local communities to ensure that the potential of the Key Areas of Change is delivered by:
 1. Supporting development which creates employment opportunities and housing choices 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);
 4. Supporting new and improved social infrastructure (including education, cultural 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. Supporting 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 these areas will be required to conform to relevant local design codes and relevant supplementary guidance.

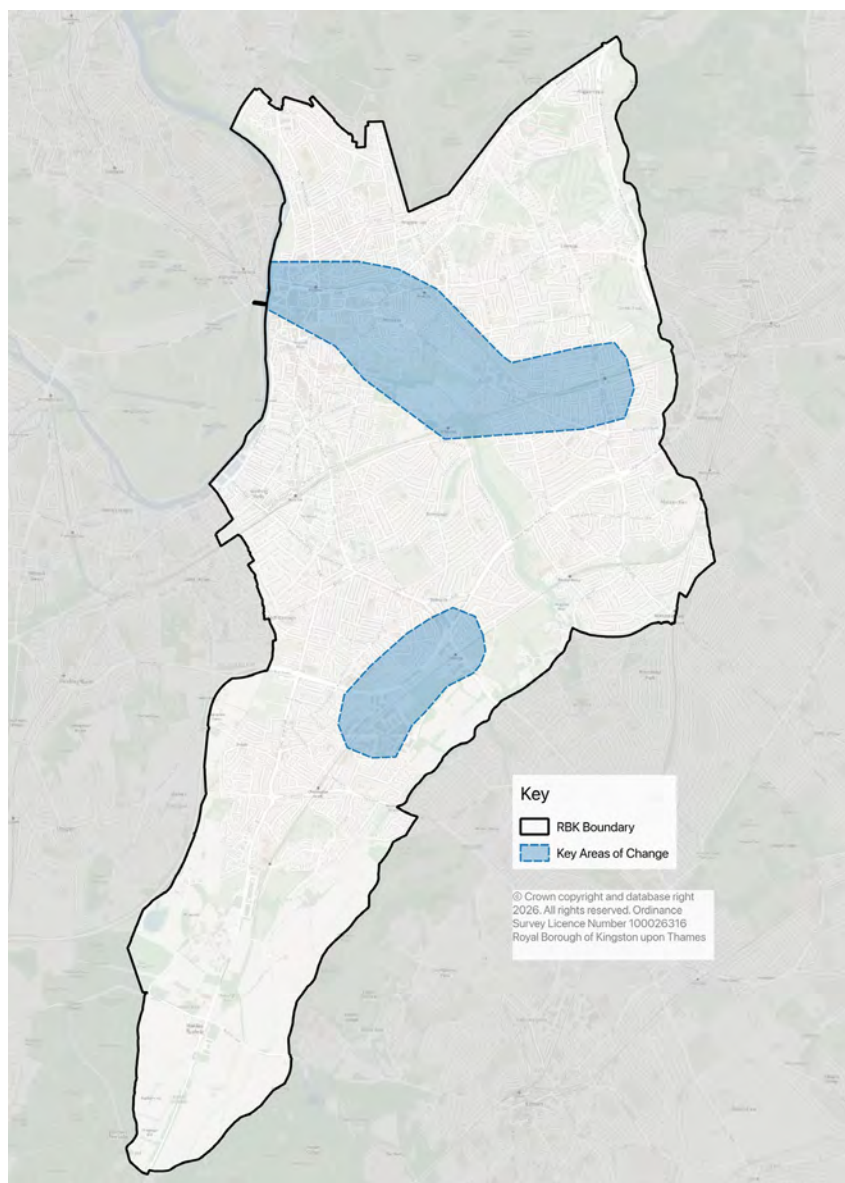


Figure 3.1: Maps for Key areas of Change in the borough

- 3.10 The London Plan previously designated areas within the borough as part of the Kingston Opportunity Area, though much of their longer-term growth potential was reliant on the now-uncertain delivery and funding of Crossrail 2. Regardless of this uncertainty, these locations remain the most sustainable for growth due to their close proximity to services, infrastructure, and public transport. For the purposes of this Plan, these areas will now be formally referred to as 'Key Areas of Change'. These areas have been highlighted alongside other corridors and parts of the borough that the Council has identified as sustainable locations for growth.
- 3.11 The need to provide homes for Kingston's communities 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. For this reason, the Council has taken an ambitious approach to setting out its spatial strategy for the borough.
- 3.12 A large portion of the homes built and jobs created in the borough will be located within the Key Areas of Change. However, this level of growth will not be to the detriment of Kingston's existing rich character and heritage. Growth needs to positively contribute to local character and distinctiveness to ensure the creation of high-quality, beautiful and sustainable places. It will be imperative that these Key Areas of Change are served by essential infrastructure to ensure the sustainability of these sites.
- 3.13 The Council expects development within Key Areas of change to seek to optimise density, in order to make the most efficient use of the land in the most sustainable locations.



Our Neighbourhoods

- 3.14** 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 Plan period the borough will undergo significant changes, which are inevitable, to enable the borough to respond to future changes and needs. It is important that each neighbourhood is recognised for their differences to emphasise how Kingston changes from north to south and east to west.
- 3.15** The Council with our communities to create Community Plans for each neighbourhood, which set local priorities and inform local decisions, especially around providing grants to local groups. The Plans are reviewed every year by the Neighbourhood Committee. During this review, changes can be made to the Plans and new items added.
- 3.16** Local communities have the ability to produce their own planning documents to inform decision-making and guide new developments in their area through preparing Neighbourhood Plans and development orders for designated neighbourhood areas. To support local aspirations, alongside the Local Plan, the Council will continue to support local communities in preparing these documents. The first Neighbourhood Plan in the borough is being produced by the Kingston and North Kingston Neighbourhood Forum, who submitted a draft Plan in 2026 (Regulation 16) which covers the North Kingston Neighbourhood Area.
- 3.17** The Vision and Objectives of this Local Plan set out the overall strategy of how and where growth, renewal and regeneration will be distributed across the borough. To deliver this, the following strategic policies will provide detail on how the borough will support change in line with the other policies in the Local Plan. The policies for each neighbourhood build on previous successes to support an integrated and successful place, supporting the character of each neighbourhood in the borough.

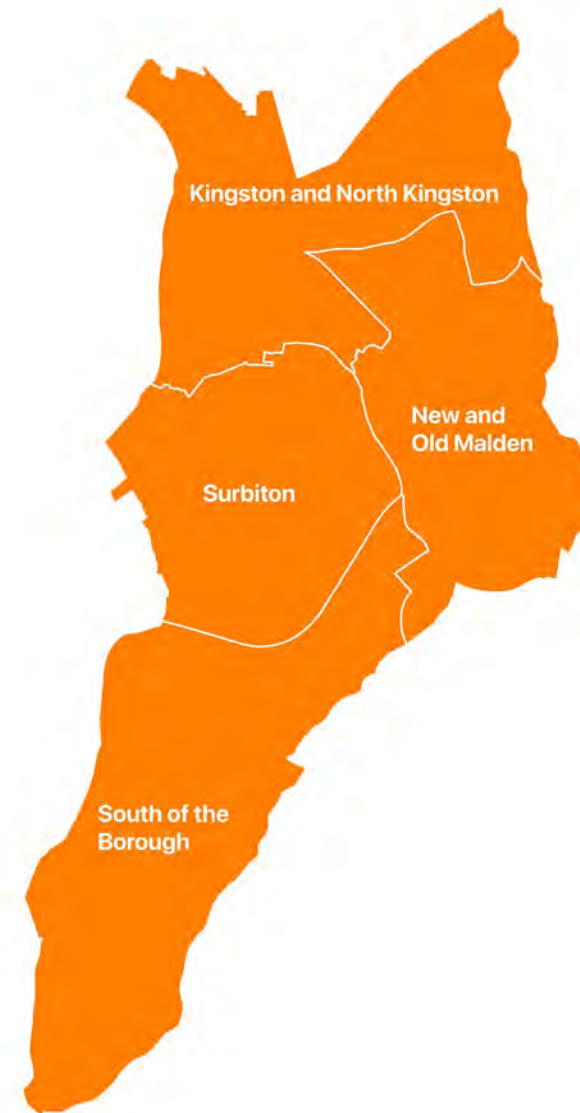


Figure 3.2: Map showing the borough's neighbourhoods



Kingston and North Kingston Neighbourhood

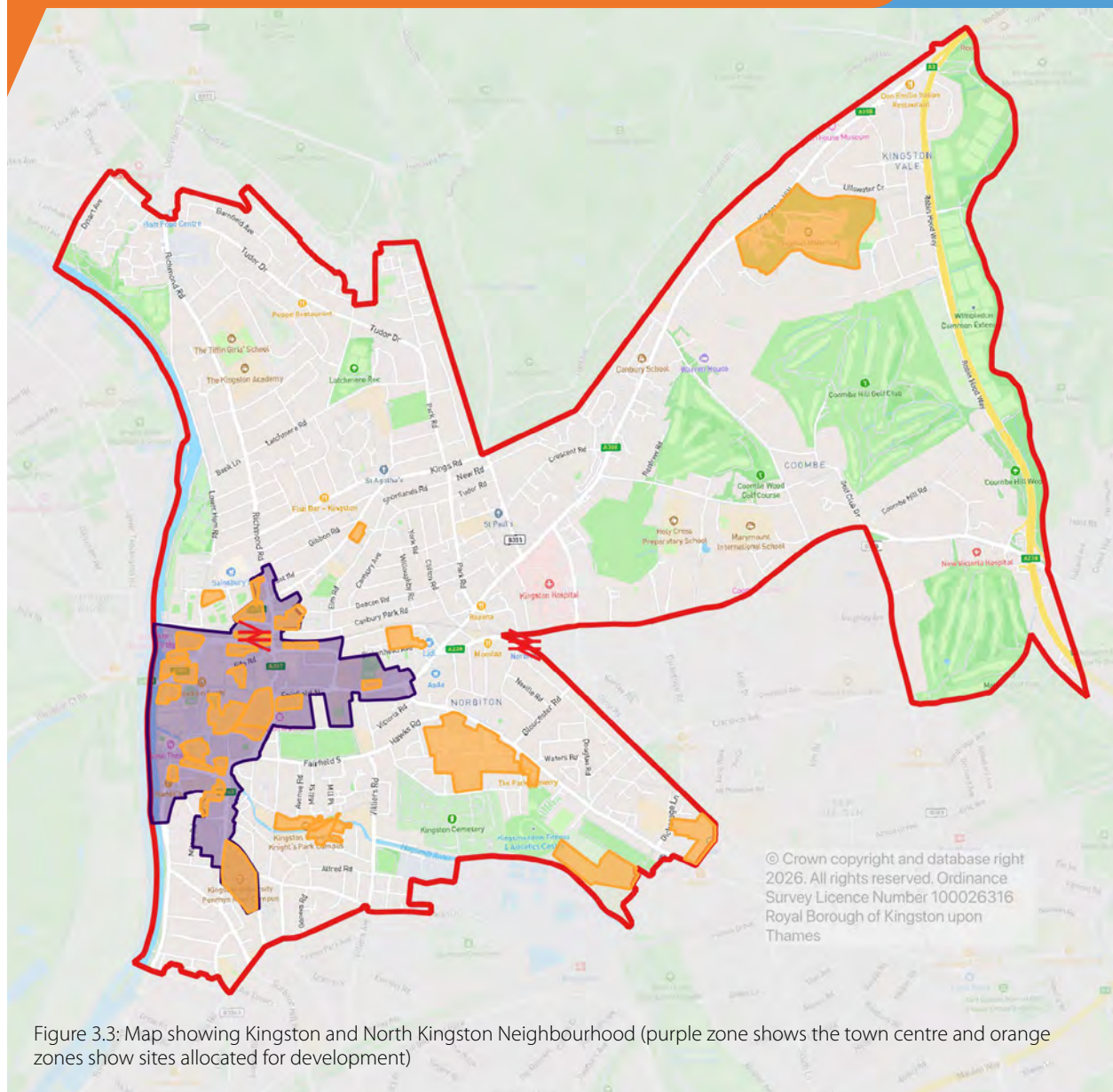


Figure 3.3: Map showing Kingston and North Kingston Neighbourhood (purple zone shows the town centre and orange zones show sites allocated for development)



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
- Market Place forms the heart of the historic core, with the listed All Saints Church, Market House, Kingston Bridge and Guildhall as key landmarks
- Kingston Town Centre as a Key Area of Change undergoing transformational high-density regeneration



Strategic Policy K3: Kingston and North Kingston Neighbourhood

- A. Development in the Kingston and North Kingston Neighbourhood will be supported where:
1. An appropriate mix of activities is proposed with an emphasis on residential, commercial, office, hotel and diverse town centre uses that strengthen its role as a Metropolitan Centre and support a thriving night-time economy;
 2. Active travel is enhanced and constraints to broader connectivity are addressed, specifically mitigating the physical severance caused by the railway line and the one-way gyratory road system to improve links to Kingston Station, the riverside, and surrounding suburban areas;
 3. Where appropriate, the site connects to local green and blue infrastructure, notably along the River Thames and the Hogsmill River, seeking opportunities to naturalise river edges and enhance biodiversity;
 4. infrastructure can take advantage of the planned Hogsmill district heat network, sustainable urban drainage systems to manage surface water runoff, and digital connectivity interventions such as digital wayfinding;
 5. Heritage assets and historic landmarks are sensitively integrated within , or enhanced by, development proposals, ensuring that their significance is conserved; and
 6. Public art and cultural initiatives are supported, particularly where they highlight the significance of the area's heritage, including its Saxon roots, its 80 years of aviation history, and the historic relationship with the River Thames.

- 3.18 To proactively coordinate and manage this change Kingston Council created a community-led vision for Kingston town centre and the surrounding area in 2023, following a range of engagement events, to provide a detailed vision and identify aspirations for the Kingston town centre area. The vision identified three big changes: beautifully transformed riverside spaces, connected hubs of innovation and enterprise and a first rate destination for culture, retail and leisure. The Kingston Town Centre Vision has informed this neighbourhood strategy.
- 3.19 The Town Centre has good public transport connectivity and any new residential development within the town centre is required to be car-free and maximise active travel opportunities. Areas in the North Kingston area will be better connected, through a legible network which maximises active travel opportunities.
- 3.20 Kingston Town Centre is situated on low-lying land at what was historically the first crossing point of the River Thames upstream from London Bridge. The pattern of development in the area is derived from its medieval street layout and ancient market, which built up around this strategic river crossing, and is reinforced by the river itself and later developments, such as the construction of the current Kingston Bridge in 1828 and the arrival of the railway in the 1860s. The River Thames and its confluence with the Hogsmill River has influenced the historic development of the area, which contributes towards Kingston's present day distinctive townscape. Since the Middle Ages, the area has been a strategically important inland port and market town, later evolving into an industrial centre based on malting, brewing, and boat-building along the waterfront, before becoming a major 20th-century hub for the aeronautical industry.
- 3.21 The Town Centre, originally centred on the Ancient Market Place and All Saints Church, is now focused on the primary shopping area around Clarence Street, the Bentall Centre, and the 1960s-era Eden Walk Shopping Centre. The Kingston Town Centre is classified in the London



Plan as a Metropolitan Centre, a reflection of its wide sub-regional catchment extending across south-west London and into Surrey. Major retail anchors play an important role within the centre, and the wider area has the potential to evolve over the duration of the Plan to reflect changing lifestyles, demands and needs of residents and visitors, and to become better integrated within the surrounding suburban area and riverside. Kingston's importance is reflected in the mix of retailers in the town centre, which may change over time with structural shifts in retail, requiring the centre to diversify its leisure, cultural, and night-time economy to ensure its long-term vitality.

- 3.22 Smaller independent shops and other town centre uses are located primarily within the historic core and pedestrianised lanes surrounding the Ancient Market Place, and Castle Street and Fife Road form an important and attractive area of cafes and shops in addition to the large department stores within the town centre. New commercial, creative and leisure floorspace has also been created along Kingston Riverside, including affordable workspaces at Town Square Kingston and a vibrant food and beverage offer.
- 3.23 The London Plan classifies Kingston's night-time economy as NT2 – of regional or sub-regional significance. The Town Centre also has the campuses of Kingston College and Kingston University, which provide Further and Higher Education facilities. Economic floorspace in the town centre is concentrated in large office blocks, generally of a poorer quality and older stock which are underutilised considering Kingston's position as a vibrant Metropolitan centre with excellent public transport. There is evidence of recent provision of office space, including the major new global headquarters for Unilever at Eden Campus and other refurbished spaces. The ongoing redevelopment of poorer quality office blocks is key in ensuring that the employment offer remains competitive.



- 3.24 Canbury Gardens lies to the north of the town centre and forms a significant asset, providing an area of open space alongside the River Thames which links with the Thames Path National Trail. The southern approach to Canbury Gardens along Thameside has recently incorporated public realm enhancements, including rain water gardens and shared paved spaces, which deliver an improved and more accessible riverside environment.
- 3.25 Kingston Leisure Centre is under construction and due to open in 2027. It will include two pools and a gym, with public realm improvements around the centre, with new planting, seating, improved play area and pedestrian links to Kingston Museum, Library and the surrounding town centre.
- 3.26 Memorial Gardens, an historic overflow burial ground situated opposite the Eden Walk Shopping Centre and connecting to All Saints Church, provides an important green link within the town centre, offering quiet contemplation and respite from its hustle and bustle, including the heavily trafficked one-way gyratory system on Wheatfield Way. In May 2026, the Memorial Gardens underwent a major heritage-led regeneration to transform the space into a more welcoming and inclusive community area while respectfully preserving its role for memory and commemoration.
- 3.27 The area as a whole has seen, and will continue to see, change through the introduction of high-density residential and commercial mixed-use schemes. This change began through the development of areas on the riverside, including land located towards Canbury Gardens and the Thames Side area. The large-scale regeneration of the Cambridge Road Estate has begun and the delivery of the new Unilever global headquarters in the town centre, and former large-box retail sites such as the Homebase on Kingston Road, are being redeveloped through residential-led schemes.
- 3.28 Despite excellent public transport accessibility (PTAL 6a/6b) via Kingston and Norbiton stations and through extensive bus routes, connectivity is hampered by the physical severance caused by the railway line and the heavily trafficked one-way gyratory system. The gyratory system is the main source of high pollution and has resulted in central Kingston being designated an Air Quality Focus Area. Council proposals, including the Kingston Town Centre Movement Strategy and the Go Cycle programme, aim to reconfigure the gyratory to enhance connectivity and improve local walking and cycling infrastructure between the station, town core, and riverside.
- 3.29 Currently, traversing the town centre remains challenging due to the heavily trafficked gyratory, meaning these interventions can feel fragmented and do not yet form a completely cohesive network. The area also benefits from riverboat passenger services operating from Turk's Pier and other riverside access points, providing ferry connections to Hampton Court, Richmond, and Twickenham. However, there is a strategic need to preserve and enhance this river infrastructure to support its ongoing viability and accessibility for all passengers. The area as a whole would benefit from improved walking routes to facilitate greater permeability through existing sites, particularly the upgrading of historic alleyways connecting to the river, and from improved pedestrian crossing facilities over the dominant main roads.
- 3.30 Kingston First was the UK's first Business Improvement District, providing a voice for Kingston's town centre businesses and organisations since 2005. Its vision is for Kingston to be a 'vibrant town where everyone has an amazing experience'.
- 3.31 The area has an array of high-quality historic buildings (both designated and non-designated), which include All Saints Church (Grade I), the Clattern Bridge (Grade I), the Coronation Stone (Grade I), Market House (Grade II*), and the former Bentalls Department Store facade (Grade II). Historic buildings are often located at key junctions and approaches,



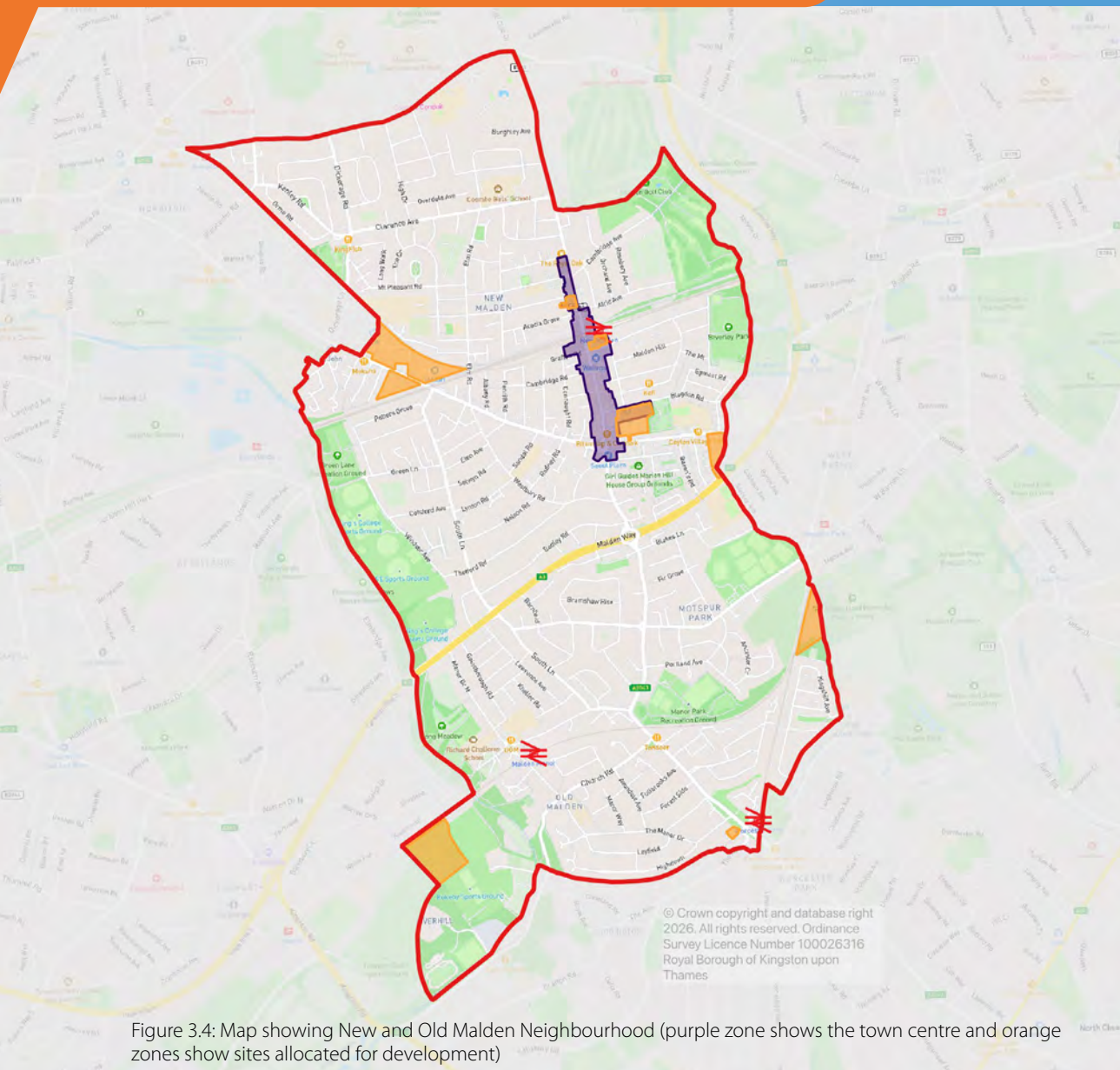
which is critically important to the legibility and framework of the area. The Market House, sitting at the heart of the Ancient Market Place, serves as a prominent focal feature within the town centre, as does the grand Grade II listed Guildhall with its distinctive tower. The Guildhall and the nearby 12th-century Clattern Bridge mark the historic transition from the southern approach into the historic core. The High Street, featuring a mix of 16th-century vernacular buildings, acts as the southern gateway marker to the town (and the Kingston Old Town Conservation Area). Other historic landmarks include Kingston Bridge, the Grade II listed Riverside Pavilions, and the locally listed Kingston College building.

- 3.32** Building heights across the area range from between 2-4 storeys in the historic core through to towers up to 16 storeys. The latter form the residential and commercial components of major regeneration sites, such as the Royal Exchange and the new Unilever global headquarters at Eden Campus, which collectively form distinctive features in the town centre's skyline and mark key transition areas. The area around the Ancient Market Place and its adjoining pedestrianised lanes within the Kingston Old Town Conservation Area forms a finer-grain retail core. Its consistent 2-3 storey historic terraces create a human-scale streetscape, whilst the parades of shops, market stalls, and restaurants create a lively street scene with a distinctive medieval character and sense of place.
- 3.33** The area's low-lying riverside location and surrounding topography give rise to long-ranging views, such as from the elevated slopes of Richmond Park, the opposite bank of the River Thames at Hampton Court Park, and from Kingston Bridge. The Thames creates a sense of openness through the extent of views across and along it. The development of riverside sites such as Charter Quay and the recent public realm enhancements at Thameside have created places which have supported greater public access to these positive attributes and enhanced parts of the Thames Path which is valued for its leisure opportunities. The Hogsmill River is also a positive contributor to the

local character, though parts of its urban corridor remain underutilised. The ongoing regeneration of key sites, such as the Guildhall complex and Lever House, will provide further opportunities to improve links to and from the Town Centre and re-integrate the river into the area as well as improving biodiversity and naturalising the river edges.



New and Old Malden Neighbourhood



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

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



Strategic Policy K4: New and Old Malden Neighbourhood

- A. Development in the New and Old Malden Neighbourhood will be supported where:
1. An appropriate mix of activities is proposed with an emphasis on high-density residential, community, and diverse town centre uses that strengthen its role as a District Centre, specifically protecting small office capacity and consolidating a walk-to convenience and leisure offer that celebrates its status as Europe's largest Korean cultural hub;
 2. Active travel is enhanced and constraints to broader connectivity are addressed, specifically mitigating the physical severance caused by the elevated railway lines and the A3 Kingston By-pass to improve links to New Malden Station, the High Street, and the strategic 'Beeline Way' Go Cycle route;
 3. High-quality green and blue features have been incorporated into new developments to help facilitate connected green and blue infrastructure, notably along the Hogsmill River and Beverley Brook corridor, seeking opportunities to promote public access, remove concrete canalisation, naturalise river edges, and enhance biodiversity;
 4. Heritage and landmark buildings are incorporated into, or enhanced by, development proposals, ensuring that the setting 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 are strictly preserved; and
 5. Public art and cultural initiatives are supported, particularly where they highlight the significance of the area's heritage, including its 1840s Victorian railway origins, and its unique, vibrant identity as a centre for the Korean, Tamil, and Sri Lankan communities.

- 3.34 The pattern of development in the area is fundamentally derived from the arrival of the railway in 1846, which transformed a stretch of open country into a new town originally focused around the station. A dominant feature of the area is the A3 which opened in 1927; a major strategic route that accelerated the rapid suburban growth of New Malden and profoundly influenced the area's current character and connectivity. Since the late 20th century, the area has evolved into one of Europe's most significant Asian hubs, driven by the presence of major technological and defence businesses and the subsequent establishment of the largest expatriate Korean community in Europe.
- 3.35 The Town Centre is focused along the linear High Street and the area around Cocks Crescent, which contains the Malden Centre and a multi-storey car park. The part of the area focused around the High Street from The Fountain roundabout to Sycamore Grove is classified in the London Plan as a District Centre, a reflection of its important role in meeting the needs of the diverse local community. The Cocks Crescent site plays an important role within the centre and has the potential to evolve over the duration of the Plan through comprehensive regeneration to provide a civic, cultural, educational and community anchor. New Malden's importance is currently reflected in its strong convenience goods sector, anchored by major food stores which actively drive footfall.
- 3.36 Smaller shops and diverse town centre uses are located primarily along the High Street and adjoining streets like Burlington Road, which form an important and culturally distinct parade of Korean, Tamil, and Sri Lankan restaurants, cafes, and shops that provide a unique, contrasting offer drawing visitors from across London and beyond. New Malden is Europe's largest Koreatown and is also referred to as K-Town Europe. Economic floorspace in the town centre is concentrated in several large office blocks around the railway station, such as the 16-storey CI Tower and Apex Tower, alongside smaller premises. While the London Plan directs New Malden to 'protect small office capacity', some older, poorer



quality office blocks are underutilised or being lost, with ongoing or consented redevelopments such as the residential conversion of the 10-storey New Malden House on Blagdon Road. The ongoing protection and provision of small, flexible workspaces is key in ensuring that the employment offer remains competitive for small and medium enterprises.

- 3.37** Beverley Park lies to the south-east of the town centre, extending towards the Beverley Brook corridor and providing a range of recreational facilities (including sports pitches, an outdoor gym, and a circuit path) and biodiversity habitats. Near the town centre, Blagdon Road Open Space connects to the Burlington school sites and provide an important green link, along with Cromwell Avenue Open Space which has a play area and football pitch.
- 3.38** To the west of the town centre, extending along the Kingston Road and bisected by the railway lines, lies the St John's Industrial Area, a cluster of employment uses. The area comprises a mix of commercial businesses, vehicle repair workshops, and key local infrastructure, including the New Malden Ambulance Station on Wellington Crescent. The site is formally designated as a Locally Significant Industrial Site (LSIS) and provides a reservoir of industrial capacity for the borough. Further to the east, bordered by the A3 dual carriageway, lies the Burlington Retail Park, which offers large-format commercial space.
- 3.39** Large parts of the town centre benefit from good access to public transport, achieving a Public Transport Accessibility Level (PTAL) of 3 to 4; it is served by New Malden Rail Station, as well as being easily accessible to nearby Motspur Park and Malden Manor stations. There are several bus routes, including the outer London Superloop service, which offer access to a wide range of destinations across south-west London by public transport. The location of the A3 Kingston By-pass and the elevated railway lines means that some parts of the area face physical barriers, leaving them more remote from public transport

access and discouraging active travel. A strategic, gradual reduction in parking provision, including town centre car parks, would be supported to help support mode shift and contribute to wider policy objectives. Growth in the town centres will be expected to have a strong parking restraint, enhance bus priority and improve cycling and walking links across the A3.

- 3.40** Connectivity between the station, the High Street and surrounding residential areas could be enhanced by improvements to the local active travel infrastructure. These would supplement the various existing local and strategic cycle routes being delivered through the borough's Go Cycle programme (now Kingston Cycle Routes) that cross the area. These include the Beeline Way, which starts in New Malden and links to Raynes Park, and the dedicated commuter cycle route running along the Kingston Road corridor. The area as a whole would benefit from improved walking routes to facilitate greater permeability through existing sites and from improved crossing facilities over busy junctions like the Fountain roundabout.
- 3.41** The area as a whole has seen, and will continue to see, change through the introduction of higher-density residential and commercial mixed-use schemes. New developments in the town centre will be car-free in areas with good public transport accessibility.
- 3.42** New Malden has a tight-knit urban grain where homes and employment areas exist in close proximity, such as at the St John's Industrial Estate and Burlington Road. The area's character can be enhanced through the comprehensive redevelopment of previously underutilised industrial, commercial, and car-parking sites like Cocks Crescent, the Burlington Retail Park, and the St John's Industrial Estate.
- 3.43** The area has an array of high-quality historic buildings (both designated and non-designated), which include the Grade II listed New Malden War Memorial, the locally listed New Malden United Reformed Church, and several locally listed buildings situated along the High Street. The



Fountain roundabout, located at the meeting point of the High Street and Kingston Road, serves as a gateway feature and focal point defining the southern entrance to the town centre, as does the distinctive steeple of the United Reformed Church on Malden Road. The well-preserved Victorian and Edwardian residential streets immediately adjacent mark the transition from the commercial core to the suburban hinterland, most notably establishing the character of the Presburg Road Conservation Area to the south and The Groves Conservation Area to the north-west.

- 3.44** Building heights across the area range from between 2-4 storeys along the High Street through to towers classified as 'Super Tall' buildings. The latter are the 16-storey C.I. Tower and the Apex Tower, which are commercial buildings located immediately adjacent to New Malden railway station that collectively form a highly distinctive feature marking the northern end of the town centre.
- 3.45** The area's topography and the presence of significant architectural markers give rise to interesting and long-ranging local views, such as the designated 'Important View' looking towards the Apex and C.I. Towers from Sandal Road, and the protected views of the United Reformed Church steeple from Cavendish Road.
- 3.46** The Beverley Brook, a tributary of the River Thames running along the eastern boundary of the neighbourhood, is a positive contributor to the local character and the strategic green infrastructure network, though its potential remains underutilised particularly where it interfaces with commercial areas.



South of the Borough Neighbourhood

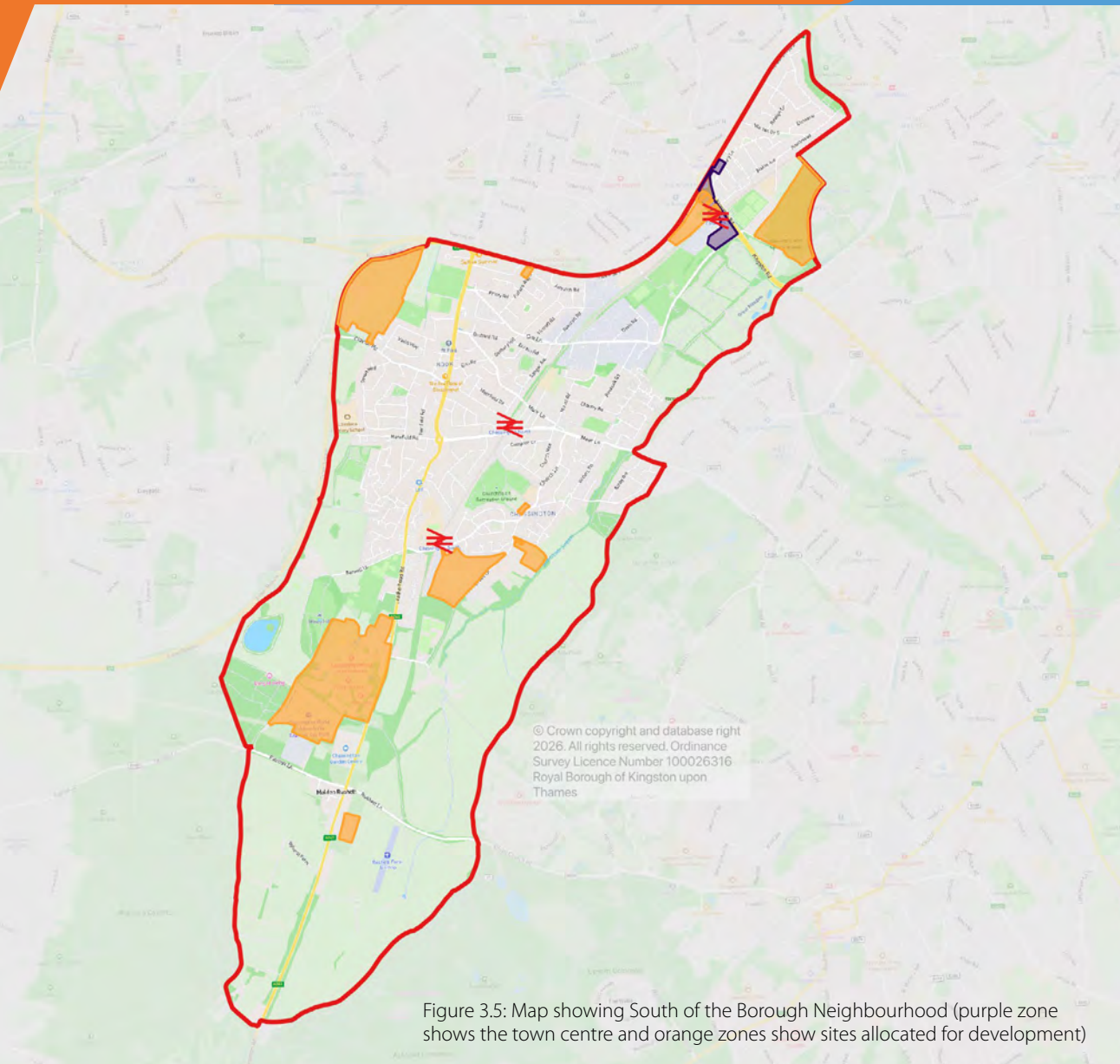


Figure 3.5: Map showing South of the Borough Neighbourhood (purple zone shows the town centre and orange zones show sites allocated for development)

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



South of the Borough Neighbourhood Strategy



Strategic Policy K5: South of the Borough Neighbourhood

- A. Development in the South of the Borough Neighbourhood will be supported where:
1. An appropriate mix of activities is proposed, protecting and supporting the modernisation of the Chessington Strategic Industrial Location (SIL) and the nationally significant Chessington World of Adventures Resort;
 2. Active travel is enhanced and physical constraints to broader connectivity are addressed, specifically mitigating the severance caused by the A3 Kingston By-pass and A240 corridors to improve safe pedestrian and cycle links between residential areas, the Hogsmill River, and the Tolworth, Chessington North, and Chessington South railway stations;
 3. Development proposals protect sites which make a fundamental contribution to the Green Belt and ensure a landscape buffer is provided to create a sensitive transition between the urban edge and the open countryside;
 4. Connections to the green infrastructure network are provided where feasible, such as supporting ecological enhancements, biodiversity, and public access at the Tolworth Court Farm Fields Local Nature Reserve and King George's Field;
 5. Development proposals for tall or mid-rise buildings are directed to the locations identified on the Policies Map unless otherwise justified, in accordance with Policy KD9 (notably clustered around Tolworth Station and the existing 22-storey Tolworth Tower) and must demonstrably step down in height to respect the adjacent lower-scale 1930s suburban housing and nearby Metropolitan Open Land; and

6. Heritage and landmark buildings are incorporated into or enhanced by development proposals, celebrating the area's heritage and culture.

- 3.47** The South of the Borough Neighbourhood features a highly varied character, including Tolworth town centre, Chessington and Malden Rushett. Over half of the neighbourhood is designated Green Belt or Metropolitan Open Land.
- 3.48** Historically an agricultural area, the area was transformed into an outer-suburban landscape following the arrival of the railway and the A3 Kingston By-pass in the 1920s and 1930s, and is predominantly characterized by 1930s semi-detached housing.
- 3.49** The area includes major economic drivers such as the Chessington Strategic Industrial Location and Chessington World of Adventures Resort. Transformational change is occurring around Tolworth Station, with high-density, residential-led mixed-use schemes like the Signal Park development (delivering new homes and a hotel) and the new Lidl UK headquarters. The wider neighbourhood has significant leisure, service, and ecological functions, including the Tolworth Court Farm Fields Local Nature Reserve.
- 3.50** Building heights typically range from 2-storey suburban homes up to the iconic 22-storey Tolworth Tower, a highly visible landmark. The Tower accommodates over 19,000 square metres of office space but currently sits vacant. While the London Plan directs Tolworth to 'protect small office capacity', managing the future of large vacant office blocks like Tolworth Tower and supporting the upgrade of building stock within the Chessington Strategic Industrial Location is key in ensuring that the employment offer remains competitive for businesses to grow and create new jobs.



- 3.51** Despite good public transport access via Tolworth, Chessington North, and Chessington South railway stations, connectivity is a challenge. The A3 dual carriageway and the railway lines create physical barriers that bisect the area, resulting in severance. This infrastructure can disrupt community cohesion, discourage active travel, and impede access to local green infrastructure like the Hogsmill River Walk and Nature Reserve, necessitating public realm interventions to mitigate pollution and establish safe pedestrian and cycle links.
- 3.52** The local green infrastructure network contains the Hogsmill river corridor, Tolworth Court Farm Fields and King Edward's Recreation Ground. The King Edward's Recreation Ground was opened in May 1901 and provides facilities for formal and informal sports (including cricket and football pitches, an outdoor gym, a multi-use games area, and a children's playground) and is valued for its circuit path.
- 3.53** The Hogsmill River and Bonesgate Stream run along the southern edge of Tolworth Court Farm Fields. At over 40 hectares, it is the borough's largest Local Nature Reserve and is designated as a Borough Grade I Site of Importance for Nature Conservation (SINC) due to its biodiversity value. The Council is working with partners. Citizen Zoo and The Community Brain, on a rewilding project on site with the shared vision to establish a dynamic, mixed-mosaic nature reserve that nurtures a more diverse and abundant wildlife population.



Surbiton Neighbourhood



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

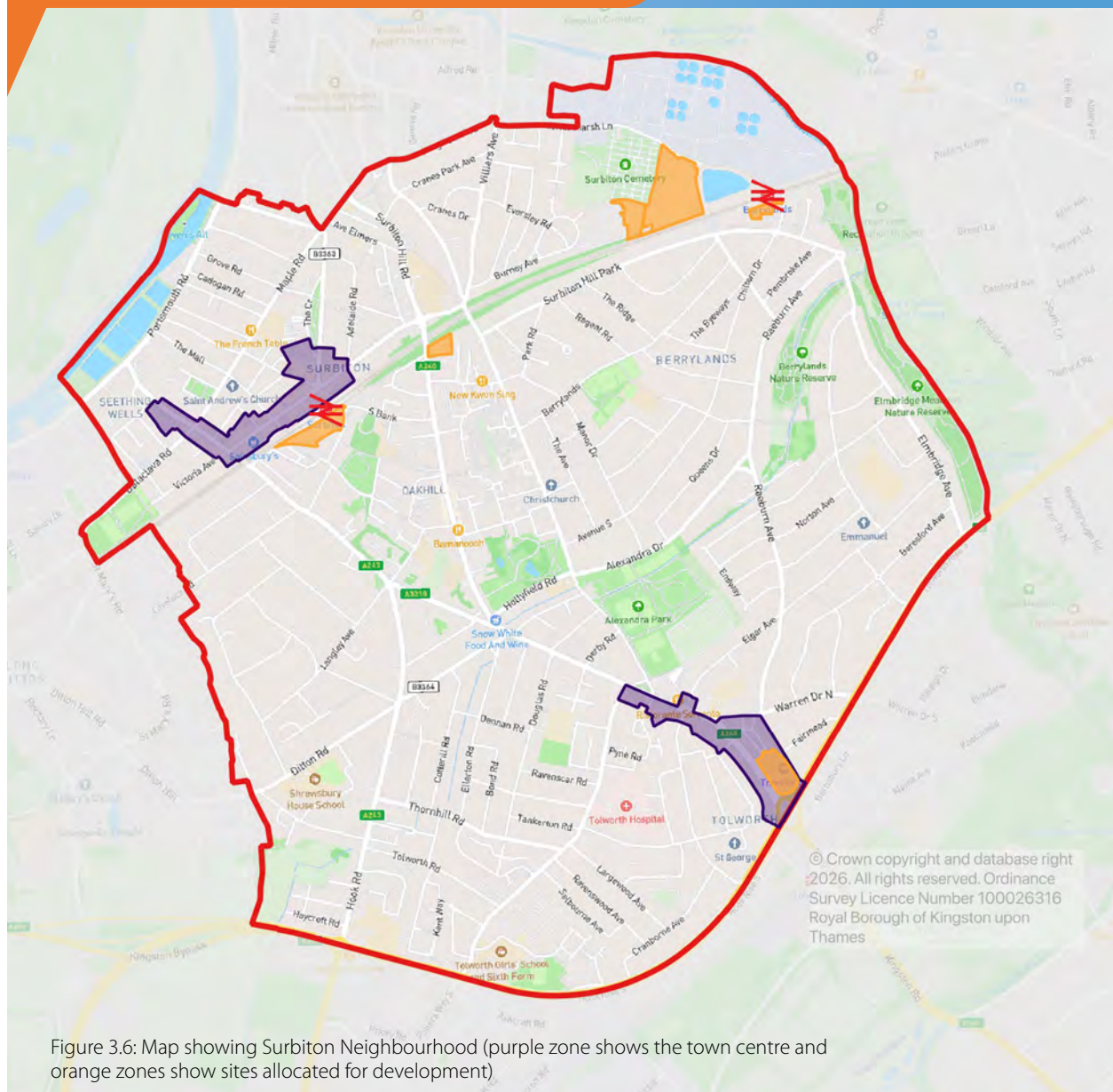


Figure 3.6: Map showing Surbiton Neighbourhood (purple zone shows the town centre and orange zones show sites allocated for development)



Strategic Policy K6: Surbiton Neighbourhood

- A. Development in the Surbiton Neighbourhood will be supported where:
1. An appropriate mix of activities is proposed, directing residential and commercial growth towards Surbiton District Centre in accordance with its London Plan designation, whilst consolidating its strong convenience retail offer and supporting the vibrant, independent evening economy and dining clusters along Victoria Road, Brighton Road, and Maple Road;
 2. The provision of small, flexible office capacity and affordable workspaces is protected and enhanced, particularly within the town centre and the established light industrial and commercial clusters around Southsea Road and Horace Road, to ensure the neighbourhood remains a competitive location for small and medium enterprises;
 3. Active travel is enhanced and physical constraints to broader connectivity are addressed, specifically mitigating the severance caused by the mainline railway, improving step-free station access, and delivering pedestrian and cycling safety upgrades at the Surbiton Station roundabout interchange and along the Portsmouth Road cycle corridor;
 4. Development proposals for tall or mid-rise buildings will preserve the prevailing 2-4 storey suburban character unless otherwise justified, in accordance with Policy KD9;
 5. Existing high-quality green and blue infrastructure is protected and integrated; and
 6. Development achieves a very high standard of acoustic design to successfully mitigate noise and vibration impacts from the adjacent mainline railway and busy arterial routes.

- 3.54 Surbiton lies to the south of Kingston Town Centre, bounded by the River Thames to the west. The pattern of development in the area is largely derived from the arrival of the railway in the mid-19th century. The fast mainline rail connection to London Waterloo is a major strategic link that accelerated the rapid suburban growth of Surbiton and influenced the area's current character and connectivity as a highly desirable commuter location. Since the late 20th century, the area has evolved to retain a strong 'village feel', driven by its attractive riverside setting along the Queens Promenade and a vibrant community known for its regular Farmers' Market and festivals. The area as a whole has seen, and will continue to see, change through the introduction of medium-density residential and commercial mixed-use schemes.
- 3.55 The Town Centre is focused along Victoria Road and Brighton Road. The part of the area focused around this commercial core is classified in the London Plan as a District Centre and identified for residential and commercial growth, a reflection of its important role in meeting the needs of the local community whilst respecting its historic townscape. Smaller independent shops and diverse town centre uses are located primarily along Victoria Road and Brighton Road. Ewell Road and Maple Road also have a distinct parade of shops, bars and restaurants.
- 3.56 Economic floorspace in the town centre is concentrated in purpose-built modern units and converted Victorian and Edwardian properties. While the London Plan directs Surbiton to 'protect small office capacity', some older stock faces pressure from residential conversion, though the area continues to attract strong demand for smaller units. The ongoing protection and provision of small, flexible workspaces is key in ensuring that the employment offer remains competitive for small and medium enterprises.
- 3.57 Parks within the neighbourhood include Victoria Recreation Ground, Fishponds Park, Claremont Gardens, Elmbridge Meadows, Hogsmill



Wood Nature Reserve and Alexandra Recreation Ground, providing recreational facilities and areas of wildlife habitats.

- 3.58** Large parts of the town centre benefit from excellent access to public transport, achieving a Public Transport Accessibility Level (PTAL) of 5 to 6. The neighbourhood is served by two rail stations in Surbiton and Berrylands. There are several bus routes which offer access to a wide range of destinations across south-west London by public transport. Growth in the town centre will be expected to be car-free, enhance bus priority and improve cycling and walking links across the railway line.
- 3.59** Surbiton Neighbourhood is closely linked to areas of Surrey, such as London Ditton, Thames Ditton and Hinchley Wood, and cross-boundary active travel connections could be improved. This would contribute towards providing opportunities for active travel to be the first choice for travel within the local area, helping to reduce car-based trips.
- 3.60** Connectivity between the station, Victoria Road, and surrounding residential areas could be enhanced by improvements to the local walking and cycling infrastructure. These would supplement the various existing local and strategic cycle routes delivered through the borough's Cycle Routes programme. These include the dedicated cycle lanes on Portsmouth Road, which link Surbiton to Kingston town centre, and connections through to the Thames Path.
- 3.61** The area has an array of high-quality historic buildings (both designated and non-designated), which include the iconic 1937 Art Deco Grade II listed Surbiton Station, the Grade II listed St Andrew's Church, and St Mark's Church. The roundabout interchange and forecourt immediately outside Surbiton Station serve as a prominent gateway feature and focal point defining the entrance to the town centre, as does the spire of St Mark's Church as the land rises from the town centre. The well-preserved Victorian and Edwardian residential streets immediately adjacent mark the transition from the commercial core to suburban areas, most notably establishing the character of the Surbiton Town

Centre Conservation Area, alongside the St Andrew's Square and Claremont Road Conservation Areas to the north, and the Oakhill and Surbiton Hill Conservation Areas to the south.

- 3.62** Building heights across the area are predominantly between 2-4 storeys within the town centre and surrounding Victorian villas. There are some taller elements, including post-war apartment blocks of three to six storeys towards Ewell Road, and blocks up to nine storeys located along Portsmouth Road overlooking the river. The retail core, focused along Victoria Road and Brighton Road, forms an important and characterful centre. Its consistent 3-4 storey terraces create a human-scale streetscape, whilst the diverse, high-quality parades of independent shops and restaurants create a lively street scene with a distinctive cultural character and sense of place.
- 3.63** The area will see change through the introduction of higher-density residential and commercial mixed-use schemes. New developments in the town centre will be car-free in areas with good public transport accessibility.
- 3.64** The River Thames, running along the western boundary of the neighbourhood, and adjacent Queens Promenade is a positive contributor to the local character and provides leisure, amenity, and biodiversity value. Development proposals along this corridor are expected to preserve the access, continuity, and overall quality of riverside paths.



4 Climate Change





Policies in this chapter:

- **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

- 4.1 This chapter sets out the Council's mitigation and adaptation measures in the planning process to address the impacts of climate change.
- 4.2 Tackling the climate crisis is at the heart of the Council's vision for the future of our borough. Climate change is one of the most significant challenges facing our society. A changing climate is expected to result in more extreme and volatile weather events, increasing the frequency and intensity of droughts, heatwaves, storms and heavy rain.
- 4.3 Many of the adverse impacts of climate change, such as extreme heat, flooding and water scarcity pose an increased risk to nature, buildings, and infrastructure. Climate change will also increase our communities' exposure to weather extremes, affecting the population's health and well-being.
- 4.4 Climate change is already affecting, and will continue affecting everyone in Kingston in this century and beyond. However some of our residents are more vulnerable to the risk than others. Very young children, older people, people in poor health and with disabilities, those that are marginalised, socially isolated, vulnerable and people on low income are just a few of those groups that will suffer the most and will therefore require the most action from the Council to balance this climate inequality.
- 4.5 The National Planning Policy Framework emphasises that addressing climate change is a key objective of land use planning and is essential for achieving sustainable development.



- 4.6 In June 2019, Kingston Council declared a Climate Emergency, setting an ambition to lead local efforts and achieve a zero-carbon borough by 2038. The Council is committed to supporting the borough to become Net Zero by 2038 and the Council's Climate Action Strategy, published in 2024, outlines several actions to help achieve the target.
- 4.7 London Energy and Greenhouse Gas Inventory (LEGGI) in 2023 identified that Kingston had one of the lowest borough emissions in London. We need planning policies supporting carbon reduction.
- 4.8 The Planning and Energy Act 2008 sets out powers for local planning authorities to set energy efficiency standards that exceed the building regulation requirements, provided such standards are 'reasonable' and comply with the usual plan-making requirements of section 19 of the Planning and Compulsory Purchase Act 2004.



Strategic Policy KC1: Climate Change and Environmental Sustainability

- A. To make Kingston a more environmentally sustainable place and net-zero carbon by 2038, the Council aims to reduce greenhouse gas emissions and increase local resilience to the impacts of a changing climate through sustainable design.
- B. This will be achieved by requiring all development to:
 - 1. Minimise greenhouse gas emissions and support the transition to a low carbon society by maximising energy efficiency, low carbon heat and local renewable energy generation;
 - 2. Support the principles of the circular economy and promote more effective resource use, to ensure that resources are kept in use for as long as possible and to minimise waste;
 - 3. Recognise and adapt to Kingston's changing climate and ensure that development mitigates the risk of overheating and flooding, and maximises comfort and wellbeing in a changing climate;
 - 4. Maximise opportunities to enhance green infrastructure and tree planting to deliver multifunctional benefits such as minimising the urban heat effect, enhancing natural carbon sinks and improving air quality; and
 - 5. Promote healthy and sustainable lifestyles in line with Kingston's net-zero carbon target.



- 4.9 The Council has declared a climate emergency. In response to this a strategic and coordinated approach will be taken to ensure that the Borough contributes significantly to mitigating climate change and is made more resilient to its environmental, social and economic impacts. Local actions are both necessary and integral to supporting wider regional and national actions to address global climate change.
- 4.10 The Climate Change Act sets the legislative basis for the UK's action on climate change. In 2019, the UK government committed England to achieving 'net zero' by 2050, following a recommendation by the Climate Change Committee. This involves a statutory requirement for a 100% reduction in total greenhouse gas emissions from 1990 levels by 2050. The Mayor of London has set a target for London to be net zero carbon by 2030.
- 4.11 To meet the 2050 target, the government sets five-yearly carbon budgets, which are statutory caps on the total greenhouse gas the UK can emit. The sixth carbon budget sets a target to reduce the UK's total emissions by 78% from 1990 levels by 2037, which accounts for three-quarters of the emissions reduction required to achieve net zero by 2050. The UK's Seventh Carbon Budget, covering 2038-2042, recommends a 535 MtCO₂e limit on greenhouse gas emissions, including international aviation and shipping, and aims for an 87% reduction below 1990 levels by 2040.
- 4.12 The Government's Clean Power 2030 Action, announced in 2024, is a strategy focused on four key areas: ensuring a secure and affordable energy supply, creating essential new energy industries supported by thousands of skilled workers, reducing greenhouse gas emissions, and limiting the UK's contribution to the damaging effects of climate change. Under Section 19 of the Planning and Compulsory Purchase Act 2004, local planning authorities are legally bound to ensure their policies, when taken as a whole, are "designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change".
- 4.13 Net zero carbon requires reducing emissions from all operational energy uses in buildings, alongside minimising both annual and peak demand, and addressing embodied carbon across the asset lifecycle. Given the scale of emissions associated with Kingston Council's estate, decarbonising both operational and embodied carbon is fundamental to achieving a net-zero carbon borough.
- 4.14 It is recognised that the level of growth anticipated will have an impact on energy demand and in turn lead to further carbon emissions. It is therefore essential developments utilise opportunities to reduce emissions. To achieve net zero carbon, the Council will work with developers to reduce carbon emissions within the locality and implement the borough's Climate Action Strategy and Local Area Energy Plan. The Council will support developments that minimise operational energy demand, maximise the use of low-carbon and renewable energy and reduce whole-life carbon emissions, contributing to climate change mitigation.
- 4.15 We recognise that a large proportion of Kingston's carbon emissions are produced by existing buildings. We therefore support proposals that will sensitively refurbish existing buildings to improve their energy use. Applications for retrofitting heritage buildings should refer to the Mayor's guidance on sustainable retrofitting.



Policy KC2:

Air Quality, Noise and Vibration

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. 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.
- D. 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.
- E. Air Quality Assessments (AQA) will be required for:
 - 1. Major developments;
 - 2. Minor development within an Air Quality Management Area and/or Air Quality Focus Area if the development is likely to adversely impact on air quality or introduce new sensitive receptors to exposure to an area of existing poor air quality; and
 - 3. Proposals that contain potential air pollution generating uses and combustion technologies.

Noise and Vibration

- F. Proposals should ensure amenity for existing, future, and neighbouring occupiers would be safeguarded, in relation to the impact of the proposed use and activity on noise, including hours of operation, vibration, dust, air quality and light pollution on future and existing occupiers.
- G. An Acoustic and Vibration Impact Assessment must be submitted with applications for developments likely to involve a significant noise or vibration generating use.
- H. Retrofitting measures to existing noise and vibration generating sources and uses sensitive to noise and vibration will be supported, to minimise the impact of noise and vibration on occupiers.
- I. Developments should seek to minimise the impact on local amenity from deliveries and from the demolition and construction phases of development.

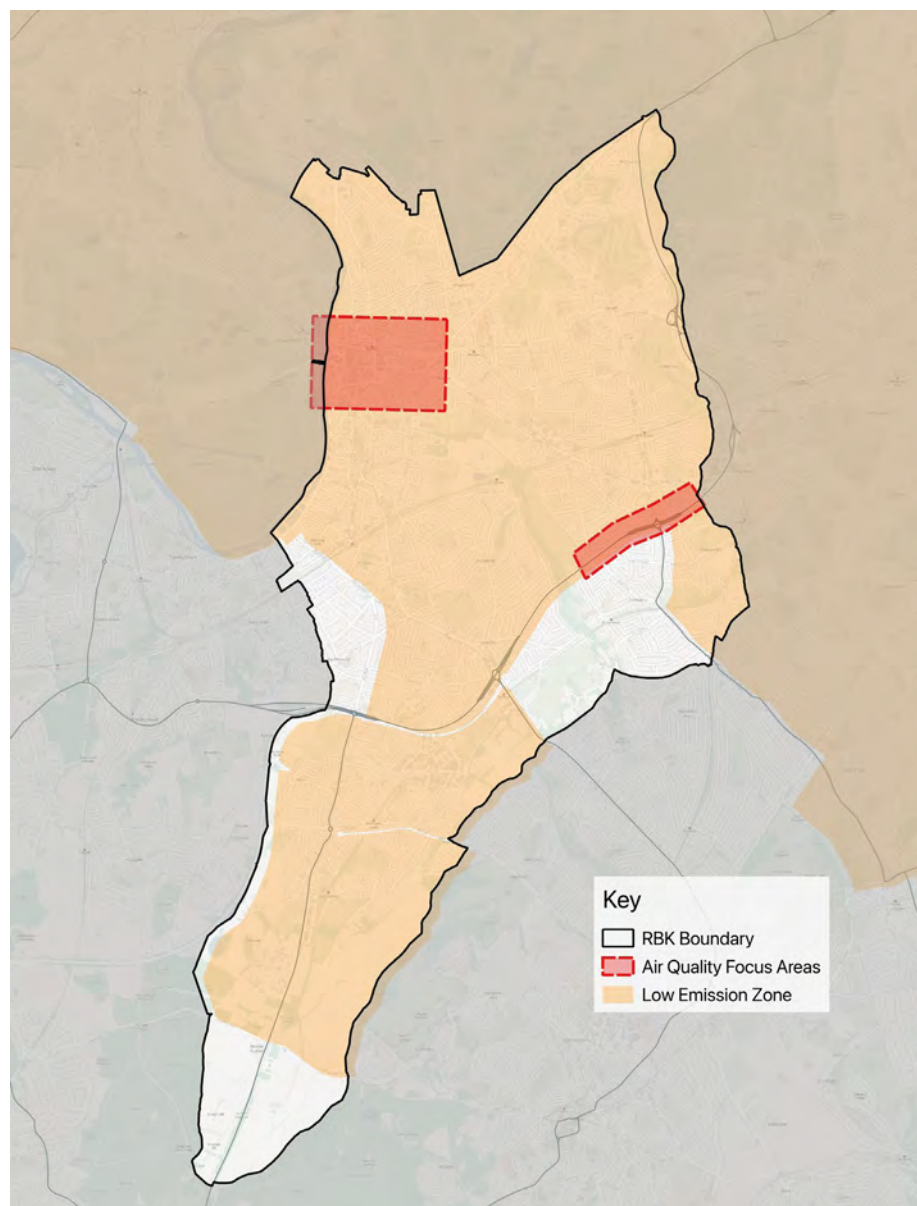


Figure 4.1: Map showing Air Quality Focus Areas and London Low Emissions Zone

Air Quality

- 4.16** Air Quality and Climate Change are key priorities for the Council, as well as being some of the important issues of our time globally. Many of the actions we can take to improve air quality will also have carbon benefits, and vice versa. As a result, it is important for the Council to integrate our air quality and climate policies, to maximise the benefits of our work.
- 4.17** 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.
- 4.18** Poor air quality is a significant public health issue for the borough and directly impacts Kingston residents' health, quality of life, and life expectancy. The impacts tend to be most heavily felt by vulnerable people, 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.
- 4.19** Around 4,000 Kingston residents live in areas with nitrogen dioxide levels that exceed regulatory limits, and every resident is exposed to PM2.5 (ultra-fine particle pollution) levels that exceed the WHO exposure limit. We need to take action to tackle this.
- 4.20** Pollution in Kingston comes from a variety of sources. This includes pollution from sources outside the borough, and, in the case of particulate matter, a significant proportion of this comes from outside London and even the UK. The Council does not have the power to restrict national or regional sources of pollution but will seek to reduce locally-sourced pollutants within its power and influence. Of the pollution 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 wood burners.



- 4.21 Kingston has declared the whole borough an Air Quality Management Area. The declaration was based on the risk of exceeding objectives for nitrogen dioxide and particulate matter (PM10).
- 4.22 Air Quality Focus Areas are areas defined by the GLA that comprise locations that not only exceed the EU annual mean limit values but are also locations with high human exposure. As such, boroughs are required to have particular regard to reducing emissions within these areas. The borough has two focus areas: central Kingston and the A3 in New Malden/West Barnes.
- 4.23 New developments are expected to contribute towards improving local air quality, particularly where they include potentially major new sources of emissions or could significantly increase traffic-generated emissions. Some developments such as schools, nurseries, hospitals and care homes for the elderly and also housing, may be particularly affected by the potential impacts of poor air quality on the occupants of the development.
- 4.24 '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.
- 4.25 If Air Quality Neutral status cannot be achieved, the Mayor's Sustainable Design and Construction SPG sets out the actions that should be considered. When all measures to achieve Air Quality Neutral status have been utilised, a financial contribution to offset the impact of the development on air quality may be considered as a final intervention. The process and calculation are set out in the GLA's Air Quality Neutral Planning Support Document (AQNPSPD).
- 4.26 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. Large-scale developments should outline the air quality positive approach taken at

the design stage, demonstrating how air quality has been considered holistically and how benefits to local air quality have been maximised. 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.

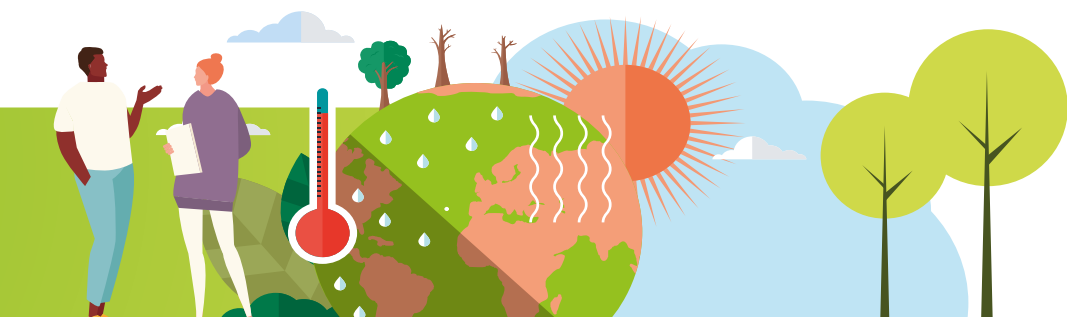
Noise and Vibration

- 4.27 Noise and associated vibration can affect and have a direct impact on noise sensitive uses, particularly housing, but also other sensitive uses such as schools and hospitals and impact upon people's health and wellbeing. Some areas of the borough are subject to significant noise disturbance. Existing and potential noise levels will be taken into account when assessing a proposal for residential development. Noise levels both inside the dwelling and in external amenity spaces will be considered. The Council will therefore require a careful assessment of likely noise levels before determining planning applications.
- 4.28 Proposals will be expected to submit an Acoustic and Vibration Impact Assessment where sites are located in high-noise areas or where a new development is likely to generate significant noise or vibration. This will enable the consideration of how the existing noise environment affects any proposed noise sensitive development and the potential impact that new noise generating development will have on the local area.
- 4.29 Noise generating uses include pubs, bars, night clubs and industrial development. Noise sensitive uses include residential development, care homes and schools.
- 4.30 Noise generating uses should be protected for the benefit of the wider community and the local economy. Development proposals in the vicinity of these types of facilities must be designed to ensure such uses remain viable, can operate without the threat of closure due to noise



complaints and can continue to operate as they are without licensing restrictions. This is particularly important in town centres.

- 4.31** We will seek to protect open spaces as tranquil havens with positive soundscapes where people can interact with the natural acoustic environment, including natural sounds, animal vocalisation, weather, water and river flows. Development proposals should recognise and respond positively to the value of tranquil and quiet areas. Opportunities should be taken to protect and enhance these environments for the benefit of the local community and biodiversity.
- 4.32** Issues of noise and nuisance are considered on a site-by-site basis having regard to the proposal, site context and surrounding uses in the context of related policies and guidelines.



Policy KC3: Flood Risk

- A. To minimise and manage flood risk, development proposals must:
1. Apply a sequential approach to the location of new development to avoid flood risk to the population and property whilst taking account of the long-term impact of climate change,
 2. Not increase flood risk and reduce the risk of flooding from all sources;
 3. Make space for water by providing an undeveloped setback from rivers and other watercourses; and
 4. Be designed to remain safe and operational under flood conditions.
- B. A site specific Flood Risk Assessment (FRA) will be required for all development proposals within Flood Zone 2, 3a and 3b, all major development in Flood Zone 1, and elsewhere in the Borough where development may be at risk of other sources of flooding. The FRA must provide sufficient information for the Council to assess whether the requirements of the Sequential and Exception Tests have been satisfied. The FRA must:
1. Be proportionate with the degree of flood risk posed both to and by the development;
 2. Take account of all potential sources of flooding both on and off-site;
 3. Make an appropriate allowance for the hazard posed by climate change over the lifetime of the development; and
 4. Have regard to the recommendations of the latest Council's Strategic Flood Risk Assessment (SFRA), Surface Water Management Plan (SWMP), Local Flood Risk Management Strategy (LFRMS) and the Mayor of London's Regional Flood Risk Appraisal (RFRA).



- C. Where development proposals satisfy the Sequential and Exception Tests (which apply to all sources of flooding) they must be designed to ensure that:
1. The most vulnerable land uses are directed to areas of the site that are at lowest risk of flooding;
 2. There is no net loss of flood storage capacity and adequate provision is made for flood storage and compensation, with priority given to on-site provision;
 3. There is no detrimental impact on the natural function of the floodplain and floodwater flow routes across the site; and
 4. Appropriate mitigation measures are incorporated to address any residual flood risk, including safe access and egress for all likely users of the development.
- D. Developments within the 1 in 30-year Risk of Flooding from Surface Water extent will be treated as if they were in Flood Zone 3b. Where it is beneficial to flood risk or other planning requirements, development may occur through the relocation of the existing building's footprint within a site size. Developments in these areas must not increase flood risk in other places but should reduce flood risk overall.
- E. Permissible basement developments within a fluvial, surface water, or groundwater flood risk area should be fitted with resilience measures. These measures should align with the flood risk thresholds detailed in the Strategic Flood Risk Assessment.

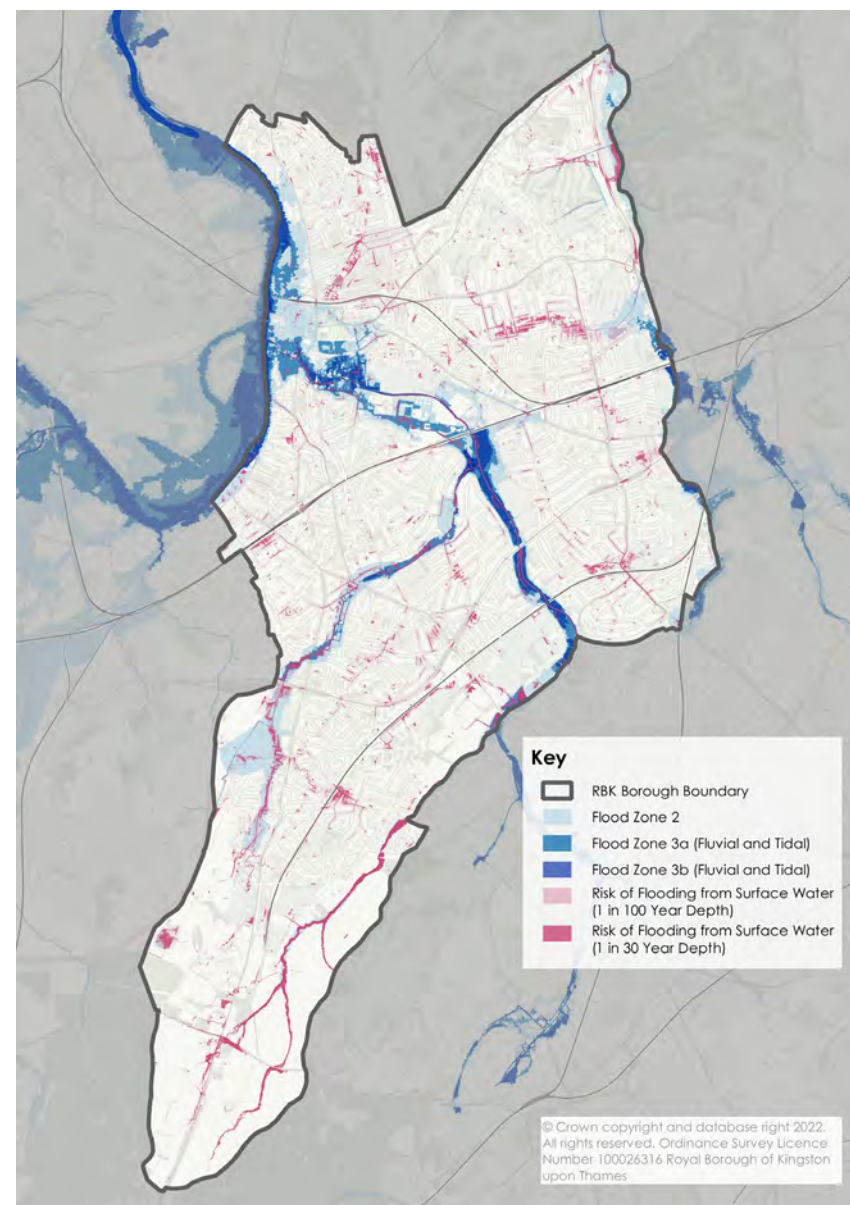


Figure 4.2: Map showing Flood Zones



- 4.33 Under the Flood Risk Regulations 2009, the Environment Agency manages flood risk from main rivers, the sea, and reservoirs. The London boroughs are Lead Local Flood Authorities (LLFAs) and are responsible for managing local sources of flood risk, including surface water run-off, groundwater, and ordinary watercourses. LLFAs are required to produce Flood Risk Management Strategies and local planning authorities are responsible for ensuring preliminary flood risk assessments are met.
- 4.34 Climate change will result in extreme flood events occurring more frequently in the future, potentially affecting residents, businesses, heritage and other assets across significant parts of the borough. The latest climate change guidance should be used to inform new development schemes.
- 4.35 The borough is affected by a range of flooding risks. Figure 4.2 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 Beverley Brook along the borough's eastern boundary.
- 4.36 A Strategic Flood Risk Assessment has been prepared to support this Local Plan to enable an up-to-date understanding of flood risk (section 5). It provides an assessment of all the sources of flooding in the borough to provide a basis for applying the sequential test and, therefore, guide future development to the most sustainable locations of minimal flood risk. Level 2 Strategic Flood Risk Assessments have also been undertaken to provide detailed recommendations for site allocations included in this Local Plan.
- 4.37 The NPPF and accompanying PPG state that a sequential, risk-based approach to the location of development should be applied, with the aim of avoiding possible flood risk to people and property and taking the impacts of climate change into account. This is reinforced by London Plan Policy SI12.
- 4.38 All Flood Zone 3b land represents land where water has to flow or be stored in times of flood. Therefore, it remains essential that development in this zone is designed to be safe and does not displace flood risk to land elsewhere in the borough. New development within these areas should not intensify flood risk by increasing the floor space (including building footprint or number of floors) or by introducing a higher vulnerability use (for example, converting employment land to residential use).
- 4.39 Development should be located away from flood zones. In areas susceptible to flooding, buildings must be designed to effectively mitigate the risks to users by following the requirements outlined in Kingston's Strategic Flood Risk Assessment and those laid out by the Environment Agency. We are committed to reducing the risk of flooding and will work closely with national and regional partners and neighbouring authorities to achieve this.
- 4.40 Surface water hotspots are areas where surface water flooding is particularly likely to occur. These locations are identified by local authorities as areas where rainwater runoff accumulates and poses a risk of flooding due to factors like topography, drainage infrastructure, and land cover.
- 4.41 The National Standards Sustainable Drainage Systems should inform the design of surface water drainage systems for new infrastructure and development, whether on greenfield or brownfield sites.
- 4.42 Development proposals are required to ensure that runoff from hard surfaces receives an appropriate level of treatment in order to reduce the risk of pollution to waterbodies or other habitats. The Construction Industry Research and Information Association's Sustainable Drainage Systems guidelines set out guidance on how this can be achieved.
- 4.43 A Site-Specific Flood Risk Assessment should identify the sources of flooding, assess the risk to and from the site, and demonstrate



how they will be managed and mitigated. The assessment should set out the conclusions of the Sequential and Exception Tests and include a Topographical Survey that demonstrates how surface water flows across the site, using contours and details of permeable and impermeable land for existing and proposed sites. The proposed mitigation should be incorporated into the plans (e.g., finished floor levels, living roofs, etc.) and contribute positively to the street scene, visual amenities, and biodiversity.

- 4.44 Where a safe and dry means of escape cannot be provided, a Flood Evacuation Management Plan will be required to detail how a building would operate safely during a flood event and ensure the safety of all occupants, including those working in any commercial space.
- 4.45 Within Flood Zone 3b, the redevelopment of existing developed sites will only be supported if the land use is not intensified and a net reduction in flood risk is proposed. The change of use or conversion to uses with a higher vulnerability classification will not be allowed. The restoration of the functional floodplain will be supported.
- 4.46 The step approach in section 6.3 of the SFRA indicates that voids are an appropriate tool to provide flood storage compensation. Since the SFRA was published, the PPG has been updated and now indicates that voids and use of stilts should not normally be relied on to compensate for any loss of floodplain storage. The PPG explains that this is because voids do not allow water to freely flow through them, trash screens get blocked, voids get silted up, they have limited capacity, and it is difficult to stop them being used for storing belongings or other materials.
- 4.47 Flood mitigation and resilience measures must be seamlessly integrated into a development without causing harm to the public realm, local character, or overall design quality. To effectively reconcile competing planning objectives, the strategy for addressing flood risk must be embedded at the earliest conceptual stages of the design

process. This proactive approach ensures that potential tensions (most notably the conflict between raising finished floor levels for flood safety and providing inclusive, step-free access) are designed out wherever feasible. If poorly executed, flood avoidance measures risk creating barriers that can exclude certain groups, particularly older people and those with reduced mobility. Therefore, development must use innovative, inclusive design solutions that are safe, sustainable, and accessible for all users. Any tensions arising between flood risk mitigation and other planning requirements do not justify the delivery of unsafe development.



Policy KC4: Sustainable Drainage

- A. Major development must incorporate Sustainable Drainage Systems (SuDS) to alleviate and manage surface water flood risk.
- B. Development should aim to achieve greenfield run-off rates and demonstrate how all opportunities to minimise site run-off have been taken in line with the Sustainable Drainage Hierarchy set out in the London Plan and the actions listed in the London Sustainable Drainage Action Plan.
- C. Sustainable Drainage systems must incorporate a management treatment train to minimise risk of pollution to ground and surface watercourses.
- D. Connections to the foul sewer will not be permitted unless it is demonstrated that no other drainage method is technically feasible.
- E. A Drainage Strategy and Sustainable Drainage System Report are required for all Major developments and any development within a Critical Drainage Area. The strategy must demonstrate that runoff rates are attenuated to greenfield rates (or as close as reasonably



practicable on brownfield sites, supported by robust justification).

- F. For new residential developments, the use of impermeable surfacing for private gardens and driveways will be resisted. Permeable paving or soft landscaping must be prioritised to manage micro-drainage.

- 4.48 Where a safe and dry means of escape cannot be provided, a Flood Evacuation Management Plan will be required to detail how a building would operate safely during a flood event and ensure the safety of all occupiers, including those working in any commercial space.
- 4.49 In urban areas, surface water is an additional source of flood risk. Rainwater falling onto impermeable surfaces such as buildings and hard surfaces has traditionally been disposed of via the surface water drainage network. Incremental urbanisation of the borough and finite drainage network capacity has increased surface water flooding in recent years.
- 4.50 The Kingston Infrastructure Delivery Plan has identified existing and planned flood alleviation schemes. These schemes aim to mitigate both identified and predicted flood risks, while considering the cumulative impact of development.
- 4.51 Sustainable Urban Drainage Systems (SuDS) are engineering approaches that can manage surface water drainage to mimic the natural environment. Surface water management is essential to reducing future flood risk to a site and its surroundings. Reducing the discharge rate from urban sites to close 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.
- 4.52 Sustainable Urban Drainage Systems (SuDS) should be integrated into site design and avoid reliance on underground attenuation. This

can provide several benefits, such as: improving the quality of runoff discharged from the site, capturing and reusing site runoff for irrigation and non-potable uses, benefiting biodiversity, and providing urban cooling and green spaces that offer recreation and improved visual amenities.

- 4.53 Sustainable drainage measures are particularly important in areas with sewer capacity limitations. Over the coming decades, their widespread implementation will assist London's climate change resilience and avoid the need for further major sewer tunnel projects.
- 4.54 Proposals for SuDS involving infiltration should be discussed with the Environment Agency to determine their suitability regarding the impact of any drainage into the groundwater aquifer.
- 4.55 Hard landscape surfacing should be minimised in any development or planning application to maximise the efficacy of sustainable drainage systems, mitigate flooding, enhance biodiversity, and promote urban greening. Permeable paving and surfacing options should be utilised in development, and their permeability maintained.



Policy KC5: Water efficiency

- A. Non-domestic developments of 500sqm or more, including mixed-use development, must achieve 'Excellent' rating under the BREEAM New Construction (Non-Domestic Buildings) 2018 scheme, or future equivalent, unless it can be demonstrated that this is not feasible.
- B. All new buildings should minimise the use of mains water achieving a maximum consumption of 105 litres per head per day, excluding allowance of up to five litres for external water consumption.
- C. Major residential developments must incorporate on-site greywater or rainwater recycling systems to reduce mains water consumption,



unless demonstrated to be technically unfeasible or financially unviable.

Water Supply and Wastewater Infrastructure

- D. Where appropriate, planning permission for developments requiring off-site upgrades will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.
- E. Proposals for developing or expanding water supply or wastewater facilities will generally be supported, provided the benefits outweigh any negative impacts and a plan is in place to address environmental concerns.

- 4.56 The Environment Agency has designated London and South East England as areas of serious water stress, meaning that more water is taken from the environment than the environment can sustain long-term. Future pressures on water resources will continue to increase and key factors are population growth and climate change. Therefore water efficiency measures employed in new development are an important tool to help us sustain water supplies for the long term. Developments will be required to design for water-efficiency and to reduce water consumption
- 4.57 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). This is in line with the national technical standard set out in Part G of the Building Regulations 2013. All residential developments must meet this requirement, including conversions, reversions, changes of use, and extensions that create one or more new dwellings.
- 4.58 Promoting water efficiency measures, including on-site greywater recycling, is crucial to ensuring the long-term sustainability of water

supply and wastewater infrastructure within the district/borough. The incorporation of on-site greywater recycling systems contribute to a significant reduction in mains water consumption and minimise the volume of wastewater discharged to the public sewerage system.

- 4.59 The Council may use planning conditions to ensure compliance with the water efficiency standards.
- 4.60 It is recommended that applicants for major developments consult with Thames Water at the early stage of designing to determine the following:
 - i. On-site and off-site water supply and network infrastructure requirements.
 - ii. On-site and off-site sewage/wastewater treatment and network infrastructure requirements and whether they can be met.
 - iii. The development's surface water drainage requirements and flood risk, both on and off-site, and whether they can be met.
- 4.61 Proposals for developing or expanding water supply or wastewater facilities will generally be supported, provided that the need for such facilities outweighs any adverse land use and is subject to the scheme addressing any environmental impact.
- 4.62 Developers are encouraged to contact the water/wastewater company at the earliest stage of their development proposals to discuss the intended delivery programme and identify potential water and wastewater network reinforcement requirements. Where there is a capacity constraint, the Council may, where appropriate, apply phasing conditions to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.
- 4.63 The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development in accordance with the provisions of the



Development Plan, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land use or environmental impact that any such adverse impact is minimised.



Policy KC6: Managing Heat Risk

- A. All developments should be designed to use passive methods to control overheating risks and minimise the need to provide active cooling. Proposals should use site layout and building design to improve ventilation and reduce the risk of overheating. Natural ventilation and cooling should be prioritised, unless prevented by issues such as poor air quality or noise.
- B. Major development proposals must submit an Overheating Risk Assessment (using CIBSE's Dynamic Thermal Modelling) demonstrating adherence to the London Plan Cooling Hierarchy.

- 4.64 Climate change means we are already experiencing higher average temperatures, resulting in more frequent overheating.
- 4.65 The high density of buildings and paved surfaces in urban areas means that more heat is absorbed during the day, heating 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. Layouts for outdoor amenity spaces and public realm should incorporate passive shading through tree planting and/or pergolas to mitigate seasonal heat stress.
- 4.66 Overheating in buildings causes discomfort and can pose health risks to occupants, particularly to the vulnerable and elderly. It also

increases reliance on active cooling systems. Design solutions, such as dual-aspect windows, passive ventilation, and incorporating cooling measures such as overhangs, blinds, and trees to provide shading, are necessary to mitigate overheating and avoid health risks.

- 4.67 Active air conditioning systems can use intensive energy and produce higher emissions. They also require external heat release, further contributing to the urban heat island effect. As such, natural cooling solutions (such as external shading, devices, blinds and/ or painting surfaces white) should be first explored.
- 4.68 All new developments and public realm spaces should be designed to manage heat risk. Development proposals should investigate potential measures and incorporate these wherever possible. Insulation and building fabric upgrades should not result in overheating and should ensure adequate ventilation along with passive or active cooling.



Policy KC7: Minimising Greenhouse Gas Emissions

- A. Major developments within the borough are required to be zero carbon. All other developments must demonstrate that operational energy demand and associated carbon emissions have been minimised as far as practicable. This must be achieved by rigorously applying the energy hierarchy:
 - 1. Be lean: use less energy and manage demand during operation.
 - 2. Be clean: exploit local energy resources and supply energy efficiently and cleanly.
 - 3. Be green: maximise opportunities for renewable energy by producing, storing, and using renewable energy on-site.
 - 4. Be seen: monitor, verify, and report on energy performance.
- B. Major developments should align with the Future Homes and



Building Standards (and any subsequent updates), and where applicable, meet the targets and limits set out in the Net Zero Carbon Buildings Standard (NZCBS). Post-construction, developments must provide verified operational energy performance data in accordance with the “Be Seen” principle, demonstrating that in-use energy performance aligns with design-stage predictions or, where relevant, supports NZCBS verification and certification requirements.

- C. All major developments must submit a Whole Life-Cycle Carbon Assessment. The assessment should demonstrate a proportionate approach to measuring and reducing carbon emissions across the full development lifecycle, including embodied carbon and anticipated operational carbon impacts. Proposals should clearly set out measures to minimise carbon emissions through design, specification, construction, and end-of-life stages, and should where appropriate demonstrate alignment with the embodied carbon limits and guidance set out in the Net Zero Carbon Buildings Standard (NZCBS), or equivalent best practice standards and guidance.
- D. Where it can be robustly demonstrated that the carbon reduction requirement cannot be fully achieved on-site, a cash-in-lieu contribution to the Council’s Carbon Offset Fund will be required, calculated at the price set out in the London Plan (or locally adopted equivalent).

- 4.69 In London, homes and workplaces produce approximately 78% of greenhouse gas emissions. Improving energy efficiency is vital if Kingston is to be zero-carbon by 2038. 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 well-being of the borough’s residents.
- 4.70 Developments should be designed to reduce the extent of heat loss by reducing the number of junctions and optimising elevation design

to create passive energy efficiency, as well as optimising orientation and utilising dual aspects. Passivhaus principles should be followed in the design stages of a development, and where possible in retrofitting existing buildings.

- 4.71 Kingston Council expects all new developments to be net-zero carbon, which will be achieved by minimising carbon emissions per the energy hierarchy: Be Lean, Be Clean, Be Green and Be seen. This energy hierarchy was identified in the London Plan and prioritises reducing carbon emissions from new developments. It emphasizes a sequential approach to energy efficiency, starting with minimizing energy demand and progressing to on-site renewable energy generation and transparent monitoring. Guidance is given in the 2022 GLA report ‘Energy Assessment Guidance: Greater London Authority guidance on preparing energy assessments as part of planning applications’.
- 4.72 Major developments should report their total Energy Use Intensity (EUI) and space heating demand, demonstrating how these align with relevant benchmarks, including the GLA targets and, where appropriate, the performance ranges set out in the Net Zero Carbon Buildings Standard (NZCBS). Overheating risks must be assessed and managed in accordance with the requirements of the Local Plan policy on Managing Overheating, ensuring compliance with recognised industry guidance and maintaining occupant comfort under current and projected climate conditions.
- 4.73 The next revision of Part L 2021 of the Building Regulations is referred to as the Future Homes Standard for new domestic buildings and the Future Buildings Standard for new non-domestic buildings. The Future Homes and Building Standard was published in March 2026 and is set to take effect in March 2027. The Future Homes Standard is relevant for new domestic buildings and the Future Buildings Standard for new non-domestic buildings. It mandates that new homes in England produce at least 75% less CO₂ emissions than 2013 standards.



It effectively bans gas boilers, requiring heat pumps and solar PV as standard, ensuring homes are “zero-carbon ready” by 2050.

- 4.74 All major residential development will be required to demonstrate how emissions savings have been maximised at each stage of the energy hierarchy towards achieving net zero carbon emissions on site.
- 4.75 Whole Life Carbon Assessments should be clear, measurable and compare demolition and retention. They should be aligned with the UKGBC Net Zero Whole Life Carbon Roadmap trajectories to ensure the Whole Life Carbon Assessments (WLCA) contribute directly to the UK’s 2050 net zero targets.
- 4.76 The carbon reduction targets should be met on-site. Only where it is demonstrated that they cannot be fully met on-site due to physical or design constraints may any shortfall be offset through local carbon offsetting. The offset payment to the Council will be used to help fund carbon reductions on other sites in the borough. Offset payments will be chargeable in line with the GLA and regularly reviewed.



Policy KC8: Energy Generation

- A. Major developments within the Heat Network Areas (as shown on the Policies Map) must connect to the decentralised heat network. When a heat network is:
 - 1. Present: Proposals should make all reasonable attempts to connect the development to the decentralised heating network (and connect to existing developments in its vicinity).
 - 2. Planned: Proposals should make all reasonable efforts to ensure the development is designed to allow for a cost-effective connection later to the planned heating network.
 - 3. Not in place: Proposals should investigate the feasibility of establishing a decentralised heating network. In cases where the Council advises that there are no plans for a heating network at the site, the development should have a communal low-temperature heating system (following the London Plan’s Heating Hierarchy) and explore the possibility of connecting with and supplying surrounding developments.
- B. Heat should be provided through low-carbon fuels, and developments should avoid connection to the gas grid unless it is robustly demonstrated that no other low-carbon heating solution is technically feasible or viable. Development proposals that include fossil-fuel-based Combined Heat and Power (CHP) or biomass boilers will be resisted.
- C. Major development proposals must submit an Energy Strategy detailing an estimated operational energy demand and carbon emissions, and demonstrating how these are reduced through each stage of the energy hierarchy. The strategy should also demonstrate that opportunities for connection to heat networks and for the use of secondary heat sources and low-carbon and renewable energy technologies, have been fully assessed and maximised where feasible.

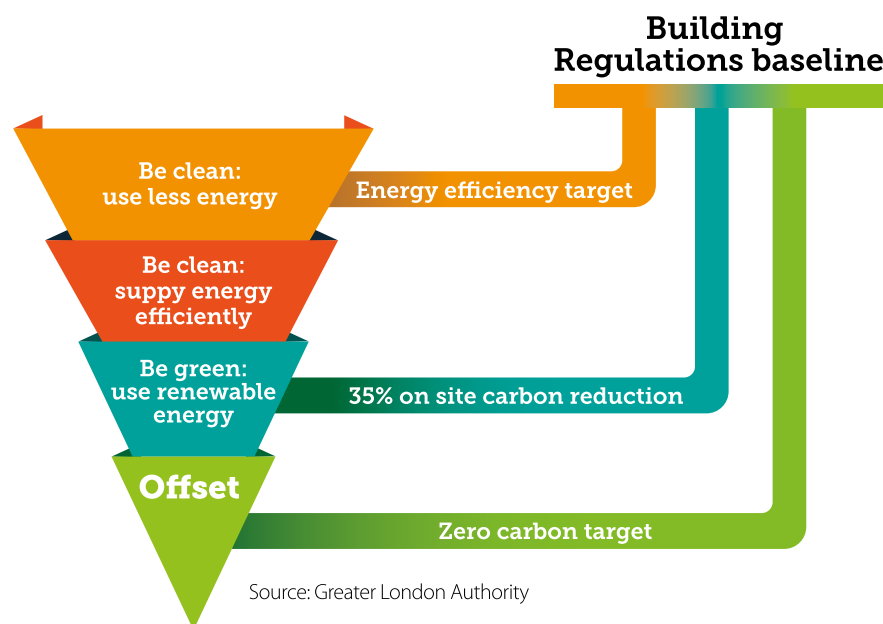
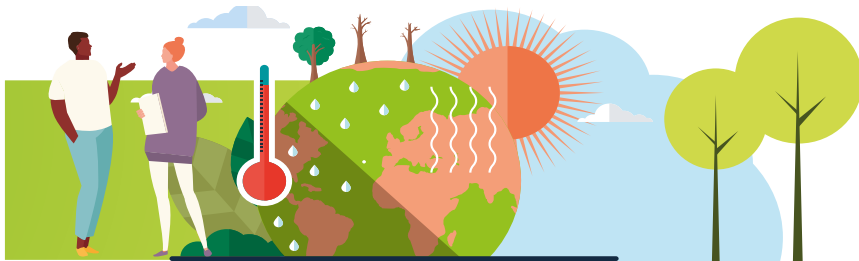


Figure 4.3: Diagram showing Energy Hierarchy



- 4.77 The Planning and Energy Act 2008 sets out powers for local authorities to require a proportion of the energy related to new development to be sourced in the locality of the development through renewable or low-carbon generation.
- 4.78 Decentralised energy and local secondary heat sources will become an increasingly important element of London's energy supply. They will help Kingston become more self-sufficient and resilient in its energy needs.
- 4.79 More efficient energy supply and usage methods within developments are required to help achieve the Council's Climate Emergency zero-carbon target and London's net carbon target. The Council supports the development of decentralised energy systems, including a district heat network based on extracting heat from the waste water expelled from the local sewage treatment plant, acknowledging their important role in the borough's future sustainable energy supply. Parts of the borough have been designated as Heat Network Areas. The Council will also support proposals for other forms of green energy, such as solar panels, where appropriate.
- 4.80 The South London Local Area Energy Plan provides context surrounding the current and future energy infrastructure and requirements of eight South London boroughs. The Plan aims to support a change in the energy efficiency of buildings and identify constraints and risks in energy transition, while planning for sustainable reinforcement of the grid. The Plan and associated mapping should be a consideration in development across the borough as it relates to energy infrastructure, supply and demand.
- 4.81 This is an area of innovation and there may be new technology which emerges over the Local Plan period. In addition there may be future legislation or policy changes relevant.

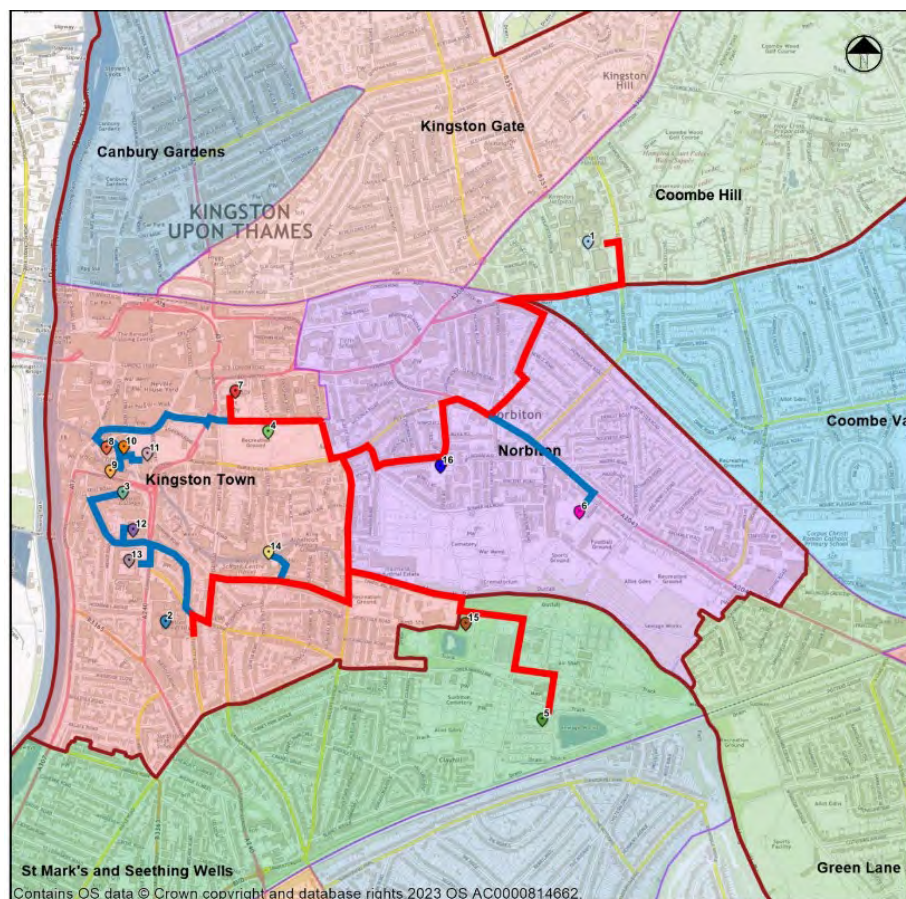


Figure 4.4: Diagram showing the proposed district heat network in Kingston. The DHN areas will cover Kingston Town, Norbiton, St Mark's & Seething Wells, and Coombe Hill ward areas.



Policy KC9:

Ground Contamination and Hazardous Substances

- A. Development proposals must:
 1. Ensure safe transportation, storage, and use of hazardous substances;
 2. Protect neighbouring occupiers and the natural environment from remediation impacts; and
 3. Consult the Health and Safety Executive (HSE) and the Environment Agency (EA) on proposals involving hazardous substances where required.
- B. Development within consultation zones for Hazardous Substances or High Pressure Pipelines must demonstrate that the proposal will not increase the risk of a major accident or compromise public safety.
- C. Development on contaminated sites will be supported in principle if it can be demonstrated that the sites can be rendered suitable for the proposed end use in terms of the impact on human health, public safety and the environment, including underlying groundwater resources.

4.82 Contaminated land is defined within the Environmental Protection Act 1990. It refers to land that has been polluted with harmful substances to the point where it could pose an unacceptable risk to human 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. Through the planning process we will seek that all development is appropriate to its location, whilst requiring landowners and developers to fulfil their responsibility for securing safe development where a site is affected by contamination.



- 4.83 All development proposals on, or adjacent to land potentially affected by previous contaminative land use will need to apply the latest government guidance on land contamination.
- 4.84 Development proposals enabling contaminated sites to be brought into beneficial use should demonstrate that after remediation land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990. Remediation proposals to deal with contamination must be agreed with the Council prior to the commencement of any works.
- 4.85 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.
- 4.86 For land that is contaminated or if there is a reason to believe contamination could be an issue, applicants should engage with the Council's local planning and environmental health departments. This would include seeking advice on whether the land can be determined as contaminated land (under Part 2A of the Environmental Protection Act 1990), what type of Land Contamination Risk Assessment is needed to support the proposal, and the issues that must be considered in the design of a development. If an Environmental Impact Assessment is also required, information from the risk assessment should be used to inform it.
- 4.87 When contaminated land has the potential to affect watercourses or groundwater, the Environment Agency should be contacted, as in certain circumstances it is the responsible authority under the Environmental Protection Act 1990.



Policy KC10: Sustainable Construction and Supporting the Circular Economy

- A. Proposals involving the demolition of existing buildings must demonstrate, via a pre-demolition audit, that retrofit is not technically feasible or viable.
- B. Non-residential schemes involving the conversion, extension, refurbishment, or change of use of an area of 500m² or more should achieve BREEAM 'Excellent' (or equivalent).
- C. Large-scale developments referable to the London Mayor should be accompanied by a Circular Economy Statement. The statement should outline how the proposal will design-out waste at each life-cycle module/stage and review the potential to retain and include on-site materials before considering off-site options.
 1. Where a proposal involves substantial demolition works, the statement should demonstrate that the carbon benefits of demolition can outweigh the benefits of retrofitting existing buildings.
 2. Development proposals must demonstrate a minimum of 20% recycled or reused content, by value, for the whole building.

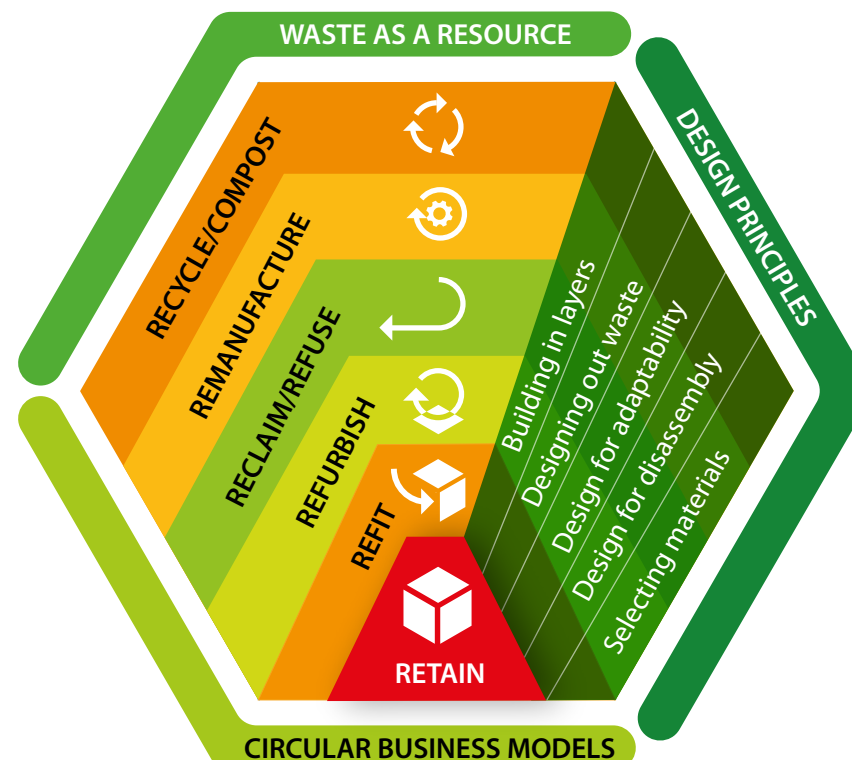


Figure 4.5: Diagram showing Circular Economy

- 4.88 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 goal is to retain the value of materials and resources indefinitely, with no residual waste. This is possible, but it will require a transformational change in how buildings are designed, built, operated and deconstructed.
- 4.89 Wherever possible, the reuse and retrofit of existing buildings should be prioritised before considering demolition and new build development. Retaining and adapting existing buildings can significantly reduce



whole-life environmental impacts, including embodied carbon, as well as minimise construction related disruption such as noise, waste generation, and air pollution.

- 4.90** Kingston must move towards a more circular economy in conjunction with the rest of London to conserve resources, improve the resource efficiency of businesses, and help reduce carbon emissions. The successful implementation of circular economy principles (including eliminating waste and pollution, circulating products and materials at their highest value, and regenerating natural systems) will help reduce the volume of waste 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 reuse and recycling of materials over their disposal.
- 4.91** Proposals for adapting historic and traditionally built buildings should follow a 'Whole-House Approach' that considers the building's context, condition and occupant behaviour to achieve effective and sustainable improvements in building performance whilst maintaining significance. Building works should consider the natural ventilation of the building and allow for sufficient drainage to help reduce risks from maladaptation.
- 4.92** Historic England provides guidance on the responsible retrofitting of historic and traditional buildings, establishing a framework to balance necessary energy efficiency improvements with the protection of heritage assets. Their guidance advocates for a hierarchy of intervention, prioritising reversible and low-impact measures (such as routine maintenance, draught-proofing, and the installation of secondary glazing) before more invasive thermal upgrades are considered. London Councils has also produced the London Retrofit Heritage Homes Guide which provides guidance on sensitive, low-carbon upgrades that preserve the city's historic architectural heritage.



Policy KC11: Waste and Recycling Management

- A. Developments should seek to minimise waste during both construction and operation of the development, and should provide clear details in plans for the facilities needed for the storage and collection of waste and recycling.
 - B. Development must provide waste storage in accordance with London Plan Policy SI 7 and the Council's Recycling & Waste Technical Planning Guidance (or successor documents).
 - C. Waste and recycling facilities should minimise noise and smell impacts to surrounding occupants and incorporate biodiversity measures where appropriate externally.
 - D. Where a development proposal incorporates the public realm, provision of appropriate recycling and waste management facilities will be required.
 - E. Proposals for new waste facilities and for the development of existing waste sites should comply with the policies in the South London Waste Plan (SLWP).
- 4.93** 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.
- 4.94** 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).



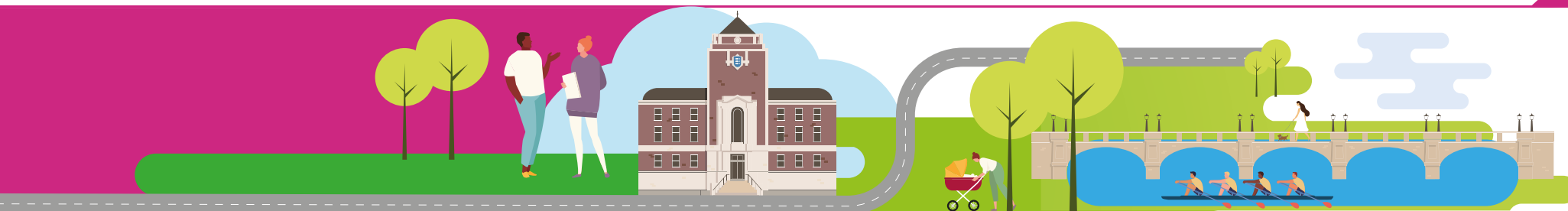
- 4.95** The Council has published the London Borough of Sutton and Royal Borough of Kingston Upon Thames Joint Recycling and Waste Technical Planning Guidance. It provides guidance on the waste storage and collection requirements that should be considered for residential developments in Sutton and Kingston and will be regularly reviewed.
- 4.96** 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.
- 4.97** 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.

- 4.98** 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.



5 Design and Heritage





Policies in this chapter:

- **Policy KD1:** Delivering High Quality Design
- **Policy KD2:** Public Realm
- **Policy KD3:** Inclusive Environments
- **Policy KD4:** Adaptable Design
- **Policy KD5:** Residential Extensions
- **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

- 5.1 This chapter sets out the Council's strategic approach and planning policies for delivering the highest standards of design and conserving the historic environment across the borough. High-quality design is an essential component of sustainable development and the delivery of 'Good Growth' across the borough. The National Planning Policy Framework emphasises that creating high-quality, beautiful, and sustainable buildings and places is fundamental to the objectives of planning and development.
- 5.2 Development pressures are driving growth and change across the borough, and as a result, the borough's character and appearance will naturally evolve to reflect these opportunities. To ensure this transformation is successful, the Council is committed to maintaining the highest design standards to create attractive, sustainable, and resilient places for the benefit of all Kingston residents and visitors alike.
- 5.3 The policies in this chapter provide a framework to guide the design of all new developments, ensuring that new developments positively respond to their local context, respect the area's heritage and successfully optimise the site's capacity.



Policy KD1: Delivering High Quality Design

- A. Development proposals should create a well-designed place by applying a design-led approach that positively responds to the local context and optimises the site's capacity.
- B. Major development proposals are required to submit a proportionate Site and Context Analysis to demonstrate how the proposal's layout, form, scale, massing, and appearance have been informed by the site's context. This analysis must include:
 1. The area's historic development, urban grain, and pattern of streets and spaces;
 2. The scale, height, massing, and proportions of surrounding buildings;
 3. Local architectural styles, materials, and detailing;
 4. The landscape, topography, and natural features of the site and its surroundings;
 5. The location, significance, and setting of nearby heritage assets, cultural assets, landmarks, and Local Views; and
 6. The current and emerging character of the surrounding area, taking into account relevant character assessments, and local design guidance.
- C. In areas lacking a distinct positive character, or where the townscape has deteriorated, development proposals should introduce a new, attractive and coherent identity and enhance any existing positive features.
- D. To elevate design quality from the outset:
 1. Major development proposals are required to complete at least two formal design reviews to show that recommendations from the Design Review Panel have been taken on board prior to submission;

2. Proposals for phased or large-scale, multi-building developments are required to be accompanied by a site-wide masterplan and design codes to establish a cohesive placemaking framework; and
3. Applicants should carry out environmental studies and stakeholder engagements at the early stages to inform design decisions.
- E. To ensure the quality of approved developments is not diminished between the grant of permission and project completion, fundamental design parameters (including layout, maximum built form, and public realm spatial arrangements) for major outline or hybrid applications are required to be secured at the initial permission stage.

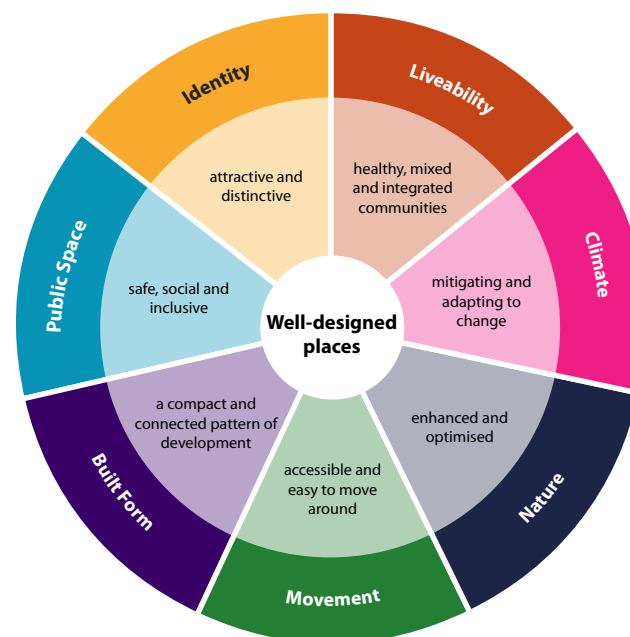


Figure 5.1: Diagram showing the 7 features of well-designed places as set out in the National Design Guide.



- 5.4 The Council is committed to delivering the highest standards of design to create attractive, sustainable, and resilient places for the benefit of all Kingston residents and visitors alike. High-quality design is an essential component of sustainable development and the delivery of Good Growth across the borough. In line with the London Plan, Policy KD1 requires all major developments to follow a 'design-led approach' to achieve well-designed places and optimise site capacity.
- 5.5 Well-designed places are rooted in a thorough understanding of a site's local character, history, and physical context. The Design and Placemaking Planning Practice Guidance sets out the specific features of well-designed places and their intended design and placemaking outcomes. All applications should, where relevant, set out within their Design and Access Statement how the proposal has been directly informed by these features.
- 5.6 When assessing the current and emerging character of the surrounding area, development proposals are required to take into account relevant character assessments, and local design guidance. In areas lacking a distinct or positive character, or where the townscape has deteriorated, the Council expects proposals to establish a high-quality, coherent identity that elevates the area's design quality and functionality, while actively enhancing any existing positive features. Responding to context should not simply result in architectural imitation or stifle inventive design. In high streets and town centers, well-designed interventions should cultivate vibrant streets, encourage a diverse mix of commercial and community spaces, and increase footfall.
- 5.7 To elevate design quality from the outset, the Council requires major development proposals to provide a proportionate Site and Context Analysis within the Design and Access Statement. This must demonstrate the iterative design process and show exactly how the site's context has directly shaped the resulting layout, form, scale, massing, and appearance. Applications should clearly demonstrate

how the submitted proposal has evolved to respond to stakeholder engagement and contextual studies. Environmental studies (including for flooding, daylight, sunlight, and microclimate) should be conducted at the early stages to actively inform design decisions.

- 5.8 For phased, large-scale, or multi-building schemes, piecemeal development can severely compromise the borough's urban fabric and infrastructure integration. Therefore, the Council requires these proposals to be accompanied by a site-wide masterplan and design codes to establish a cohesive placemaking framework, and provide specific parameters to guarantee a consistent standard of design across all future phases of construction. Design codes should set strict parameters for building heights, building lines, external materials, and landscaping to contribute to a high-quality, unified streetscape.
- 5.9 To ensure design quality is elevated from the outset, major development proposals are required to complete at least two formal rounds of design review with the independent Kingston Placemaking Panel prior to application submission. This two-stage review process is justified to ensure the continuous evolution and execution of design quality. The first review should be conducted at the early pre-application stage, focusing on the fundamental parameters of the scheme (such as layout, scale, and massing framework). The second review should be conducted prior to planning submission, requiring the applicant to clearly demonstrate how the independent recommendations from the first stage have been meaningfully taken on board and integrated into the design.
- 5.10 Where schemes are particularly complex, or if insufficient action has been taken to address the concerns raised by the panel, or if significant changes have been made without the panel's review, the Council may direct applicants to undertake additional formal design reviews. Proposals that ignore the panel's recommendations without a clear planning justification will face a significantly higher risk of refusal. The



National Planning Policy Framework states that development that is not well-designed should be refused, especially where it fails to reflect local design policies and guidance on design.

- 5.11 The Council recognises that applicants for large-scale sites often submit outline or hybrid planning applications to establish the principle of development; however, this can create uncertainty regarding the eventual impact on the borough's character. To ensure the quality of approved developments is not diminished between the grant of permission and project completion, fundamental design parameters (including site layout, maximum built form, and public realm spatial arrangements) must be fixed and secured at the initial permission stage. This approach provides clarity from the start that the proposed quantum of development is genuinely achievable without the need to compromise on design quality or residential amenity. Fixing these design parameters is particularly important for sites that are highly sensitive due to heritage or ecological considerations, or involve a complex combination of uses where successful integration relies on a specific spatial arrangement.
- 5.12 Design quality will be secured through the use of parameter plans, detailed drawings, comprehensive design codes, and planning conditions. For complex or strategically significant developments, the Council may also use planning conditions to require the ongoing involvement of the original design team to ensure continuity of design vision and execution from conception through to project completion.



Policy KD2: Public Realm

- A. Developments should deliver a safe, inclusive, climate-resilient environment that is integrated with the built form, landscaping, and infrastructure from the outset.
- B. Development proposals that include, or are adjacent to, the River Thames or the Hogsmill River, are expected to positively integrate these watercourses into the public realm. Such proposals will be supported where they:
 - 1. Incorporate specific measures, including naturalisation, to improve local water quality and waterway conditions;
 - 2. Enhance local biodiversity and increase flood resilience; and
 - 3. Improve public access to the water's edge for recreation.
- C. Where new civic squares or public spaces are proposed, their design should be flexible and adaptable to accommodate community events, local markets, and cultural activities; including the provision of integrated utility infrastructure to enable their operation.
- D. For major or phased development proposals involving the creation of public spaces across multiple sites or ownerships, proposals are required to:
 - 1. Submit an area-wide Public Realm Strategy to demonstrate how the public spaces will integrate with adjacent developments and the wider network of spaces; and
 - 2. Where possible, establish joint management entities to ensure a consistent standard of maintenance.
- E. Proposals that include the creation of new public space or changes to existing spaces, are required to be supported by a comprehensive Management and Maintenance Plan covering the entire lifetime of the development. For privately owned public spaces, management

arrangements should maximise free, unrestricted public access.

- 5.13 The public realm is the primary determinant of urban quality, providing the collective spaces between buildings to which the public has access. To deliver a comfortable, safe, and climate-resilient environment, the Council expects public realm proposals to apply a holistic design approach where the scheme's architecture, landscaping, and infrastructure are seamlessly integrated from the outset. Furthermore, public spaces must be inherently welcoming, safe, and inclusive for all members of the community.
- 5.14 Proposals should clearly demonstrate how strategies for movement, dwelling, and play are integrated from the start with considerations for biodiversity, urban greening, and microclimate adaptations to provide natural cooling. To mitigate surface water flooding and enhance local climate resilience, proposals should prioritise multi-functional green infrastructure, such as Sustainable Drainage Systems (SuDS), to effectively manage surface water run-off.
- 5.15 Kingston's spatial identity is inextricably linked to the River Thames and the Hogsmill River. The Council expects all development proposals that include, or are adjacent to, these watercourses to give them spatial prominence, revealing and integrating them as central features of the public realm. Proposals interfacing with these rivers should incorporate specific measures, including naturalisation, to improve local water quality and waterway conditions; while enhancing local biodiversity, increasing flood resilience, and improving inclusive public access to the water's edge for recreation.
- 5.16 Civic squares and major public spaces serve a multi-functional role, acting as focal points for community life, and providing spaces for people to meet, congregate, and socialise. To facilitate temporary community events, local markets, and cultural activities, the structural and spatial design of these spaces should be inherently flexible and adaptable. New civic spaces are required to incorporate integrated



plug-and-play utility infrastructure. This includes the provision of discrete electrical hubs and integrated water connections to allow for immediate operation with minimal setup, thereby reducing operational costs for community vendors and eliminating the safety hazards and environmental impacts associated with temporary fossil-fuel generators.

5.17 Major or phased developments often involve fragmented ownership, where the piecemeal delivery of public realm spaces can result in a disjointed environment characterised by varying materials, inconsistent lighting standards, and conflicting management rules. To address this issue, major or phased proposals involving the creation of public spaces across multiple sites or ownerships are required to submit a comprehensive, area-wide Public Realm Strategy. This strategy must clearly demonstrate how the proposed spaces will integrate seamlessly with adjacent developments and the wider network of spaces by utilising a unified design language and material palette. In multi-ownership contexts, developers are expected, where possible, to establish joint management entities to provide a consistent standard of maintenance.

5.18 The long-term success of the public realm relies on its ongoing care. Therefore, the Council requires all proposals that include either the creation of new public space or changes to existing spaces to be supported by a comprehensive Management and Maintenance Plan covering the entire lifetime of the development. In accordance with the principles of the Public London Charter, privately owned public spaces should maximise free, unrestricted public access, to ensure these spaces remain open and welcoming to all, limiting restrictive rules and private security interventions to those strictly essential for the safe management of the space.



Policy KD3: Inclusive Environments

- A. Development proposals for residential accommodation are required to be strictly 'tenure-neutral' by ensuring:
 - 1. There is no segregation or difference in quality between tenures; and
 - 2. Shared open spaces, communal amenities, and entrances are to be universally accessible, equally well-integrated, and indistinguishable.
- B. Development proposals for major development, public realm improvements, and transport infrastructure should design out crime and the fear of crime by:
 - 1. Creating a legible, intuitive, well-lit network of streets and spaces that are well-integrated and actively overlooked; and
 - 2. Maximising natural surveillance through the provision of active ground-floor frontages and mixed uses that promote daytime and evening activity.
- C. Major development proposals are required to submit an Inclusive Design Statement to detail how the design has evolved in response to early and meaningful engagement with a diverse range of local community groups, specifically including local women's and girl's organisations.
- D. Development proposals for specialist accommodation or care facilities are required to submit tailored design evidence to demonstrate how the specific physical, cognitive, and sensory needs of the intended end-users have directly informed the scheme's layout, legibility, and functionality.



- 5.19 An inclusive environment requires a proactive design approach that addresses social integration, perceptions of safety, and specific user needs from the outset, ensuring that developments are genuinely welcoming to the widest possible range of people.
- 5.20 The visible segregation of residents based on housing tenure, often manifested through the use of inferior materials, separate entrances, or restricted access to shared private amenity spaces and play areas, severely undermines community integration. Therefore, the Council requires that there is no segregation or difference in quality between tenures. Shared open spaces, communal amenities, and building entrances are required to be universally accessible, equally well-integrated, and visually and physically indistinguishable across all tenures.
- 5.21 An inclusive environment must feel safe to all users, recognising that site layout and design profoundly influence the public's perception of safety and risk. To address this, the Council requires major development proposals to submit an Inclusive Design Statement. This statement is required to demonstrate a gender-informed approach to the design process. Applicants are expected to provide evidence detailing how the proposed design has evolved in response to targeted, early, and meaningful engagement with diverse local community groups, specifically, incorporating the views, needs, and lived experiences of local women's and girl's organisations, to ensure that public spaces, lighting, and pedestrian pathways do not inadvertently create hostile or unsafe environments.
- 5.22 Applicants are expected to embed 'Secured by Design' principles into their schemes from the very beginning of the design process. All development proposals for major developments, public realm improvements, and transport infrastructure are required to actively design out crime and the fear of crime by creating legible, well-lit networks of streets and spaces. Furthermore, proposals should

maximise natural surveillance through the provision of active ground-floor frontages and mixed uses that stimulate both daytime and evening activity. Safety and security measures should be positively and holistically integrated into the overarching placemaking strategy. The Council will resist architectural responses that appear overly defensive, hostile, or intimidating, as these treatments increase the fear of crime rather than mitigating it.

- 5.23 Development proposals for care facilities, special education, and specialist housing typically demand a bespoke design approach that exceeds baseline accessibility requirements from Building Regulations. Applicants bringing forward such proposals are required to submit tailored design evidence as part of their application. This evidence must clearly demonstrate how the specific requirements of the intended end-users have directly informed the scheme's layout, legibility, and overall functionality.
- 5.24 To support users with cognitive impairments or sensory conditions, proposals should include intuitive wayfinding, contrast-rich and glare-reducing lighting, acoustically managed communal spaces to minimise distressing noise, and transition zones that help users adapt between different sensory environments. For older persons and mobility-impaired housing, proposals should include the provision of dedicated, safe pick-up and drop-off zones for taxis and ambulances. This should be supported by secure, easily accessible indoor storage and charging infrastructure for mobility scooters to minimise the risk of communal corridors from becoming obstructed or posing fire safety risks. Specialised design features should be holistically integrated into the development's initial layout and functionality to avoid the need for disruptive, costly, and often inadequate retroactive adaptations at later stages.



Policy KD4: Adaptable Design

- A. Where the construction of a new building is justified, development proposals are expected to be designed for a long and useful life, facilitating adaptability and eventual deconstruction.
 - B. New buildings should be designed in distinct, accessible layers and utilise adaptable structural grids to ensure internal layouts can be easily reconfigured without requiring the demolition of the primary structure.
 - C. Major development proposals within Metropolitan and District town centres should provide a minimum ground-floor 'floor-to-floor' height of 3.5 metres to facilitate future transition to commercial uses.
 - D. Proposals for large-scale purpose-built shared living (LSPBSL) are required to submit a comprehensive Adaptability and Conversion Strategy. This strategy must demonstrate that the building's internal structural grid, core locations, and communal circulation spaces can support a future layout of self-contained C3 homes that comply with the London Plan's housing space standards and wheelchair accessibility requirements.
- 5.25** The built environment is Kingston's most significant repository of embodied carbon, therefore, the most sustainable building is one that never requires demolition and is designed with the inherent flexibility to evolve alongside the borough's changing needs. Where the construction of a new building is justified, these are expected to be designed for a long and useful life, facilitating both their adaptability and eventual deconstruction to allow materials to be cleanly disassembled and reused at the end of the building's lifecycle.
- 5.26** To transition to a circular economy, the Council expect applicants to employ a 'building in layers' methodology for new buildings, to decouple short-life components (such as internal partitions and services) from the long-life primary structure frame, ensuring internal layouts can be reconfigured without the carbon and capital costs of structural reconstruction, and extending building lifespans.
- 5.27** Modern commercial occupiers require a clear floor-to-ceiling height of at least 3.0 metres, which, factoring in structural floor slabs and ceiling voids for extraction, ventilation, and fire suppression, necessitates a total floor-to-floor height of 3.5 metres. Standard residential developments typically employ tighter floor-to-floor heights of 2.9 to 3.2 metres, which ultimately leaves them physically incompatible with future commercial adaptations.
- 5.28** While wholly residential or large-scale purpose-built shared living schemes may intend to remain single-use, developments within town centres require a flexible, multi-decadal land-use strategy. To support the long-term economic resilience of the borough's metropolitan and district town centres, major developments within these designated town centre boundaries should provide a minimum 'floor-to-floor' height of 3.5 metres at the ground-floor to ensure that ground-floor units remain capable of transitioning between uses over time.
- 5.29** Large-scale purpose-built shared living (LSPBSL) comprises private units falling significantly below the London Plan's housing space standards and wheelchair accessibility requirements for self-contained homes. While LSPBSL provides a specific transitional housing option for communities, their highly partitioned nature and narrow communal corridors pose a unique risk to the adaptability of these buildings. Should the need for shared living decline, converting LSPBSL buildings into conventional housing is often technically and economically unviable due to the intensive reconfiguration required for drainage stacks, the removal of ensuite bathrooms, and the constraints of narrow circulation routes.



5.30 To prevent the delivery of inflexible structures, proposals for LSPBSL are required to submit a comprehensive Adaptability and Conversion Strategy. This strategy must clearly demonstrate that the building's internal structural grid, core locations, and communal circulation spaces can support a future layout of self-contained C3 homes that fully comply with the London Plan's housing space standards and wheelchair accessibility requirements. Layouts should provide communal corridors achieving a minimum width of 1500mm (increasing to 1800mm near cores and passing places), optimised load-bearing column placement to allow the removal of non-structural partitions, and shared service risers built with the capacity to accommodate the increased drainage and ventilation loads of a conventional residential configuration.



Policy KD5: Residential Extensions

- A. Development proposals for residential extensions and alterations, and annexes will be supported where they:
 1. Retain a sufficient provision of high-quality, functional private outdoor amenity space;
 2. Mitigate the loss of existing permeable garden land by incorporating proportionate urban greening measures or permeable paving; and
 3. In the case of residential annexes, remain demonstrably subservient in scale to the main residence, share vehicular access and amenity space, and remain ancillary or incidental to the use of the main dwellinghouse.
- B. Development proposals for new or extended basement and subterranean development will be supported where they:
 1. Retain a minimum depth of 1 metre of soil above any subterranean structure extending beneath a garden to support natural drainage;
 2. Ensure external features, such as lightwells and safety railings, are sensitively integrated to avoid visual clutter;
 3. Implement appropriate flood mitigation and resilience measures in line with the Kingston Strategic Flood Risk Assessment;
 4. Are supported by a Basement Impact Assessment demonstrating that the excavation will not adversely impact local groundwater conditions, drainage networks, or the structural stability of the application site and adjacent properties; and
 5. Are supported by a proportionate Archaeological Assessment, if situated within an Archaeological Priority Area, or near a listed building, or within a conservation area.



- 5.31** The cumulative impact of small-scale residential extensions can severely threaten the borough's environmental resilience and suburban grain if left unmanaged. Although householder extensions are necessary to adapt existing housing stock, their collective effect is a reduction in the borough's permeable surface area, which puts increased strain on local drainage networks and heightens the risk of surface water flooding.
- 5.32** To support climate resilience and prevent overdevelopment, development proposals are required to retain a sufficient provision of high-quality, functional private outdoor amenity space. Furthermore, applicants are expected to mitigate the loss of existing permeable garden land by incorporating proportionate urban greening measures or permeable paving. Where flat-roofed extensions are proposed, the installation of green roofs is strongly encouraged to attenuate surface water runoff and support local cooling.
- 5.33** The Council recognises that residential annexes can support multi-generational living. However, to prevent the creation of unauthorised independent housing that circumvents space standards and planning requirements, development proposals for residential annexes are required to remain demonstrably subservient in scale to the main dwellinghouse, share vehicular access and amenity space, and remain strictly ancillary or incidental to the use of the main dwellinghouse.
- 5.34** While basements provide additional living space, subterranean developments and excessive excavation can severely compromise the local environment. To protect the borough's hydrology and biodiversity, proposals for new or extended basement and subterranean development are required to ensure a minimum soil depth of 1 metre is retained above any subterranean structures extending beneath a garden (excluding open lightwells). This standard is essential to provide support for natural drainage, maintain soil moisture levels, and allow for meaningful soft landscaping.
- 5.35** To ensure land stability and environmental safety, applications must be supported by a Basement Impact Assessment demonstrating that the excavation will not adversely impact local groundwater conditions, drainage networks, or the structural stability of the application site and adjacent properties. The structural appraisal within this assessment should utilise the 'Burland Scale' to predict ground movement and prove a 'negligible' or 'very slight' risk of damage to host and adjoining buildings.
- 5.36** Basement and subterranean developments are required to implement appropriate flood mitigation and resilience measures in line with Kingston's Strategic Flood Risk Assessment. Additionally, a proportionate Archaeological Assessment is required if the proposed subterranean development is situated within an Archaeological Priority Area, near a listed building, or within a conservation area.
- 5.37** Where external features like lightwells and perimeter safety railings are proposed, the Council will expect these external manifestations to be sensitively designed and integrated to remain visually subordinate to the main dwellinghouse, respecting its architectural character and the wider street scene. Poorly located or excessively scaled features are unacceptable due to the visual clutter they create. Front lightwells should incorporate sufficient landscaping and permeable surfaces to facilitate natural drainage and contribute to street-level urban greening.



Policy KD6: Small Sites

- A. To diversify the borough's housing supply, substantial weight will be given to the benefits of providing housing on small sites. This applies to all small sites located in existing residential areas within an 800-metre walk of an existing railway station or metropolitan or district town centre boundaries.
- B. Development proposals for residential dwelling on small sites, including infill and backland sites, will be supported where they:
 1. Accord with the design parameters and typologies set out in design codes;
 2. Integrate sensitively with the existing street frontage, including by respecting the spaces and proportions of adjacent buildings;
 3. Secure independent, safe, and convenient access for pedestrians, cyclists, and service vehicles; and
 4. Establish a coherent layout that provides a positive and independent street frontage.
- C. Development proposals for residential dwelling within existing private gardens will only be supported where they:
 1. Do not result in 'overdevelopment' of the site;
 2. Retain a minimum of 50% of the original non-developed area within the building curtilage; secure adequate functional amenity space for both the existing and proposed dwellings; and
 3. Achieve a minimum Urban Greening Factor score of 0.4 to compensate for the loss of existing green infrastructure.

- 5.38 The delivery of housing on small sites, defined as below 0.25 hectares, is a crucial priority for diversifying Kingston's housing land supply and accelerating their delivery rates. Small sites provide an agile source of supply that revitalises the small and medium-sized enterprise (SME) development sector and provides opportunities for custom-build housing.
- 5.39 Supporting the London Plan's small site policy, substantial weight will be given to housing benefits of small sites in highly sustainable locations. This includes all small sites located within existing residential areas with a Public Transport Accessibility Level (PTAL) of 4-6 or within 800m walking distance of a railway station, or situated within metropolitan or district town centre boundaries.
- 5.40 While infill and backland sites present valuable opportunities to increase housing capacity, they pose unique spatial challenges regarding access, servicing, and integration. Development proposals are expected to accord with relevant design parameters and typologies set out in local design codes where these are available. Schemes should integrate sensitively with the existing street frontage, which includes respecting the spaces and proportions of adjacent buildings. Furthermore, schemes should provide a positive and independent street frontage. For backland sites in particular, the Council expects schemes to create their own distinct sense of place through design solutions such as a mews or courtyard approach.
- 5.41 A requirement for all small site developments is to secure independent, safe, and convenient access for pedestrians, cyclists, and service vehicles. The Council will generally refuse 'tandem development', where a new dwelling sits directly behind an existing one, relying on a long, narrow, shared access drive. This layout is resisted unless formal rights of way have been legally secured, as tandem arrangements create vehicle conflict points and fail to guarantee the necessary independent, safe, and convenient access required for pedestrians, cyclists, emergency



services, and refuse collection vehicles.

- 5.42 Private garden spaces are a defining characteristic of Kingston's suburban fabric and constitute a vital component of the borough's green infrastructure network. They play a critical role in climate change mitigation by maintaining natural surface water runoff rates and reducing pressure on the combined sewer system. Consequently, there is a general policy presumption against the loss of residential gardens to uncontrolled, piecemeal development.
- 5.43 Development proposals within existing private gardens will only be supported if they enable gentle densification without resulting in overdevelopment. To ensure high standards of living, proposals are required to retain a minimum of 50% of the original non-developed area within the building curtilage, and secure adequate and functional private amenity space for both the existing and proposed dwellings that are genuinely usable for outdoor recreation in terms of size, shape, and orientation. Furthermore, residential development on private garden sites is required to achieve a minimum Urban Greening Factor (UGF) score of 0.4 to actively compensate for the loss of existing green infrastructure. These measures should prioritise the integration of high-quality, functional permeable surfaces, such as rain gardens and porous pavers, designed to manage surface water runoff and mitigate local flood risk.
- 5.44 The Council will assess whether a residential development proposal constitutes overdevelopment within existing garden land by evaluating the cumulative impact of the building's footprint, massing, and height. Overdevelopment will be identified where a scheme results in a cramped appearance, provides substandard amenity space, or causes a significant loss of privacy or daylight for neighbouring properties.



Policy KD7: Commercial Frontages and Advertisements

- A. All commercial frontages should be of a high-quality design, well-integrated with the host building, and contribute positively to the character and vitality of the street scene.
- B. Proposals for new or altered commercial frontages will be supported where they:
1. Preserve or reinstate the traditional architectural features of historic shopfronts (including pilasters, fascias, stall risers, and cornices);
 2. Ensure the proposed frontage is proportionate to the host building, being sympathetic to the host building's composition, character and appearance, and do not exceed the perceived floor level below the first-floor windows; and
 3. Respect the local street scene and character of the locality, through the use of durable, carefully detailed materials.
- C. Commercial frontages should promote active streets and natural surveillance through the use of clear, unobstructed glazing. Proposals for security measures will be assessed against the following hierarchy of preferences:
1. Laminated or toughened safety glass.
 2. Internally sited, open-mesh grilles that allow light spill into the street.
 3. Removable external traditional shutters or decorative iron grilles, in historic contexts.
 4. External open-mesh grilles (minimum 75% transparent), with the housing box concealed behind the fascia.
- D. Proposals for advertisement, hoarding, and signage should be proportionate to the host building and prevent cumulative visual



clutter. Proposals should avoid excessive advertising on upper floors or the cluttering of window display areas that harms the visual permeability of the frontage.

- E. Proposals for illumination should be treated as an integrated part of the overall shopfront design. On traditional shopfronts and within Conservation Areas:
 - 1. Halo lighting or external illumination methods should be utilised as the preferred lighted solution;
 - 2. External lighting units should be fixed to the fascia rather than the building fabric, and utilise brass materials or are painted to match the fascia; and
 - 3. The location of external lighting units should not result in visual clutter.
- F. Proposals for illuminated signs and digital displays should not exceed the maximum luminance levels recommended by the Institution of Lighting Professionals. A Road Safety Assessment is required for proposals involving large digital displays located near a road junction.

5.45 Commercial frontages serve as the primary public face of Kingston's local economy, heavily influencing public perception and the aesthetic appeal of the borough's town centres to visitors. The Council expects that all proposals for commercial frontages meet a high standard of urban design, to be well-integrated with the existing building, and positively enhance the street scene's character and vitality.

5.46 Kingston town centre's commercial identity is deeply rooted in its status as a historic market town, where large-scale modern retail is often integrated into a medieval and Victorian street pattern. Its status as a Metropolitan centre and one of London's most successful regional shopping destinations requires frontages that actively contribute to safety and vibrancy after dark.

5.47 Development proposals for commercial frontages should enhance specific local identities, this includes differentiating between the historic core of Kingston's Ancient Market Place, the Art Deco parades of Surbiton, and more modern commercial characters like Eden Quarter, New Malden high street, and Tolworth Broadway.

5.48 A successful frontage design ensures that the proposed frontage is sympathetic to the host building's overall composition, character, and appearance. To maintain appropriate architectural proportions, new frontages should be designed so they do not exceed the perceived floor level below the first-floor windows.

5.49 For historic shopfronts, applicants should actively preserve or reinstate traditional architectural features, including pilasters, fascias, stall risers, and cornices. Materials must be durable, carefully detailed, and sensitive to the local context, while finishes that are visually incompatible with the local street scene or character of the locality should be avoided.

5.50 Fostering a safe, inclusive night-time economy requires a street scene that remains active and welcoming after dark. Commercial frontages are expected to promote active streets and natural surveillance through the use of clear, unobstructed glazing. This allows light spill from commercial units onto the high street and maintains a strong visual connection between the shop interior and the public realm.

5.51 Solid external roller shutters create a hostile and uninviting environment that severely detracts from the street scene. To balance property protection with street vitality, the Council will assess all security proposals against a strict hierarchy of preferences. The most preferred option is the use of laminated or toughened safety glass, followed next by internally sited, open-mesh grilles that allow light spill into the street.

5.52 In historic contexts, removable external traditional shutters or decorative iron grilles would also be supported. The least preferred



option is external open-mesh grilles with a minimum of 75% transparency, where the housing box must be entirely concealed behind the fascia. These external open-mesh grilles will only be supported where it can be demonstrated that internal security measures are unworkable, or where the applicant submits robust evidence, including local crime data and specific insurance mandates, to demonstrate why internal security measures are insufficient.

- 5.53 Proposals for advertisements, hoardings, and signage should be proportionate to the host building and carefully designed to prevent cumulative visual clutter across the streetscape. The Council will firmly resist excessive advertising on upper floors, as this practice harms the residential character often found above ground-floor commercial units. Furthermore, proposals should avoid the cluttering of window display areas to protect the visual permeability of the frontage, ensuring active, transparent links between the interior business and the public realm are maintained.
- 5.54 Illumination should be treated as an integrated part of the overall shopfront design rather than an afterthought. On traditional shopfronts and within designated Conservation Areas, halo lighting or external illumination methods should be utilised as the preferred lighting solutions, while illuminated box fascias and projecting signs will be resisted. To protect the physical fabric of historic buildings, external lighting units should be fixed directly to the fascia rather than the building fabric, and they should utilise brass materials or be painted to match the fascia. The final placement and location of these external lighting units should be carefully managed so they do not result in visual clutter.
- 5.55 To reduce light pollution and ensure public safety, proposals for illuminated signs and digital displays should not exceed the maximum luminance levels recommended by the Institution of Lighting Professionals within their Professional Lighting Guide G05. If a large

digital display is proposed near a road junction, the Council will require a comprehensive Road Safety Assessment to be submitted. This assessment must conclusively demonstrate that the digital display will not distract drivers, obscure signal visibility, or compromise wider highway safety.



Policy KD8:

Telecommunications and Digital Infrastructure

- A. Development proposals for telecommunications and digital infrastructure are expected to prioritise the effective use of existing infrastructure, including rooftops, buildings, and street furniture.
- B. Where the use of existing infrastructure is not viable or appropriate, proposals for new ground-based units or masts will be supported where they:
1. Maintain inclusive, safe, and unrestricted pedestrian movement along pavements and cycleways, seamlessly integrating with the public realm;
 2. Minimise visual impact and street clutter by co-locating with existing vertical infrastructure and employing sympathetic designs, colours, and finishes that respond positively to the local streetscape;
 3. Commit to the prompt removal and recycling of any redundant or decommissioned equipment; and
 4. Optimise the use of existing underground ducting and the 'dig-once' approach to minimise future highway disruption.
- C. Proposals involving rooftop installations should integrate equipment sensitively into the building design, setting apparatus back from the roof edge to preserve local roofscapes.
- D. All development proposals are required to be accompanied by a proportionate Visual Impact Assessment.



- 5.56** The successful integration of telecommunications and digital infrastructure, including next-generation wireless technology, is fundamental to the transition of the borough towards a socially inclusive and technologically advanced environment. The Digital Kingston Strategy identifies digital innovation as a primary catalyst for realising the vision of the borough as a premier place to live and work. It recognises that digital connectivity is vital for economic competitiveness, attracting high-value investment to support the local economy and addressing digital exclusion, which disproportionately affects vulnerable groups within the borough.
- 5.57** The shift from 4G to 5G represents a step-change in infrastructure requirements; higher frequency radio waves travel shorter distances and are easily obstructed, necessitating a denser network of smaller cells and macro-sites. This increased density in ground-based units and masts poses a significant risk of creating visual clutter and obstructing pedestrian movement if left unmanaged.
- 5.58** Development proposals for telecommunications and digital infrastructure are expected to prioritise the effective use of existing infrastructure, including rooftops, buildings, and street furniture. Applicants are required to provide a detailed record of the site selection process within their submission, proving that alternative options were robustly explored before proposing entirely new structures.
- 5.59** Rooftops are the preferred location for macro-sites to keep infrastructure hidden from the public realm. Proposals involving rooftop installations should integrate equipment sensitively into the building design, setting apparatus back from the roof edge to successfully preserve local roofscapes. Where equipment remains visible from the street, the Council encourages the use of shrouds, faux chimneys, or architectural integration that mimics the materials and colours of the host building to minimise any negative aesthetic impact.
- 5.60** Where rooftop siting is demonstrated to be unviable or inappropriate, proposals for new ground-based units or masts may be supported subject to requirements of this policy. Ground-based equipment must maintain inclusive, safe, and unrestricted pedestrian movement along pavements and cycleways, seamlessly integrating with the public realm while avoiding obstructions to public access.
- 5.61** To minimise cumulative visual impacts and clutter, equipment should be designed to respond positively to the local streetscape by co-locating with existing vertical infrastructure and employing non-reflective, high-quality finishes, designs, and colours. Applicants are strongly encouraged to explore opportunities to integrate equipment into smart street furniture, such as bus shelters, bins, and street lighting, to creatively blend infrastructure into the public realm. Furthermore, operators are encouraged to share their annual rollout plans for the borough with the Council and other operators to proactively identify opportunities for site sharing and co-location across multiple sites, thereby reducing the need for individual, ad-hoc masts.
- 5.62** Kingston's highways network within town centres faces significant pressure. The Council expects a 'dig-once' approach to road works to minimise future highway disruption, requiring development proposals to optimise the use of existing underground ducting and the installation of communal entry chambers and oversized, dual-entry ducting to protect streets from repeated excavations by competing service providers.
- 5.63** Development proposals are required to be accompanied by a proportionate Visual Impact Assessment. The Council will expect operators to remove any redundant or decommissioned equipment or structures made redundant by technical upgrades. The Council will use planning conditions to enforce the prompt removal of redundant equipment, followed by the restoration of the land to its original state.



Policy KD9: Tall and Mid-Rise Buildings

- A. For the purposes of this Local Plan:
 - 1. Tall buildings are defined as structures exceeding 21 metres in height, measured from the ground to the uppermost part of any rooftop structure, including mechanical plant.
 - 2. Mid-rise buildings are defined as structures exceeding the prevailing local context height by two or more storeys, but falling below the tall building threshold.
- B. Proposals for tall buildings will be supported within the designated locations on the Policies Map or Site Allocations.
- C. All tall building proposals are required to:
 - 1. Exhibit exemplary architectural quality and be supported by Kingston's Design Review Panel;
 - 2. Submit a Tall Building Statement demonstrating compliance with the London Plan's assessment criteria for tall buildings (covering visual, functional, and environmental impacts);
 - 3. Be supported by a detailed Visual Impact Assessment, dynamic 3D digital modelling, and Accurate Visual Representations from viewpoints agreed with the Council; and
 - 4. Adhere to the height in the Building Heights Study; or agree the height, scale and massing with the Council through a robust and successful design-led response consistent with Policy KD1.
- D. Proposals for mid-rise buildings will be actively supported where they optimise site capacity in sustainable locations, particularly within 800 metres of a railway station or town centre boundary. Such proposals will be supported where they:
 - 1. Are accompanied by a proportionate Visual Impact Assessment;
 - 2. Respond to surrounding architectural styles, provide a varied

roofline, and avoid the creation of long homogeneous blocks of development;

- 3. Respond to the height, scale and massing of existing buildings in the surrounding area; and
- 4. Mitigate overshadowing and visual intrusion to an acceptable level to safeguard the amenity of neighbouring properties.



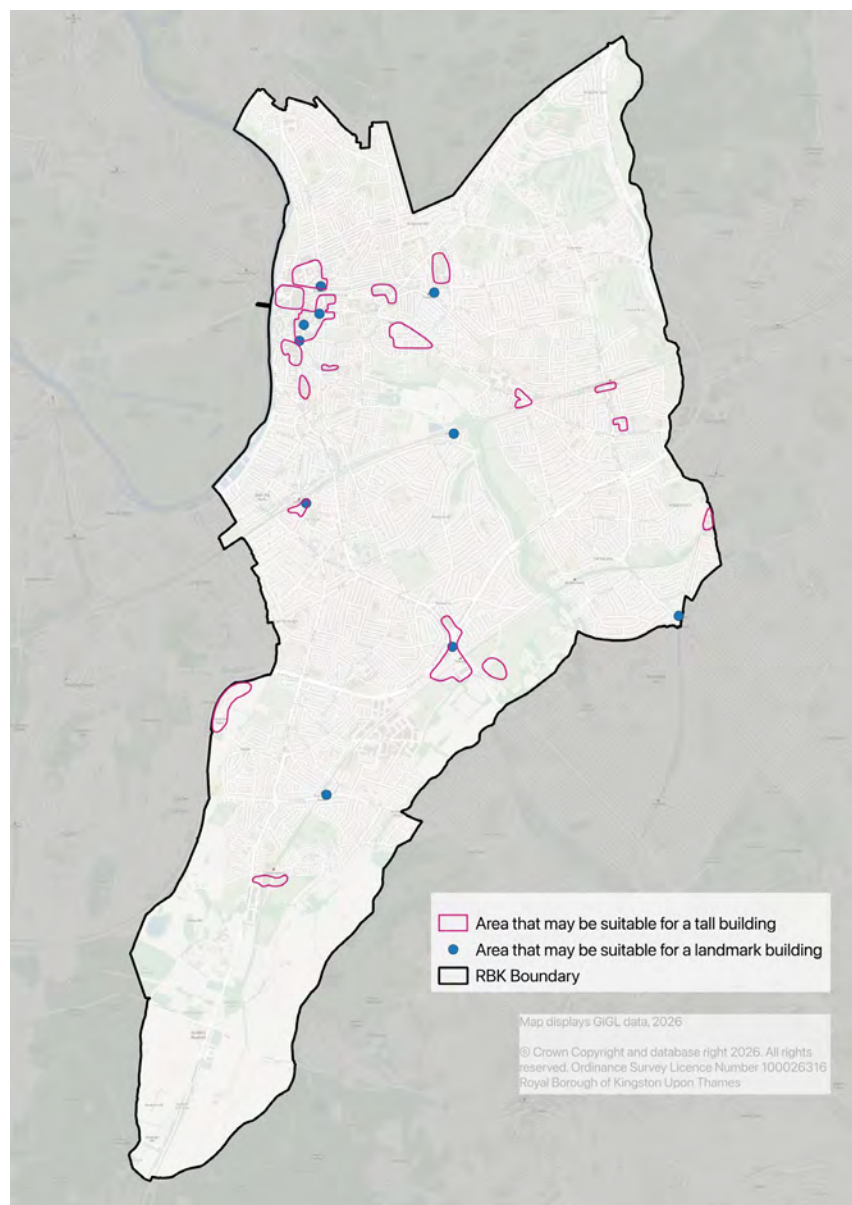


Figure 5.2: Map of locations that may be suitable for tall buildings

- 5.64 Tall buildings play a crucial role in helping meet the borough's development needs and making the most effective use of available land, provided they are situated in appropriate locations and built to high design standards. Conversely, poorly located or poorly designed tall developments can cause significant and permanent damage to Kingston's local amenity, character, and heritage.
- 5.65 Policy KD9 establishes a Kingston-specific threshold where tall buildings are defined as structures exceeding 21 metres in height, measured from the ground to the uppermost part of any rooftop structure, including mechanical plant. This specific height represents the typical point at which a structure becomes substantially taller than its surroundings within the borough, significantly altering the local skyline and thereby requiring heightened planning scrutiny. Mid-rise buildings are defined as structures that exceed the prevailing local context height by two or more storeys, but fall below the 21-metre tall building threshold.
- 5.66 Proposals for tall buildings will be supported within designated areas identified on the Policies Map or within the Site Allocations. This plan-led approach ensures that tall buildings are directed to the most suitable locations while avoiding inherently sensitive historic and ecological sites. Within these designated areas, development proposals for tall buildings will be acceptable in principle if they align with the building heights recommended in the Kingston Building Heights Study.
- 5.67 If a development proposal seeks to exceed the heights identified in the Kingston Building Heights Study, or is located outside of a designated tall building location, the applicant is required to agree on the height, scale, and massing with the Council through a robust and successful design-led response consistent with Policy KD1.
- 5.68 Proposals resulting in harm to the significance of heritage assets and their settings or the borough's Very Highly Important Views will be strongly resisted, and applicants must provide comprehensive



evidence demonstrating that alternatives have been fully explored to minimise harm, and that clear public benefits exist that outweigh that harm, such as significant affordable housing delivery exceeding policy requirements or major infrastructure delivery.

- 5.69** Applicants proposing tall buildings are required to submit a comprehensive Tall Building Statement demonstrating compliance with the London Plan's assessment criteria for tall buildings, covering all visual, functional, and environmental impacts. To enable the Council to assess the proposal's massing and cumulative impacts in real-time, applications must be supported by a detailed Visual Impact Assessment, dynamic 3D digital modelling, and Accurate Visual Representations from agreed viewpoints. These 3D digital models and visualisations are required to adhere to the Landscape Institute's technical guidance and be submitted in an industry-standard format, such as VU.City.
- 5.70** Proposals for tall buildings are required to exhibit exemplary architectural quality and be supported by Kingston's Design Review Panel. Consistent with Policy KD1, all tall building proposals are required to complete at least two formal rounds of design review. This requirement is to ensure that independent recommendations from the panel can be meaningfully taken on board and integrated into the scheme's design by the applicant before the final planning submission is made.
- 5.71** An Environmental Impact Assessment (EIA) is mandatory for tall building proposals. To streamline the application process and avoid duplication, the impact assessments required by the London Plan for tall buildings can be integrated within the EIA. The Council requires the provision of a site-specific Masterplan, design codes, and necessary impact studies as a strict pre-requisite for determination. Applications lacking this level of detail will be refused, as they fail to provide the necessary basis for a robust planning assessment.

5.72 The Council recognises mid-rise development as the preferred typology for gentle densification. Mid-rise forms, such as mansion blocks and stacked townhouses, typically offer a liveable, human-scale density that sustainably optimises land use. This approach is actively supported to optimise site capacity in highly sustainable locations, particularly within 800 metres of a railway station or town centre boundary. Furthermore, carefully managed mid-rise massing is a vital mechanism for positively repairing the urban grain, which is particularly relevant for fragmented suburban areas and transitioning road corridors.

5.73 To ensure that increased massing is carefully managed in existing residential streets, all mid-rise proposals are required to be accompanied by a proportionate Visual Impact Assessment demonstrating how the proposed height, massing, and layout integrate appropriately with the prevailing context. Architecturally, designs for mid-rise buildings should respond appropriately to surrounding architectural styles, the height, scale, and massing of existing buildings in the surrounding area, provide a varied roofline, and strictly avoid the creation of long, homogeneous blocks of development. Applicants are required to mitigate any overshadowing and visual intrusion to an acceptable level to fully safeguard the amenity of neighbouring properties.



Policy KD10: Thames Policy Area

- A. Development within the Thames Policy Area should protect and enhance the distinct character identified in the Thames Strategy (or equivalent evidence).
- B. Development proposals adjoining the River Thames will be supported where the design positively integrates the watercourse by:
 - 1. Providing a minimum 16-metre setback from the riverwall for buildings to secure continuous safe access for flood defence maintenance and to establish a riparian biodiversity buffer;
 - 2. Retaining existing public access to the riverside, along the river, and to the foreshore unless justified by relevant health and safety concerns;
 - 3. Providing direct, publicly accessible routes connecting the landward street network to the Thames Path;
 - 4. Providing a minimum 8-metre clear width along the Thames Path to safely accommodate segregated walking and cycling; and
 - 5. Incorporating active frontages to generate visual interest and natural surveillance, limiting the length of inactive frontages to provide a consistent visual rhythm along the riverfront; and
 - 6. Ensuring that any artificial lighting will not have an adverse impact on river navigation.
- C. Proposals for tall buildings within the Thames Policy Area should
 - 1. Apply step-down massing, progressively decreasing building heights toward the river's edge to establish a human scale along the Thames Path; and
 - 2. Where possible, orient building blocks perpendicular to the river to provide integrated visual breathers and maintain or enhance the open, permeable quality of the riverside.

- D. Proposals for Biodiversity Net Gain should support the Thames River Basin Management Plan, and prioritise the naturalisation of the riverbanks in line with Policy KN7.

- 5.74 Kingston's Thames Policy Area (TPA) is situated within the highly sensitive "Hampton to Wandsworth" reach; characterised by significant biodiversity, high heritage value, and provides the essential setting for globally significant heritage assets, including Hampton Court Palace. Along the riverside within the TPA, developments which increase public access to the river will be encouraged.
- 5.75 Kingston's riverfront faces intense pressure from developments, where continuous high-rise developments along the river can create an adverse 'canyon effect' that traps pollutants, diminishes the recreational quality of the Thames Path, and disrupts bird flight lines. To protect and enhance the open, permeable quality of the riverside, proposals for tall buildings within the Thames Policy Area should, where possible, orient building blocks perpendicular to the river to create visual breathers along the riverfront. Furthermore, development proposals should apply step-down massing, ensuring building heights progressively decrease as they approach the river's edge; to maintain a human scale along the Thames Path, minimise the overshadowing of the watercourse to support ecological health, and allow for clear views of the river from the wider urban area.
- 5.76 Along the River Thames, new buildings and structures are required to be set back at least 16 metres from the river wall (measured from the top of the riverbank at the point at which the bank meets the level of surrounding land). This will not only allow for the maintenance and future upgrading of flood defences, but will provide opportunities to enhance biodiversity, create buffer zones that support the green infrastructure network, and reduce light spill into the river. It will also increase and open up public access alongside and to the river.



The buffer zone should be naturalised and managed for biodiversity, including being free from any built development including paths and fencing. A long-term landscape and ecological management plan will be required for this buffer zone. Within the Thames Policy Area, proposals for achieving on-site Biodiversity Net Gain should align with the Thames River Basin Management Plan and prioritise the naturalisation of the riverbanks to improve local water quality and waterway conditions.

- 5.77** The Council is committed to supporting the strategic role of water transport and positioning the borough's riverside as a leading tourist destination in Kingston. Consequently, development proposals for new or improved riverside infrastructure, including the creation or enhancement of piers and mooring facilities, will be actively supported. Riverside infrastructure intended to facilitate water-based passenger transport should be designed to be fully inclusive and barrier-free. This is essential to ensure accessibility for all members of the community, specifically including people with disabilities and those with young children.
- 5.78** The Thames Path is a shared community asset, and its social objective is delivered through the protection and enhancement of public access. The river corridors, including their associated parks and open spaces, provide important opportunities for recreation and healthy lifestyles. Development proposals adjoining the River Thames are expected to provide direct, publicly accessible routes connecting the street network to the Thames Path to enable public access to the riverside environment. Proposals should improve and extend the Thames Path by providing a minimum 8-metre clear width along the path to safely and comfortably accommodate segregated walking and cycling routes.
- 5.79** To secure a high-quality pedestrian environment, developments should avoid the placement of blank elevations or servicing yards along the waterfront. Furthermore, design should positively integrate

the watercourse by incorporating active frontages to generate visual interest and natural surveillance.

- 5.80** Applicants bringing forward development proposals within the Thames Policy Area are expected to demonstrate how specific constraints and opportunities presented by the River Thames have directly shaped the overarching design. The Site and Context Analysis should clearly identify and address the functional and visual links between the landward site and the river.
- 5.81** Applicants proposing tall buildings within the Thames Policy Area are required to evaluate the cumulative microclimate impacts resulting from multiple taller structures as part of its impact assessments. These assessments must specifically address the compounding effects generated by multiple taller buildings, including on altered wind patterns and microclimatic overshadowing. Effectively mitigating these microclimate effects is crucial to preserving the recreational quality of the riverside and minimising harm to biodiversity within the river ecosystem.



Policy KD11: Historic Environment

- A. Developments should sustain, enhance, or better reveal the significance of heritage assets, including their settings.
- B. Development proposals affecting designated and non-designated heritage assets will be supported where they:
 1. Proactively advance the management objectives of the relevant Conservation Area Appraisals and Management Plans;
 2. Reinstall architectural features and elements that contribute to the asset's significance, character and appearance;
 3. Utilise traditional methods and locally relevant materials;
 4. Remove any harmful additions or modifications; and
 5. Successfully integrate their historical contribution into the design and layout of the development.
- C. Proposals that secure the viable repair and reuse of assets on the 'Heritage at Risk' Register will be supported. Any necessary repair works will be secured via legal agreement for completion during the early phases of construction.
- D. The sustainable retrofitting of historic buildings to improve environmental performance will be supported where proposals document a 'whole building approach'. Interventions should prioritise passive and reversible measures.
- E. All applications with the potential to affect a heritage asset or its setting are required to be supported by a proportionate Heritage Impact Assessment. To be considered valid and adequate, this assessment must:
 1. Be directly informed by a search of the Greater London Historic Environment Record and, where relevant, the Local List;
 2. Define the asset's archaeological, architectural, artistic, and

historic significance;

3. Detail how the proposal actively avoids or minimises harm to the asset's significance and its setting, through an iterative design process (in line with Historic England's Advice Note 12); and
4. Provide a clear conclusion regarding the overall impact of the proposal on the significance of the heritage asset and its setting.



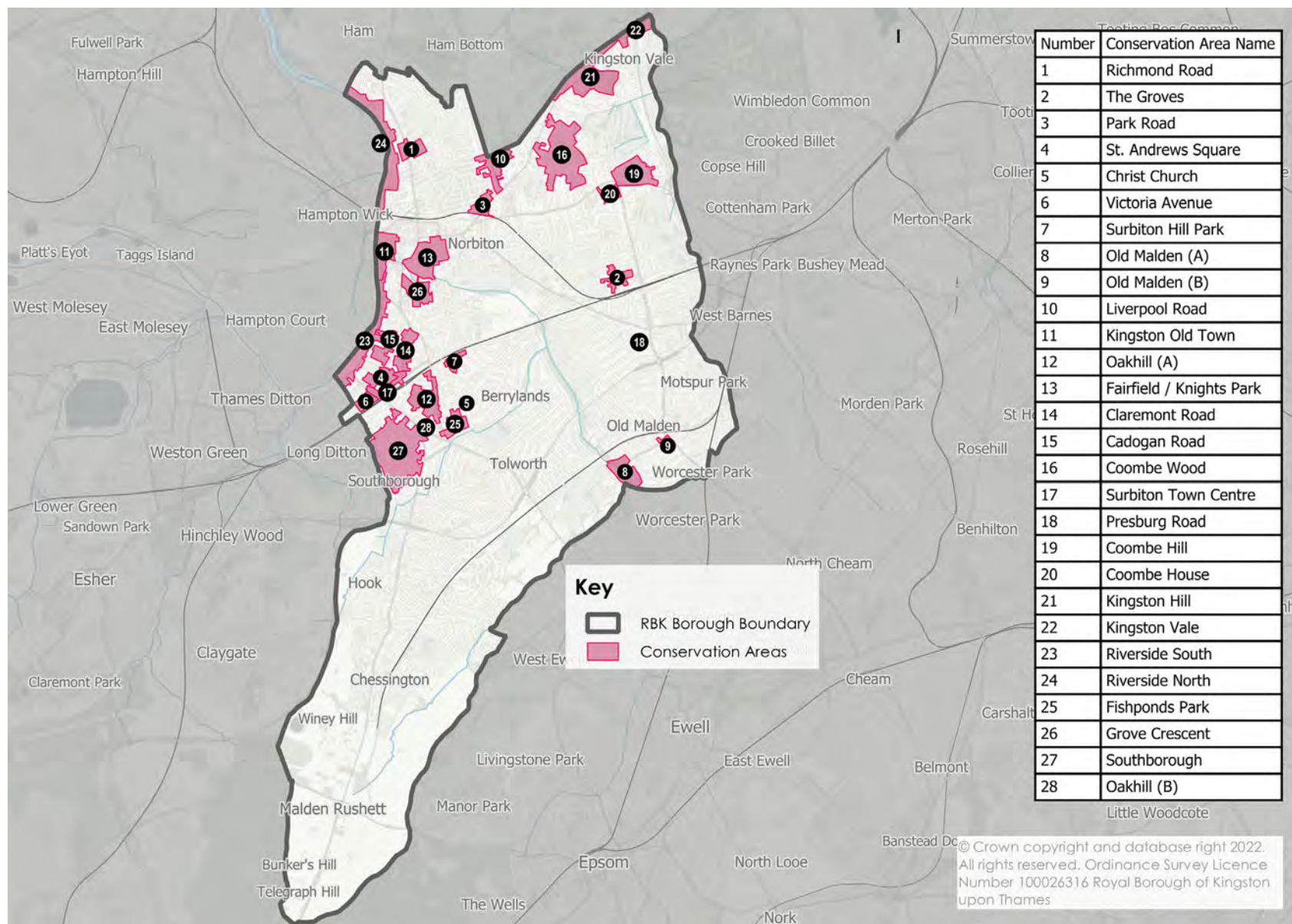


Figure 5.3: Map showing Conservation Areas



- 5.82** Kingston's historic environment is integral to the delivery of high-quality design. The Council expects all development proposals to demonstrate a proactive commitment to the conservation, enhancement, and public appreciation of heritage assets.
- 5.83** The borough has 26 designated Conservation Areas, 162 Listed Buildings, and 6 Scheduled Monuments. A substantial portion of these heritage assets are situated in and around Kingston town centre. In particular, Kingston's local character is defined by its pivotal role in English history, stretching back to the Anglo-Saxon coronations of the tenth century, and complemented by its medieval market heritage, the historic riverside, and the suburban growth that characterised the Victorian and Edwardian eras.
- 5.84** The borough directly borders globally significant heritage assets, including the Grade I listed Hampton Court Palace and the Grade I Registered Richmond and Bushy Parks. The Outstanding Universal Value and significance of these royal assets are deeply dependent on their expansive historic settings, strategic silhouettes, and shared vistas across the River Thames into Kingston.
- 5.85** Designated heritage assets such as Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens have statutory status and are offered strict protection under national planning policy to preserve their historic significance and value. The Council also recognises the role of Non-Designated Heritage Assets, such as Locally Listed Buildings, and Local Areas of Special Character, which do not have statutory status, but have a degree of historic significance and are important for local distinctiveness.
- 5.86** The Council expects all development proposals to sustain, enhance, or better reveal the significance of heritage assets, including their settings. Development proposals affecting heritage assets should proactively advance the management objectives of the relevant Conservation Area

Appraisals and Management Plans. Applicants are strongly encouraged to reinstate specific architectural features and elements that contribute directly to the asset's significance, character, and appearance. Proposals should utilise traditional methods and locally relevant materials, remove any existing harmful additions or modifications, and successfully integrate the asset's historical contribution directly into the overarching design and layout of the new development.

- 5.87** To ensure development effectively avoids or minimises harm, all applications with the potential to affect a heritage asset or its setting are required to submit a proportionate Heritage Impact Assessment. To be considered valid and adequate by the Council, this assessment must be directly informed by a search of the Greater London Historic Environment Record (GLHER) and, where relevant, the Local List for Locally Listed Buildings. The assessment must define the asset's archaeological, architectural, artistic, and historic significance, and should clearly demonstrate how this baseline understanding has directly informed the proposal's design prior to the final design plans (following the staged approach outlined in Historic England's Advice Note 12). It should show how the physical layout, massing, and architectural detailing of the proposal actively avoid or minimise harm to the asset's significance and setting. The assessment must provide a clear conclusion regarding the overall impact of the proposal on the significance of the heritage asset and its wider setting.
- 5.88** Where development is proposed on a site that contains an asset currently listed on the 'Heritage at Risk' Register, the Council actively supports proposals that secure its viable repair and long-term reuse. The applicant is required to secure such works via a legal agreement for completion during the early phases of construction. This arrangement aims to ensure the asset's repair is prioritised, and safeguarding the structure against further decay or speculative demolition.



- 5.89** The Council fully recognises the imperative to address the climate emergency by improving the energy performance of the borough's historic building stock. However, the sustainable retrofitting of traditional structures requires specific management. Historic buildings constructed with permeable materials, such as traditional stone, timber and lime, function by naturally absorbing and evaporating environmental moisture. The misapplication of modern, non permeable retrofitting techniques, such as rigid vapour barriers or inappropriate synthetic insulation, can trap moisture within the structure, and leads directly to the structural decay of the historic fabric alongside the formulation of harmful damp and mould.
- 5.90** Applicants proposing the environmental upgrading of historic buildings are expected to document a 'Whole Building Approach' within their Heritage Impact Assessment, following Historic England guidance and professional frameworks PAS 2035 and PAS 2038. Proposals to retrofit historic buildings should prioritise passive measures, such as draught-proofing, traditional fabric repairs, and insulation of lofts, and reversible interventions, which ensure that modern additions, such as secondary glazing, can be cleanly removed in the future without inflicting permanent damage to the original structural fabric. When retrofitting historic buildings, priority should be given to less invasive passive measures and reversible interventions (that can be cleanly removed in the future without inflicting permanent damage to the original structural fabric). The installation of High-impact Active Systems, such as heat pumps or solar arrays, will only be supported if applicants demonstrate that these systems are sited sensitively to avoid harming the asset's visual or architectural significance.



Policy KD12: Archaeology

- A. To protect the borough's archaeological heritage, development proposals are expected to identify and evaluate assets of archaeological interest at the earliest possible stage.
- B. A proportionate Archaeological Assessment, directly informed by a search of the Greater London Historic Environment Record and the borough's tiered Archaeological Priority Area (APA) Appraisal, is required for applications involving:
 - 1. Ground disturbance with APA Tier 1;
 - 2. Ground disturbance within APA Tier 2, or 3, excluding householder developments and equivalent minor works;
 - 3. Ground disturbance on sites over 0.5 hectares or projects subject to an Environmental Impact Assessment;
 - 4. Alterations to, or the demolition of, heritage assets with suspected above-ground archaeological interest.
- C. Development proposals affecting archaeological assets are required to:
 - 1. Utilise sensitive design and structural engineering to avoid or minimise physical impacts on remains, ensuring preservation in-situ; or
 - 2. Where preservation in-situ is demonstrably not feasible, secure a Written Scheme of Investigation to ensure remains are professionally investigated and archived in an appropriate local repository.
- D. Development proposals affecting Scheduled Monuments and their settings are required to prioritise in-situ preservation of the archaeological site.
- E. Where development necessitates archaeological intervention, proposals are expected to deliver proportionate local community benefits.



- 5.91** The borough holds an extensive archaeological legacy, spanning from prehistoric remnants discovered in river gravels and the medieval foundations of Kingston Bridge, to the profound royal and historical importance of its Anglo-Saxon and medieval market town origins. To protect this irreplaceable resource, development proposals are expected to identify and evaluate assets of archaeological interest at the earliest possible stage of the design process.
- 5.92** To manage archaeological risk proportionately, the Council utilises a tiered model supported by the 2021 GLAAS Archaeological Priority Area (APA) Appraisal for Kingston. This local framework dictates the exact level of professional intervention required based on geographical sensitivity.
- Tier One (High Sensitivity) represents areas known or strongly suspected to contain heritage assets of national significance, demanding the most rigorous levels of protection and evaluation.
 - Tier Two (Moderate-High Potential) manages local areas with specific evidence indicating the likely presence of heritage assets, triggering site-specific assessments for most major developments.
 - Tier Three (Landscape Scale) covers zones where topographical or geological patterns, such as proximity to ancient river channels, indicate a distinct potential for discovery, requiring predictability-based assessments for large-scale developments.
 - Tier Four (Low/Negligible Sensitivity) tracks areas where a formal assessment is only triggered for large-scale projects over 0.5 hectares or developments subject to a full Environmental Impact Assessment, where the sheer scale of ground disturbance elevates the risk of encountering unrecorded remains.

- 5.93** A proportionate Archaeological Assessment is a mandatory requirement for specific types of development. These assessment triggers apply to any application involving ground disturbance within an APA designated as Tier One, as well as ground disturbance within Tier Two or Tier Three locations, except for householder developments and equivalent minor works. Furthermore, an assessment is required for any ground disturbance on sites measuring over 0.5 hectares, for any projects subject to an Environmental Impact Assessment, and for any proposals involving alterations to, or the complete demolition of, heritage assets with suspected above-ground archaeological interest.
- 5.94** Archaeological interest within the borough is not confined strictly to sub-surface deposits. Above-ground heritage assets, including historic industrial buildings, historic river walls, and elements of the borough's





railway infrastructure, possess significant standing archaeology value through their historic fabric, plan form, and technical construction methods.

- 5.95** All Archaeological Assessments must be directly informed by a search of the Greater London Historic Environment Record and the Council's APA appraisals. Where a desk-based assessment indicates potential significance, applicants are required to undertake field evaluations, such as trial trenching or geo-archaeological boreholes, prior to the determination of the planning application to accurately define the extent and nature of surviving remains.
- 5.96** Where development proposes deep or intrusive foundations, particularly for tall buildings, applicants are expected to engage with the Council and the Greater London Archaeology Advisory Service (GLAAS) at the pre-application stage. Applicants are required to utilise digital 3D modelling to visualise the interaction between proposed



structural engineering, such as cantilevered foundations, and sub-surface heritage horizons to ensure in-situ preservation.

- 5.97** Development proposals affecting Scheduled Monuments and their settings must prioritise the absolute in-situ preservation of the archaeological site. Development proposals affecting other archaeological assets must similarly utilise sensitive design and structural engineering to avoid or minimise physical impacts on remains to ensure preservation in-situ. Where the preservation in-situ of remains is demonstrably not feasible or justified under national policy, planning consent will be strictly conditional upon the developer legally securing a Written Scheme of Investigation. The developer is required to secure full funding for the complete programme of archaeological investigation, post-excavation analysis, publication, and professional archiving in an appropriate local repository.
- 5.98** The Council views the borough's archaeological record as a vital public asset. Consequently, development proposals that necessitate archaeological intervention are expected to balance the physical loss of the resource by delivering tangible social value and proportionate local community benefits. Depending on the specific scale and significance of the discovery, applicants are expected to deliver proportionate public engagement initiatives. These community measures may encompass the permanent on-site interpretation or public display of significant artifacts within the development's public realm, the provision of educational outreach activities, including school workshops or organised site tours for local residents, and the production of accessible digital resources detailing the site's historical contribution to the borough.



Policy KD13: Local Views

- A. Development proposals should conserve, enhance, or better reveal the quality and composition of the borough's Local Views.
- B. To conserve and enhance the borough's historic environment and townscape character, development proposals are required to:
 - 1. Respond positively to the Local Views through sensitive scale, height, and massing;
 - 2. Actively seek opportunities to enhance views and the skyline;
 - 3. Avoid or minimise harm to Very Highly Important Views; and
 - 4. Avoid harm to the strategic silhouettes, vistas, and landscape settings of adjacent Grade I assets, specifically Hampton Court Palace, Bushy Park, and Richmond Park.
- C. Development proposals for major developments, tall buildings, or any scheme with the potential to affect a Local View are required to be supported by a proportionate Visual Impact Assessment. This assessment must:
 - 1. Evaluate the impact of the proposal on the foreground, middle ground, and background composition of the view;
 - 2. Provide Accurate Visual Representations from viewpoints agreed with the Council, supported by a methodology statement confirming the accuracy of the surveying and photography standards used;
 - 3. Utilise Level 3 photorealistic rendering for any development affecting a Very Highly Important View; and
 - 4. Provide varied rendering including of night-time, seasonal, and varied light conditions within sensitive visual settings.

5.99 Development proposals should conserve, enhance, or better reveal the quality and composition of the borough's Local Views. Developments are expected to respond positively to these Local Views through sensitive design choices regarding scale, height, and massing, while actively seeking creative opportunities to enhance views and the wider urban skyline.

5.100 The 2018 Kingston Views Study Report identifies 13 distinct Very Highly Important Views (VHIVs) that contribute most significantly to the borough's historic, cultural, and architectural identity. The borough's riverside plays a strategic role as the primary visual setting for three globally significant heritage assets, the Grade I listed Hampton Court Palace and the Grade I Registered Richmond and Bushy Parks. The historic vistas radiating from these expansive parks were intentionally designed during the seventeenth and eighteenth centuries to visually connect these royal residences with the religious and administrative heart of Kingston. The Council is committed to ensuring these sensitive cross-boundary axes are protected from intrusive massing and inappropriate urban encroachment. Development proposals are required to avoid harm to the strategic silhouettes, vistas, and landscape settings of these adjacent Grade I royal assets.

5.101 Development proposals must avoid or minimise harm to VHIVs. The Council requires proposals to actively avoid introducing harm to the overarching composition of these views. Where harm cannot be completely avoided due to overriding site constraints, the applicant must demonstrate harm is minimised and will only be supported where there are clear and convincing justifications demonstrating that the harm is decisively outweighed by substantial public benefits, such as major infrastructure for the public or affordable housing provision well above baseline policy requirements.



- 5.102** To ensure a completely transparent and auditable evaluation process, development proposals for major developments, tall buildings, or any scheme with the clear potential to affect a designated Local View are required to be supported by a proportionate Visual Impact Assessment (VIA). This assessment must evaluate the impact of the proposal across the foreground, middle ground, and background composition of the view. Furthermore, applicants must provide dynamic 3D digital modelling and Accurate Visual Representations from agreed viewpoints to allow for the real-time testing of massing and cumulative impacts. These 3D digital models and visualisations are required to adhere to the Landscape Institute's technical guidance and be submitted in an industry-standard format, such as VU.City.
- 5.103** Where proposals have the potential to affect a designated VHIV, applicants are required to provide Level 3 photorealistic rendering, which provides fully rendered, photorealistic materials, textures, and light conditions. This precise level of graphical detail is necessary for decision-makers to accurately assess how the materiality, scale, and architectural detailing of a new building will harmonise with the historic fabric and strategic silhouettes of landmarks.
- 5.104** The Visual Impact Assessment is also required to provide varied rendering including night-time, seasonal, and varied light conditions for any development situated within sensitive visual settings, including VHIVs. The silhouette of historic landmarks forms an integral part of their architectural and historic interest. At night, internal light spill and external illumination radiating from modern buildings can fundamentally alter this silhouette, potentially causing substantial harm to the viewer's ability to appreciate and understand the heritage asset.
- 5.105** The vistas looking out from Hampton Court Palace and Bushy Park rely heavily on the sharp visual contrast between the intrinsically dark sky of the parklands and the distant, illuminated townscape of Kingston. Encroachment by development with excessive lighting would likely degrade the historic experience and setting of these Grade I landscapes. The Council expects varied condition rendering to ensure that potential harm from light spill, glare, sky glow, or the physical obscuring of dark sky backdrops is fully evaluated and mitigated prior to the determination of the planning application.



6

Housing Delivery





Policies in this chapter:

- **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 Occupations
- **Policy KH7:** Community-Led Housing
- **Policy KH8:** Gypsy and Traveller Accommodation

- 6.1** This chapter sets out the Council's strategic approach and planning policies for delivering homes across the borough. The National Planning Policy Framework requires local planning authorities to address their identified housing needs, accommodate groups with specific housing requirements, and promote a suitable mix of housing for the local community.
- 6.2** A fundamental objective of this Local Plan is to deliver a sufficient number of homes of various types to meet the needs of both current and future residents. There is a significant demand for all types of housing in the borough, particularly for affordable options. The borough also faces considerable challenges in meeting its housing requirements due to a constrained residential land supply, high land values, and an ageing population.

- 6.3** The policies in this chapter provide a framework to guide new housing developments, ensuring that new homes address the diverse needs of the community and prioritise the delivery of affordable homes to create a more equitable borough.



Strategic Policy KH1: **Kingston's Housing Requirement**

- A. To meet the London Plan's housing target and support the delivery of sustainable communities, the Council will:
1. Make provision to deliver at least 19,000 new homes between 2025/26 and 2042/43;
 2. Prioritise development on brownfield land within urban areas and other highly accessible locations, followed by sustainable Grey Belt land and specific underutilised brownfield sites within Metropolitan Open Land;
 3. Manage the sustainable delivery of these homes through a 'stepped housing trajectory' (Table 6.1) to align with the phased availability of land and infrastructure; and
 4. Undertake a review of this Local Plan's housing requirement upon the formal adoption of a new London Plan to ensure ongoing conformity with the regional strategic framework.



Housing Trajectory	Pre-adoption 2025 to 2027	Years 1-5 2028 to 2032	Years 6-10 2033 to 2037	Years 11-15 2038 to 2042	Total
Planning Permissions	1,740	125	0	0	1,865
Expected Windfalls	0	1,125	1,625	1,625	4,375
Site Allocations	325	2,110	6,610	3,790	12,835
Total	2,065	3,360	8,235	5,415	19,075
Annual requirement for each phase		672	1,647	1,083	

Table 6.1: Housing Trajectory

- 6.4** A fundamental objective of this Local Plan is to deliver a sufficient number of homes of various types to meet the needs of both current and future residents. Policy KH1 makes provision for a capacity-led housing requirement of at least 19,000 new homes between 2025/26 and 2042/43.
- 6.5** The London Plan establishes a ten-year target for Kingston of 9,640 homes for the period 2019/20 to 2028/29, which equates to 964 homes per year. The London Plan target only extends to 2029, thus, housing requirement for the remainder of the Plan period is established in line with Paragraph 4.1.11 of the London Plan. This approach draws on 2026 Kingston Strategic Housing Land Availability Assessment (SHLAA) findings, 2025 Kingston Green Belt and Metropolitan Open Land reviews, and rolls forward the housing capacity assumptions applied in the London Plan for small sites.
- 6.6** To ensure ongoing conformity with the regional strategic framework, the Council will undertake a formal review of the borough's housing requirement upon the adoption of a new London Plan.
- 6.7** Historically, housing delivery has been hindered by a constrained residential land supply and high land values, issues further compounded by recent construction sector downturns, build-cost inflation, and high interest rates. Local demographic evidence from the 2024 Kingston Local Housing Needs Assessment indicates that weak housing delivery has restricted the movement of younger households and families into the borough, with recent population growth driven almost exclusively by residents aged 65 and over. This demographic pressure is further exacerbated by a significant delivery shortfall accumulated between 2019/20 and 2023/24. The delivery of significant new homes is a critical strategic intervention to rebalance the borough's demographic profile and ensure the sustainability of local services and the economy.
- 6.8** The Council's 2026 SHLAA demonstrates the supply of developable land within the borough's urban areas remains highly constrained by unique local factors, including extensive flood risk zones and sensitivities to heritage assets and local wildlife sites. Furthermore, while most of the available developable land is primarily concentrated



within Kingston town, its unique identity as a historic market town with significant heritage assets, multiple conservation areas, and expansive environmental barriers, such as the Thames and Hogsmill River, prevents unrestricted growth.

- 6.9** Approximately one-third of the borough is covered by Green Belt and Metropolitan Open Land (MOL). In alignment with national policy, because of the significant and ongoing shortfall between identified housing needs and the supply of suitable urban development sites, exceptional circumstances exist to justify the targeted release of sustainable Grey Belt land and specific underutilised brownfield sites within the MOL.
- 6.10** To optimise delivery, development will be prioritised on brownfield land within urban areas and other highly accessible locations. The release of Green Belt and MOL must be predicated on the delivery of significant public benefit and is not considered a standard development opportunity. To ensure this benefit is secured, major housing developments on these sites must provide a minimum of 50% genuinely affordable housing on-site (in line with KH2).
- 6.11** To manage the delivery of these homes sustainably and ensure targets remain realistic, Policy KH1 implements a 'stepped housing trajectory'. While early-year delivery aligns with expected completions from existing permissions and windfalls, the majority of the planned housing is located on large brownfield sites and released Green Belt or MOL sites, which inherently possess long lead-in times for application, masterplanning, land assembly. Consequently, the highest volume of housing delivery is not anticipated until the medium-to-long-term of the Plan period, specifically Years 6-15 of the Plan. This stepped trajectory also ensures that housing delivery is sustainably synchronised with the necessary expansion of infrastructure, preventing early failures of the Housing Delivery Test and Deliverable Housing Land Supply.

Net Additional Homes Delivered.

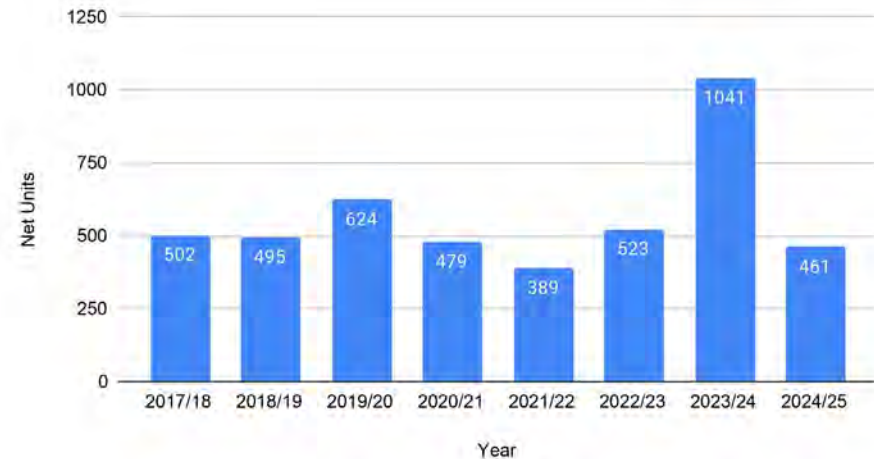


Figure 6.1: Net additional homes completed between 1st April 2017 and 31st March 2025





Policy KH2: Affordable Housing

- A. Development proposals for residential use are required to maximise the delivery of genuinely affordable housing on-site.
- B. For major residential developments (10 or more homes), the Council will support applications through the 'Fast Track Route' (exempt from submitting a Financial Viability Assessment) where proposals provide on-site affordable housing without public subsidy that achieves at least:
 - 1. 50% on public sector land (including land in public ownership within the previous 10 years);
 - 2. 50% on designated industrial land, where the proposal results in a net loss of industrial capacity;
 - 3. 35% on all other general private land; or
 - 4. A lower overall percentage that successfully satisfies the GLA's Social Rent Affordable Housing Equivalency Test, provided it delivers a high proportion of Social Rent homes with no loss in equivalent public value.
- C. Development proposals on land released from the Green Belt or Metropolitan Open Land (or which may be permitted on these land) are required to secure a minimum of 50% genuinely affordable housing. A reduction below this specific threshold will not be supported.
- D. Affordable housing delivery is required to achieve a tenure split of:
 - 1. 70% low-cost rented housing (comprising a strong preference for Social Rent, or London Affordable Rent); and
 - 2. 30% intermediate housing (comprising London Living Rent, Key Worker Living Rent, and Shared Ownership).
 - 3. Variations to this tenure split will be supported where robustly



justified by site-specific viability constraints or the requirements of secured grant funding, provided the alternative mix maximises overall affordable housing delivery.

- E. Development proposals resulting in a net increase of 5 to 9 homes are required to make a proportionate financial contribution in lieu of on-site affordable housing, subject to viability.
- F. Development proposals that do not meet the criteria for the Fast Track Route, or propose off-site provision or payments in lieu (including Large-Scale Purpose-Built Shared Living), are required to follow the Viability Tested Route. Such proposals are required to submit a comprehensive Financial Viability Assessment, subject to open-book scrutiny and will be subject to early, mid-term, and/or late-stage viability review mechanisms secured via legal agreement.



- 6.12 The provision of genuinely affordable housing represents the most significant planning challenge and housing priority for the Council and the borough.
- 6.13 Policy KH2 aligns with the London Plan's strategic target for 50% of all new homes to be genuinely affordable, while calibrating delivery to address a structural failure in the local housing market. As of 2026, Kingston's median house price has reached over 15 times the average annual earnings of the local workforce, a ratio that excludes a significant portion of the population from homeownership and places immense pressure on the social rented sector. The 2024 Kingston Local Housing Needs Assessment (LHNA) demonstrates that the current supply of affordable housing meets just 6% of the identified need. The decision to elevate affordable delivery is a key corporate priority for the Council.
- 6.14 In alignment with the London Plan, Policy KH2 utilises the 'Threshold Approach' to accelerate delivery and provide certainty for applicants. Major residential development proposals (10 or more homes) that provide at least 35% affordable housing on private land, or 50% on public and designated industrial land, without public subsidy, are eligible for the Fast Track Route. These proposals benefit from a streamlined process that avoids the requirement to submit a Financial Viability Assessment (FVA), ensuring that affordable housing requirements are embedded into land values from the outset.
- 6.15 Proposals that do not meet these thresholds, or those proposing off-site provision or payments in lieu, are required to follow the Viability Tested Route. To proactively secure the most needed tenures, the Council supports the GLA's Social Rent Equivalency Test, permitting schemes to qualify for the Fast Track Route at a lower overall percentage if they deliver a higher proportion of Social Rent homes that equate to the same public value as a standard policy-compliant scheme.
- 6.16 The 2024 LHNA provides the evidentiary basis for the 70/30 tenure



split set out in Policy KH2, demonstrating that the need for low-cost rented units is over seven times greater than the need for intermediate housing. Within the 70% rented allocation, the Council applies a strong preference for Social Rent over London Affordable Rent, as its national formula yields lower rents accessible to households in acute need without total reliance on housing benefits. The remaining 30% intermediate portion is expected to prioritise London Living Rent or Key Worker Living Rent, as local evidence suggests these are more affordable for Kingston households than Shared Ownership. While this tenure split is the baseline, variations may be supported where robustly justified by site-specific viability constraints or the requirements of secured grant funding, provided the alternative mix still maximises overall affordable housing delivery.

- 6.17** The borough's minor residential developments (5 to 9 homes) play a critical role in delivering the borough's housing requirement. Supported by the 2023 Local Plan Viability Assessment, the Council requires residential schemes delivering between five and nine homes to make a proportionate financial contribution in lieu of on-site provision. This ensures all development scales contribute to solving the housing crisis while protecting the viability of the smallest infill projects.
- 6.18** The targeted release of Green Belt or Metropolitan Open Land (MOL) under Strategic Policy KH1 is predicated greatly on the delivery of significant public benefit. Major housing schemes released from the Green Belt or MOL, or which may be permitted on this land must secure a minimum of 50% genuinely affordable housing on-site. The Viability Tested Route cannot be used to negotiate this 50% threshold downward; applications failing to meet this requirement will not be supported.

- 6.19** For all developments following the Viability Tested Route, applicants are required to submit a comprehensive Financial Viability Assessment (FVA) alongside the planning application. This assessment will be subject to rigorous 'open-book' scrutiny, and applicants are expected to meet the Council's reasonable costs for an independent third-party review.
- 6.20** Viability will be evaluated using the standardised methodology of Existing Use Value plus a premium (EUV+), and the Council will disregard land purchase prices that failed to account for Development Plan policies. To capture value uplift over the development lifecycle, all viability-tested applications will be subject to early, mid-term, and/or late-stage viability review mechanisms secured via Section 106 legal agreements. These reviews ensure that any surplus profits generated by the development are shared to secure additional affordable housing for the borough.



Policy KH3: Housing Size Mix

- A. Development proposals for major residential development are expected to deliver a range of dwelling sizes that aligns with the identified local needs set out in Table 6.2. Variations to the prescribed housing size mix will be supported where they are robustly justified by:
1. The site's specific location, particularly within Kingston Town Centre, District Centres, where a higher proportion of one and two-bedroom units is considered appropriate; or
 2. The delivery of bespoke housing models, including specialist older persons' accommodation and Build to Rent, provided the proposed mix directly addresses the specific operational needs and target demographics of those models.

- B. To incentivise the maximum delivery of affordable housing, a flexible approach to the size mix of market homes will be supported where a development proposal successfully meets or exceeds the affordable housing thresholds set out in Policy KH2, including the minimum proportion of Social Rent homes.
- C. Development proposals for non-self-contained residential models, including Large-Scale Purpose-Built Shared Living and Houses in Multiple Occupation, are exempt from the requirements of this policy.

	Market	Affordable Home Ownership	Affordable Rented	
			General Needs	Older Persons
Indicative Housing Mix by Tenure				
1-bedroom	5%	30%	15%	60%
2-bedroom	25%	40%	35%	40%
3-bedroom	50%	20%	35%	
4-bedroom	20%	10%	15%	

Table 6.2: Housing Size Mix

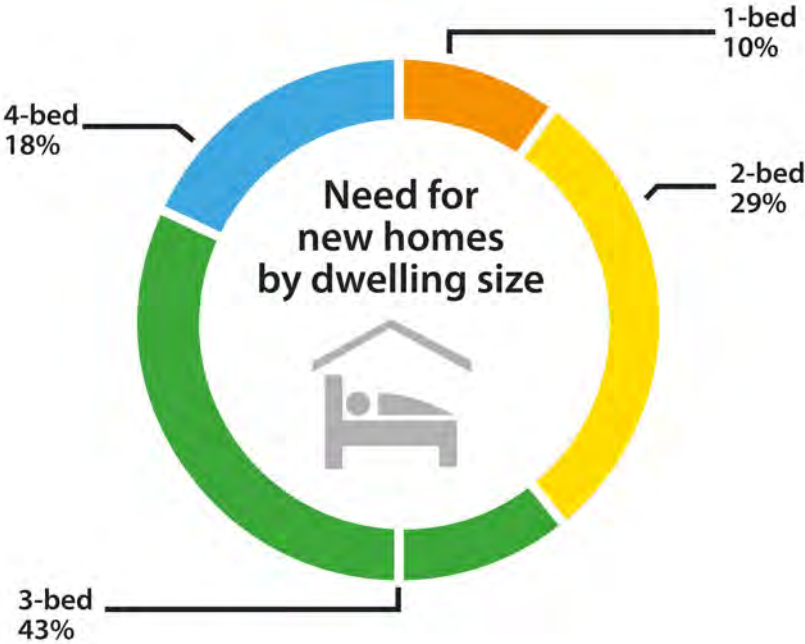


Figure 6.2: Kingston’s housing size mix requirements

- 6.21 The provision of a diverse mix of housing sizes is critical to creating sustainable and inclusive communities across Kingston. Policy KH3 ensures that new residential developments cater to the full spectrum of household types, enabling residents to meet their changing housing needs over their lifetimes without being forced to relocate outside the borough.
- 6.22 The 2024 Kingston Local Housing Needs Assessment (LHNA) indicates that the borough’s existing housing stock is heavily skewed toward larger properties, with 58% of all homes containing three or more bedrooms. This structural imbalance has resulted in high levels of under-occupancy in the market sector (32.5%), which stands in sharp



contrast to the acute overcrowding observed in the social rented sector. Furthermore, demographic projections indicate a rapidly growing older population, which drives the requirement for attractive downsizing options to release larger, under-occupied family homes back into the general supply.

- 6.23** To address these specific imbalances, Policy KH3 employs a tailored, tenure-specific approach to dwelling sizes as set out in Table 6.2. For market housing, the Council maintains a strategic focus on delivering three and four-bedroom homes, which represent 70% of the indicative mix. This local requirement is intended to attract and retain families, counteracting the demographic trend of population growth being predominantly focused on older age groups and supporting the long-term viability of local schools. In contrast, the requirement for affordable rented housing focuses heavily on providing two and three-bedroom homes (comprising 70% of the combined rented mix) to directly alleviate the acute overcrowding experienced by households on the Council's housing register. For intermediate tenures, the mix requires a higher proportion of smaller units (70% being one and two-bedroom homes), reflecting the typical profile of first-time buyers and essential local workers seeking to access the housing ladder.
- 6.24** Applicants submitting major residential development proposals are required to use Table 6.2 as the primary baseline for scheme design. Proposals are required to provide a detailed Accommodation Schedule that specifies the unit size mix and tenure split. The Council operates a 'comply or justify' procedure; while the targets in Table 6.2 are indicative, they represent the preferred mix for the borough. Where a proposal deviates from this prescribed mix, the applicant is required to submit a robust justification within their Design and Access Statement or Planning Statement. This justification must detail how the alternative mix responds to specific site constraints and optimises density or supports the delivery of specialist housing models.

6.25 The Council recognises that a rigid application of the housing mix is not appropriate for every site, particularly where higher densities are required to optimise land use. Variations are supported in highly accessible locations, such as Kingston Town Centre, District Centres, where a higher proportion of one and two-bedroom units is appropriate to optimise site capacity, and higher density living can contribute to town centre vitality.

6.26 To proactively incentivise the delivery of genuinely affordable housing, the Council will consider a flexible approach to the size mix of market homes, where an applicant provides a policy-compliant or enhanced affordable housing contribution that meets the tenure splits and the low-cost rented housing minimum required by Policy KH2. In such cases, the Council will permit higher flexibility regarding the unit size mix of the market homes to reflect prevailing market demand and viability. Proposals for bespoke operational models, such as Build to Rent, are also afforded flexibility where high-quality shared amenities compensate for a higher proportion of smaller units.



**Policy KH4:
Specialist and Supported Housing**

- A. Development proposals for new specialist and supported housing will be supported where they:
 - 1. Are located in highly accessible areas with excellent walking, wheeling, and public transport links to healthcare and community facilities, appropriate to the specific operational needs of the intended residents;
 - 2. Submit tailored design evidence in accordance with Policy KD3, demonstrating the provision of inclusive design features, including dedicated pick-up and drop-off facilities, and safe storage and charging spaces for mobility scooters; and
 - 3. Are supported by a comprehensive Management Plan detailing how a safe, high-quality, and supportive living environment will be operated and maintained.
- B. Development proposals that result in the net loss of existing specialist or supported accommodation will be resisted unless it is demonstrated that the specific facility is no longer required to meet local needs, or adequate replacement provision of an equivalent or better standard is secured.
- C. Development proposals for specialist housing falling within Use Class C3 are required to provide genuinely affordable housing in strict accordance with the thresholds and routes set out in Policy KH2.

- 6.27 Providing high-quality specialist and supported housing ensures that all residents in Kingston, particularly the most vulnerable and those with specific care needs, have access to safe, dignified, and independent living environments. Policy KH4 supports the delivery of a diverse range of specialist accommodation while protecting the borough's existing supply from being lost to standard market development.
- 6.28 The 2024 Kingston Local Housing Needs Assessment (LHNA) identifies a significant demographic shift, with the population aged 65 and over projected to increase by 44.1% between 2023 and 2041. This shift drives an acute requirement for 742 dwellings with support (sheltered housing), 792 dwellings with care (extra care), and 539 residential or nursing care bedspaces over the Plan period. Delivering attractive specialist options for older people also provides indirect benefit to the wider housing market by incentivising downsizing, which releases under-occupied family homes back into the general housing supply.
- 6.29 Beyond the needs of older residents, the LHNA identifies pressing requirements for supported accommodation to assist other vulnerable groups. By 2031/32, the borough requires an additional 530 units for adults with physical disabilities, 125 units for people with learning disabilities or autism, and 70 units for those with mental health-related needs. There is also a critical need for short-term and move-on accommodation for care leavers, single people at risk of homelessness, and victims of domestic abuse. To maintain this essential social infrastructure, development proposals resulting in the net loss of existing specialist or supported accommodation will be resisted. Where a proposal involves such a loss, the applicant is required to robustly demonstrate that the specific facility is no longer needed to meet local needs or that adequate replacement provision of an equivalent or better standard has been secured.
- 6.30 To ensure that specialist housing successfully integrates into the community, applicants must demonstrate that sites are situated in



highly accessible areas with robust walking, wheeling, and public transport links to healthcare and community facilities appropriate to the intended residents. Proposals are expected to embed inclusive design tailored to specialist needs from the outset. In accordance with Policy KD3, applicants must submit tailored design evidence demonstrating how the physical and cognitive needs of users have dictated the layout.

- 6.31** The operational success of specialist and supported housing relies heavily on professional stewardship. Consequently, all applications must be accompanied by a comprehensive Management Plan detailing how a safe, high-quality, and supportive living environment will be operated and maintained. This document must outline protocols for site security, communal facility maintenance, and the provision of on-site care or supervision.
- 6.32** Specialist housing proposals falling within Use Class C3 are required to provide genuinely affordable housing in strict accordance with the thresholds and tenure requirements established in Policy KH2. The Council recognises that highly specialised models with extensive on-site care and communal facilities may face unique financial constraints. However, any deviations from on-site affordable housing provision must be rigorously justified through the Viability Tested Route as governed by Policy KH2, ensuring that the maximum public benefit is still secured from the development.



Policy KH5: Large-Scale Purpose-Built Shared Living

- A. Development proposals for Large-Scale Purpose-Built Shared Living (LSPBSL) will be supported only where they demonstrate that the site is unsuitable or unviable for conventional Use Class C3 housing.
- B. Development proposals for LSPBSL are expected to be:
 - 1. Located within Kingston Town Centre (Metropolitan Centre) or the District Centres of Surbiton, New Malden, or Tolworth;
 - 2. Situated in highly sustainable and accessible locations;
 - 3. Designed as car-free developments, with the exception of required accessible parking for people with disabilities.
- C. To protect neighbourhood character and social infrastructure, development proposals are required to submit an Impact Assessment. Proposals that result in a harmful over-concentration of non-self-contained accommodation will be refused.
- D. To secure a high-quality living environment, developments are required to be held under single management and unified ownership, offering all units solely for rent with a minimum tenancy of no less than three months.
- E. All development proposals are required to be supported by a comprehensive Management Plan, detailing 24-hour on-site management, security protocols, and a strategy for managing deliveries, servicing, and resident move-in and move-out processes.
- F. Development proposals are required to follow the Viability Tested Route and provide an upfront cash-in-lieu financial contribution toward the delivery of conventional C3 affordable housing in the borough, calculated using the GLA Equivalency Test in accordance with Policy KH2.



- 6.33** The emergence of Large-Scale Purpose-Built Shared Living (LSPBSL), commonly referred to as co-living, is a response to profound structural pressures within the housing market. With the borough's median house price reaching over 15 times the average annual earnings of the local workforce, a significant affordability gap has been created that excludes many single-person households and young professionals from conventional self-contained housing.
- 6.34** LSPBSL is classified as non-self-contained market housing and is intended to provide a managed, transitional housing option. Because these private units fall significantly below standard residential space requirements, they are entirely dependent on exceptional communal amenities to maintain a high standard of living. For the purposes of monitoring housing delivery against the housing requirement in KH1, these units are weighted at a ratio of 1.8 bedspaces to 1 conventional home.
- 6.35** Policy KH5 expects these developments to be located in highly sustainable and accessible locations, including areas within Kingston Town Centre and the District Centres of Surbiton, New Malden, and Tolworth and support the principles of high-density, car-free living near employment and transit hubs.
- 6.36** An emerging strategic risk associated with LSPBSL is the potential displacement of conventional Use Class C3 family housing, which remains the borough's primary housing priority. Co-living developments frequently achieve higher rental yields per square metre than conventional housing, which can allow institutional investors to outbid traditional developers for the borough's finite supply of developable land. To mitigate this, Applicants proposing LSPBSL are required to robustly demonstrate, as part of their Planning Statement, that the site is fundamentally unsuitable or unviable for conventional C3 family housing or specialist older persons' housing.
- 6.37** An over-concentration of transient, non-self-contained housing can destabilise the demographic balance of a neighbourhood, placing disproportionate pressure on local services and infrastructure. LSPBSL schemes are required to be accompanied by an Impact Assessment. This assessment must analyse the physical and demographic impact of the proposal alongside existing and consented shared living schemes, including HMOs, within a defined radius agreed upon with the Council. Permission will be refused where a harmful over-concentration is identified that would place undue pressure on local services and infrastructure, or undermine community cohesion within a neighbourhood.
- 6.38** The highly specialised and compact nature of co-living architecture presents a long-term risk of creating 'stranded assets' if market demand changes. To protect the borough's future built environment, proposals are required to submit an Adaptability and Conversion Strategy, as required by Policy KD4. A Management Plan must be secured through a Section 106 agreement, detailing 24-hour on-site management, security protocols, and a strategy for managing deliveries, servicing, and resident move-in and move-out processes.
- 6.39** All LSPBSL proposals are required to follow the Viability Tested Route to provide an upfront cash-in-lieu financial contribution towards the delivery of conventional affordable housing elsewhere in the borough to ensure that the high land values generated by town-centre shared living are leveraged to directly subsidise the delivery of the conventional C3 affordable family homes that represent the borough's most acute need. This contribution is calculated using the GLA Equivalency Test, representing the value of 35% of the units (or 50% on public or industrial land) being offered at a 50% discount to market rent.



Policy KH6: **Houses in Multiple Occupation**

- A. To protect the supply of entry-level family homes, development proposals for the conversion of an existing dwelling into an HMO will only be supported where the original gross internal area of the dwelling, as originally constructed, is 130 square metres or greater.
- B. To maintain mixed, balanced, and inclusive neighbourhoods, development proposals for new or expanded HMOs are required to avoid harmful over-concentration. Proposals will not be supported where they result in:
 - 1. More than 10% of the total number of residential units within a 100-metre radius of the application site being in use as an HMO;
 - 2. The 'sandwiching' of a conventional single-family dwelling (Use Class C3) between two HMOs on the same street frontage; or
 - 3. The clustering of more than two HMOs immediately adjacent to one another.
- C. Development proposals for new or expanded HMOs are required to incorporate the 'Agent of Change' principle by implementing enhanced acoustic design and soundproofing on internal partitions and party walls to prevent noise transmission to adjoining properties.
- D. Development proposals for large HMOs (Sui Generis) are required to submit:
 - 1. A comprehensive Management Plan, detailing emergency contact procedures for neighbours, and property maintenance schedules.
 - 2. A Rapid Health Impact Assessment to demonstrate how the development supports community wellbeing.



- 6.40** Houses in Multiple Occupation (HMOs) represent a strategically important component of Kingston's housing ecosystem, providing flexible accommodation for young professionals, low-paid essential workers, and the borough's substantial student population. In this context, HMOs provide a vital lower-cost shared housing option for many.
- 6.41** While HMOs address a specific market need, their unmanaged proliferation can severely disrupt the demographic balance of suburban neighborhoods and place disproportionate pressure on parking, waste management, and social infrastructure. This is particularly acute in wards adjacent to Kingston University campuses, such as Clayhill and Penrhyn Road, where such developments have historically displaced long-term residents and altered the character of residential streets.
- 6.42** Planning applications for proposed small HMOs in areas covered by an Article 4 Direction, or for large HMOs (Sui Generis), will be evaluated against the criteria set out in Policy KD6. Alongside this Local Plan, the Council will implement targeted Article 4 Directions in the most highly pressured areas, to ensure effective planning control over the conversion of standard dwellings to small HMOs (Use Class C4),
- 6.43** A primary objective of the Local Plan is to retain the borough's constrained supply of entry-level family housing. Uncontrolled HMO conversions disproportionately target smaller three-bedroom terraced houses, which are essential for rebalancing the borough's aging demographic profile. To protect this core family housing stock, Policy KH6 requires that any property proposed for HMO conversion possesses an original Gross Internal Area (GIA) of at least 130 square metres (above the size of a typical 3-bedroom house within Kingston).
- 6.44** To prevent harmful over-concentration of shared living schemes, Policy KH6 limits the proportion of residential properties in HMO use to a maximum of 10% within a 100-metre radius of the application site. Furthermore, the policy explicitly excludes 'sandwiching' (where a conventional single-family dwelling is located between two HMOs on the same street frontage) and the clustering of more than two adjacent HMOs to preserve the demographic balance and residential amenity of individual street frontages.
- 6.45** Due to the higher intensity of occupation compared to a standard family dwelling, proposals must adhere to the 'Agent of Change' principle. Applicants are required to mitigate their impact on the host building and adjoining neighbours by integrating enhanced acoustic design and soundproofing on all internal partitions and party walls to prevent noise transmission.
- 6.46** Applicants are required to submit a comprehensive Management Plan detailing the property maintenance schedules, and 24-hour emergency contact procedures for neighbours. Additionally, larger Sui Generis applications are required to submit a Rapid Health Impact Assessment (HIA) to demonstrate how the development supports community wellbeing and avoids exacerbating health inequalities.
- 6.47** Planning permission and HMO licensing operate under distinct regulatory regimes; securing an environmental health license does not constitute planning consent, and both approvals must be obtained prior to occupation. Developers are encouraged to engage with the Council's Planning Team during the pre-application stage to verify compliance with the 10% radius threshold.



Policy KH7: Community-Led Housing

- A. To empower local residents and diversify housing delivery, development proposals for community-led housing (including Community Land Trusts, co-housing, and co-operatives) will be supported where it is demonstrated that:
1. The project has been developed through meaningful community engagement, with local groups acting as co-designers or primary decision-makers;
 2. Long-term stewardship of the homes will be maintained by a formally recognised local community organisation; and
 3. The social, environmental, and economic benefits of the scheme are legally protected in perpetuity through a formal asset lock.
- B. To proactively support the deliver affordable homes for residents with a strong local connection, development proposals for community-led housing on unallocated land within the Green Belt will be supported where:
1. The development would optimise 'Grey Belt' land;
 2. The site adjoins or is physically well-related to an existing settlement, and the scale of the development is proportionate to that settlement;
 3. The scheme delivers genuinely affordable housing secured in perpetuity for local people; and
 4. Any inclusion of a small proportion of market housing is robustly justified through a comprehensive Financial Viability Assessment demonstrating that the market homes are absolutely essential to enable the delivery of the affordable units without public grant funding.
- C. All community-led housebuilding development proposals are required to maximise the delivery of affordable housing in accordance with Policy KH2.

- D. A flexible approach to the affordable tenure mix will be supported where it is robustly demonstrated that the bespoke model meets an acute, unmet local housing need that cannot be delivered through conventional speculative development.

- 6.48** Community-led housing (CLH) is a delivery model that can help diversify Kingston's housing supply and empower local communities to directly address their specific accommodation needs. Policy KH7 creates a supportive framework for CLH schemes, provided they deliver high-quality design and secure long-term social, environmental, and economic benefits for the local community.
- 6.49** The borough's strategic priority remains the delivery of genuinely affordable housing through conventional housing and strategic allocations. To proactively support the delivery of genuinely affordable housing for residents with a strong local connection, Policy KH7 supports community-led housing development on exception sites within the Green Belt. These proposals must optimise sustainable Grey Belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the Plan. Furthermore, development on these exception sites must be physically well-related to existing settlements and proportionate in scale.
- 6.50** All community-led housing developments on exception sites are expected to deliver 100% genuinely affordable housing for local people, secured in perpetuity through a formal asset lock such as ownership by a Community Land Trust. The inclusion of a small proportion of market housing is permitted only as a strictly limited cross-subsidy where a transparent, open-book Financial Viability Assessment demonstrates it is an absolute financial necessity to enable the affordable units without public grant.
- 6.51** Applicants proposing community-led projects are required to provide evidence that the project was developed through meaningful



community engagement, with local groups acting as co-designers or primary decision-makers. Long-term stewardship must be guaranteed by a formally recognised local community organisation, and the public benefits must be legally protected through an asset lock.

- 6.52** To ensure architectural cohesion on multi-plot self-build sites, applicants are required to submit site-wide design codes alongside individual Plot Passports. In accordance with the design-led approach established in Policy KD1, these documents must set strict parameters for building heights, building lines, external materials, and landscaping to guarantee that independent builders contribute to a high-quality, unified streetscape.
- 6.53** All CLH schemes are bound by the affordable housing thresholds and requirements set out in Policy KH2. The Council will apply a flexible approach to the tenure mix for community-led projects where it is robustly demonstrated that the bespoke model meets an acute, un-met local housing need. Examples of such needs include senior living, co-housing for older residents, or dedicated accommodation for essential local workers.



Policy KH8: Gypsy and Traveller Accommodation

- A. To meet the borough's assessed Gypsy and Traveller accommodation needs, the Council will support the delivery of at least 52 permanent pitches over the ten-year period from 2022/23 to 2031/32.
- B. To ensure that pitch provision is integrated within sustainable communities, development proposals for major residential developments on sites exceeding 2 hectares, are required to contribute a portion of land (approximately 0.2 hectares) to permanent traveller pitch provision. This contribution is expected to be made on-site as an integrated component of the development, particularly where development involves land released from the Green Belt or Metropolitan Open Land.
- C. Development proposals for new Gypsy and Traveller sites, or the sensitive expansion of existing sites, will be supported where it is demonstrated that the development:
 1. Provides a minimum of 400 square metres of usable space per pitch to safely accommodate a static caravan, a touring caravan, parking for two vehicles, and a permanent amenity block;
 2. Secures safe and convenient vehicular access and turning space suitable for large trailers and emergency service vehicles;
 3. Incorporates landscape-led boundary treatments that respect the character of the surrounding area, actively avoiding hard enclosures or high fences that visually isolate the site from the wider community; and
 4. It is supported by a comprehensive Management Plan, secured through a legal agreement, detailing the responsibilities for ongoing site maintenance, safety, and communal waste collection.
- D. A 'negotiated stopping' protocol will be utilised to manage any



unauthorised encampments, permitting temporary residence at agreed locations for defined periods, subject to compliance with a formal code of conduct.

- 6.54** Under the Planning Policy for Traveller Sites (2024) and the London Plan, the Council is expected to take a proactive approach to meeting the accommodation needs of Gypsy and Traveller communities. In line with the 2025 London Gypsy and Traveller Accommodation Needs Assessment (GTANA), Policy KH8 sets a target for pitch provision in Kingston, committing the Council to support the delivery of at least 52 permanent pitches over the ten-year period between 2022/23 and 2031/32. This target reflects the broadened national definition of Gypsies and Travellers, which includes those who have ceased travelling either temporarily or permanently.
- 6.55** Kingston is significantly constrained by extensive Green Belt and Metropolitan Open Land (MOL), which historically has rendered the delivery of standalone traveller sites financially and spatially challenging. These constraints have contributed to a backlog of unmet need, overcrowding on authorised sites, and an increase in unauthorised developments. To overcome these barriers and avoid pushing Gypsy and Traveller communities to isolated peripheral locations, Policy KH8 requires developers bringing forward major residential developments on sites exceeding 2 hectares to dedicate approximately 0.2 hectares of land to permanent traveller pitch provision. Integrating pitches directly into new neighbourhoods from the outset ensures that traveller sites benefit from the same high-quality highway and utility infrastructure as conventional housing. Furthermore, tying pitch provision to major strategic land releases on Green Belt or MOL constitutes a critical component of the 'exceptional circumstances' and public benefit required to justify the release of these land for development.
- 6.56** To ensure a high quality of life, parity with conventional housing, Policy KH8 requires each new permanent pitch must provide a minimum of 400 square metres of usable space. This footprint is necessary to safely accommodate a static mobile home, a touring caravan, parking for two vehicles, and a permanent amenity block. Applicants are also required to demonstrate that the site layout secures safe and convenient vehicular access, including adequate turning space for large trailers and emergency service vehicles.
- 6.57** In accordance with national policy, site designs must utilise landscaped boundary treatments that respect the surrounding character and actively avoid high walls, gates, or hard enclosures that give the impression that occupants are isolated from the rest of the community. To ensure the long-term stewardship of these pitches and their environments, all permanent sites must be supported by a formal Management Plan secured through a Section 106 legal agreement, detailing responsibilities for ongoing maintenance, safety, and communal waste collection.
- 6.58** The 2025 GTANA also identified a specific 10-year need for bricks-and-mortar housing to address overcrowding and unsuitable conditions, equating to 87 homes for Roma households and 13 homes for Gypsy and Traveller households. However, culturally specific allocations are not required for standard bricks-and-mortar housing. Consequently, this identified requirement is absorbed within the borough's general housing need and will be addressed through the Council's affordable housing policy.
- 6.59** To manage temporary unauthorised encampments, the Council will implement a 'negotiated stopping' protocol where appropriate. This mutual agreement allows transient households to stop at agreed, suitable locations for a specified, limited period in exchange for adhering to a formal code of conduct regarding noise and site cleanliness. Under this arrangement, the Council provides essential



temporary facilities, such as waste disposal and sanitation. This flexible approach significantly reduces the public costs associated with enforcement evictions while ensuring travelling families maintain access to essential healthcare and education services.



7

Economy and Town Centres



Image credit: Stephen Norman Young



Policies in this chapter:

- **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

7.1 The policies in this section set out the Council's strategy on development in the borough's designated industrial locations and town centres, as well as sites outside of these locations where businesses and jobs are located.

- 7.2** The borough's economy provides around 77,000 jobs. Approximately two-thirds of those working are employed in the top three socio-economic groups (managers, professionals and technical occupations). The borough has a healthy economy, underpinned by knowledge-driven employment and an enterprising business environment. The Council will build on these strengths to ensure that the borough remains an attractive location where businesses can emerge, evolve and prosper.
- 7.3** 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 hub, a sub-regional shopping centre, and a significant cultural and leisure destination. To cater for more everyday needs, the borough relies on the District Centres of Surbiton, New Malden and Tolworth. There are also 25 Local Centres, smaller parades and individual shops located across the borough.
- 7.4** The borough has two Strategic Industrial Locations (SILs) (at Chessington and Barwell) and seven Locally Significant Industrial Sites (LSISs). These provide a range of industrial, storage and distribution business premises.
- 7.5** The borough is also home to Chessington World of Adventures Resort (the largest private sector employer in the borough) and other significant visitor attractions.



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

- A. To create an environment within which a strong, competitive and sustainable economy can expand and adapt to changing circumstances, the Council will:
1. Support the provision of new and modernised employment premises that are of a suitable scale and use for the location (including extensions and reconfiguration of existing buildings);
 2. Protect existing employment premises;
 3. Foster a strong, competitive, and sustainable economy, allowing for adaptation to change and the growth of small businesses;
 4. Support opportunities for employment and skills training arising from development (through construction and operational phases);
- B. To ensure the long-term viability of employment locations, development proposals for employment uses will be directed towards the borough's designated employment locations. This will be achieved by:
1. Directing main town centre uses (including retail, leisure, cultural, office, and visitor accommodation) towards designated town centres; and
 2. Directing industrial, storage and distribution uses towards designated industrial locations.
- C. To support the effective use of land and improve the quality of available premises, where appropriate, the Council will support a masterplan approach to reconfiguring the designated industrial locations.
- D. To enhance the borough's tourism offer, the Council will support tourist attractions and visitor accommodation by working in partnership with relevant stakeholders.

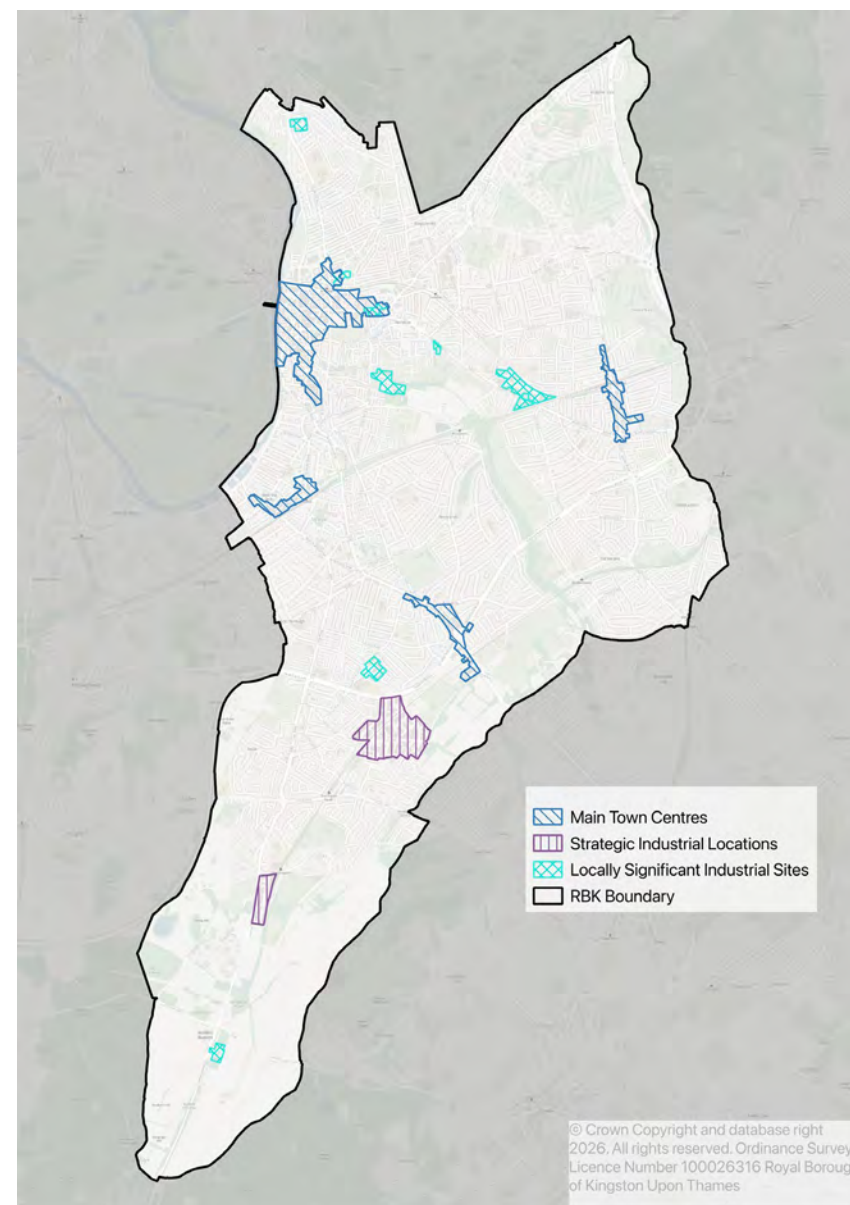


Figure 7.1: Map showing proposed main town centres and industrial locations



- 7.6 To address Kingston's future economic requirements and employment goals, we must protect employment land while developing contemporary workspaces. Providing this infrastructure will help attract a diverse range of industries and employers to the area, while ensuring local enterprises have the necessary room to launch, scale, and thrive.
- 7.7 The borough's Economic Development Strategy 2024-2028 - 'Confident in Kingston' - sets the ambition to enhance economic performance, with particular focus on town centres, places of work, the green economy, and inclusivity. The strategy is underpinned by a robust, independently developed evidence base alongside extensive stakeholder input.
- 7.8 Kingston's 2018 Cultural Strategy sets out the ambitions of Kingston Council and key local partners and communities for the role of culture and the creative industries in the social and economic life of the borough. It also identifies the needs for improved infrastructure to support the creation, development and sharing of work.
- 7.9 The overarching potential for growth and strategic transformation within Kingston Town Centre is established through "Your Vision Our Future: A Vision for Kingston Town Centre". This community-led vision defines a 15-year framework to direct investment and proactively manage changing retail trends and major site redevelopments. Moving beyond its traditional role as a regional shopping hub, the town centre's future evolution centers on three big changes: cultivating a thriving, daytime and evening heritage-led riverside destination ; strengthening Kingston's position as London's leading metropolitan centre through diverse mixed-use developments, premium workplaces, and essential social infrastructure ; and creating greener, sustainable, healthy streets that prioritise active travel and digital connectivity. This strategic direction directly underpins the Local Plan's town centre policies by balancing economic expansion with low-carbon enterprise, helping to secure long-term local employment pipelines and high-quality homes.

Employment uses and designated employment locations

- 7.10 The 2022 Employment Land Review (ELR) identifies the employment land requirements which reflect RBK's economic context, trends and future economic potential as 59,050 sq.m or 8.77 ha. This translates to the following net additional floorspace requirement across the borough by 2041:
 - 42,750 square metres of office floorspace;
 - 5,620 square metres of light industrial floorspace; and
 - 11,160 square metres of general industrial floorspace.
- 7.11 The borough's designated employment locations comprise:
 - Town centres (as designated in the policies map), including Kingston Town Centre, District Centres, and Local Centres; and
 - Industrial locations (as designated in the policies map), including Strategic Industrial Locations and Locally Significant Industrial Sites.

Economic development pipeline

- 7.12 There have been two significant office developments in recent years, including the Lidl UK headquarters in Tolworth and the Eden Campus development in Kingston Town Centre. However, there is a limited supply of new employment floorspace in the development pipeline. The Council will work proactively with landowners, developers and relevant stakeholders to take advantage of opportunities to deliver employment uses in appropriate locations.
- 7.13 The majority of new industrial, storage and distribution floorspace in the development pipeline is located in the Chessington Industrial Estate. This Strategic Industrial Location is the largest industrial area in the borough and the Council recognises the potential for intensification



and modernisation of the existing building stock to meet future demand for businesses to grow and adapt.

Article 4 direction

- 7.14** In 2022, the Council introduced a non-immediate Article 4 direction to remove permitted development rights regarding the change of use from class E (commercial, business and service uses) to C3 (residential). The areas covered by the Article 4 direction include the borough's designated main town centres, local centres and industrial areas.
- 7.15** The Secretary of State issued a modification notice in 2023 to amend the size of the areas covered by the Article 4 direction, ensuring it only covers the most essential commercial, business and service use areas. Consequently, changing the use of a building from commercial, business and service to residential now needs planning permission in these areas.



Policy KE2: Protecting Employment Uses

- A. Development proposals in the designated town centres and industrial locations that would result in the net loss of employment use floorspace or land will be resisted unless:
1. An equivalent level of employment floorspace is re-provided on another site in:
 - i. The same designated employment location; or
 - ii. The nearest appropriate designated employment location in the borough
- B. Where an equivalent floorspace is not re-provided, development proposals in designated town centre and industrial locations are required to provide:
1. Clear and robust evidence is provided, demonstrating recent active marketing of the site for lawful employment uses at a competitive market rent or sale value for the local area. This continuous marketing period must be at least 18 months for offices and all other employment uses; and
 2. An independent survey of the premises (carried out by a RICS-qualified commercial surveyor) is provided, demonstrating that:
 - i. The employment premises have been actively maintained to a lettable standard; and
 - ii. All reasonable options for restoring them to employment uses have been demonstrated to be financially unviable through the provision of a financial appraisal.
- C. Where the requirements of part B, paragraphs 1 and 2 of this policy have been met, the Council will seek to mitigate the significant economic harm resulting from the net loss of employment floorspace (suitable or otherwise) through the provision of a financial contribution (as set out in Appendix M of this Plan). In assessing the



level of contribution being sought, the Council will consider factors such as:

1. Site location, including whether it is in a town centre or industrial location;
2. Whether the premises are vacant and how long they have been vacant;
3. The quality of the premises and their fitness for meeting the modern standards expected of the site's existing lawful employment uses; and
4. The potential for the site to provide employment space, either in isolation or co-located with other uses.

Other Employment Locations

- D. Development proposals resulting in the net loss of employment floorspace or land in other employment locations (outside of Part A) will be resisted unless the following requirements are met:
- i. The requirements set out in Part (A) of this policy;
 - ii. The marketing requirements of Part (B)(1), subject to a reduced continuous marketing period of 12 months if the premises has been completely vacant for at least three continuous years, or if there is already a valid planning permission for demolition or redevelopment; and
 - iii. The survey requirements of Part (B)(2) and where if the proposal involves a change of use of light industrial premises (Use Class E(g)(iii)) to self-storage (Use Class B8), the independent survey must demonstrate that there is no longer a local demand or need for the existing light industrial use.

7.16 For the purposes of this Plan, the term "employment uses/jobs/sectors" refers to jobs related to use classes B2, B8, E(c) and E(g).

7.17 For part A(1), an appropriate designated employment location will depend on the employment use being re-provided. This means that for a main town centre use, sites in the nearest designated town centre in the borough should be identified; and for industrial use, sites in the nearest designated industrial location in the borough should be identified.

7.18 To comply with the requirements of part B(1) of Policy KE2, the marketing evidence should demonstrate a comprehensive approach covering the full marketing mix. This evidence should include (as a minimum):

- A marketing statement from the party responsible for the marketing exercise, detailing a strategy that comprises of:
 1. A clear description of the unit's features, suitability for various uses and any unique selling points;
 2. A pricing strategy, including:
 - i. The asking price or rental rate;
 - ii. A justification for the pricing, with a comparison to market rates and comparable sites;
 - iii. Details of any incentives offered to attract occupancy (e.g. reduced rent, fit out contributions).
 3. Screenshots of advertisements on appropriate commercial agents websites (including at the beginning and end of the marketing period);
 4. Where appropriate, photographic evidence of 'For Rent' or 'For Sale' signboards on the existing premises.
 - i. Supporting evidence of market analysis demonstrating a thorough understanding of the local market, including demand, competition and target audience.
 - ii. An outline of the terms and asking price offered for any alternative uses over the last 24 month period.



- 7.19 For vacant premises with an existing lawful use for a mix of different employment uses, including use as an office, the minimum continuous period required for marketing the premises is 18 months.
- 7.20 For sites where the employment floorspace is part of a development that has not been substantially completed, the marketing evidence required for part A(2) of Policy KE2 should also demonstrate that the site has been marketed for purchase. This is necessary as there may be significantly less interest in potential occupants renting such floorspace due to the uncertainty of its availability.
- 7.21 In many parts of the borough, there is now a significant difference between residential and commercial floorspace values, which puts pressure on existing employment floorspace, particularly in town centres.
- 7.22 The Council recognises the vital contribution that all of the borough's employment locations contribute towards the local economy and community facilities. It is therefore important that viable employment floorspace and land is protected in order to contribute towards meeting the identified needs for employment floorspace.



Policy KE3: Affordable Workspace

- A. Development proposals that provide on-site employment floorspace as affordable workspace will be supported.
- B. To qualify as affordable workspace, development must be:
1. Set at a maximum rent of 70% of the market rate for the equivalent use, maintained for a minimum continuous period of 20 years for the lifetime of the development;
 2. Able to accommodate multiple occupiers across a variety of sectors (including offices, light industrial workspace, studios or research and development workspace) with a layout that is flexible in use; and
 3. Marketed to appropriate end-users (startups, SMEs, creative industries, voluntary sectors, fashion industries etc).
- 7.23 Policy KE3 should be applied in conjunction with London Plan Policy E3.
- 7.24 The London Plan 2021 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'.
- 7.25 Affordable workspace is based on a reasonable average for the type of space being provided in the vicinity of the development. An affordable rate will be deemed to be provided at a maximum of 70% of the market rate for a minimum continuous period of 20 years.
- 7.26 To accommodate multiple occupiers across different sectors, proposals should demonstrate that there are shared facilities within the affordable workspace such as shared meeting rooms, equipment, kitchens and social areas.
- 7.27 The Council's Employment Land Review (2022) recommends that



existing and future demand would be best met by the provision of affordable and flexible space that “blends” together a variety of office, light industrial/workshop (and possibly retail) activities that caters for start-up and SME firms.

- 7.28** The lack of available affordable workspace in the borough is a challenge for many smaller businesses that would like to establish themselves and/or grow. Securing more affordable workspace will allow the creation of new businesses that can contribute towards the local economy. It will also allow for the diversification of different businesses, such as in the creative industries, thereby increasing the vibrancy of Kingston’s economic offer.
- 7.29** 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 the growth of start-up and small-to-medium enterprises (SMEs), the Council will seek affordable workspace as part of new commercial development, thereby helping to retain creative industries within the borough.
- 7.30** Affordable workspaces will be secured in a planning deed/S106 agreement.



Policy KE4: Securing Employment and Training Opportunities

- A. A Local Employment and Training Strategy (LETS) will be required for major development in the borough. The LETS will include a commitment for the development to support local employment opportunities.
- B. In addition, Major developments will be required to provide a financial contribution at a rate set out in Appendix M to support the delivery of the Kingston Skills and Employment Action Plan. Further guidance is set out in Appendix M of the Plan.
- 7.31** Development proposals that meet the criteria set out in Part (A) will be required to submit a local employment and training strategy (LETS) for approval prior to the commencement of development. The development will need to be constructed in accordance with the measures set out in the LETS.
- 7.32** The LETS should include a commitment for the development to support:
- Employment opportunities for local people
 - Placements, training, work experience, and internships;
 - Apprenticeships or equivalent;
 - Local supply chain opportunities;
 - Careers support engagement;
 - Inclusive employment;
 - Relocation assistance for businesses displaced by development, ideally within the borough; and
 - Other opportunities as agreed between the Council and the developer.



7.33 The LETS should aim to achieve the following objectives/ targets:

At the Construction Phase:

- 20% of the total jobs created by the construction phase to be filled by local residents;
- 20% of net construction budget to be procured within the local area (including an agreed % in the local independent SMEs);
- One work-based training opportunity provided to local residents for every 500 sqm of development floorspace;
- One accredited apprenticeship or equivalent vocational qualifications, including B-Tech, V-Tech, T-Levels, NVQs, foundation degrees for local residents or students for each 2000sqm of development floorspace;
- All direct employees to be paid the London Living Wage or equivalent if replaced (at a minimum); and
- Commitments to attend educational institutions and/or attend careers fairs and/or provide youth opportunities in the borough.

At the Operational Phase (only where a relevant employment end use is proposed):

- 20% of the total jobs created by the operational phase to be filled by local residents;
- 15% of spend on goods and services to be sourced locally (Local definition to be agreed)
- Commitments to seek quotations from local businesses for ongoing operation and/or servicing of the development; and
- All direct employees to be paid the London Living Wage (at a minimum).

7.34 For the purposes of these outputs, local will be defined as within the borough, with exceptions to this agreed on a case by case basis and expressed through the development's local employment and training strategy.

7.35 The detail set out within a LETS will be dependent on the size and nature of the proposed development. Applicants submitting planning applications for major developments are therefore recommended to engage with the Council at the earliest possible opportunity, whereby we can provide case-specific guidance. Note that the Council may agree/accept financial contributions in lieu of some of these requirements (or for the under delivery of agreed commitments).

7.36 The Council encourages development to be constructed by local businesses where possible, to support the local economy.

7.37 Where the LETS encourages improved involvement of under-represented groups in construction (which includes include, but is not limited to, care leavers, women, people with disabilities, ex-offenders, people of a black or minority ethnic background, ex-armed forces, and migrants), who may face challenges to accessing employment, the Council will take a pragmatic approach to the LETS objectives.

7.38 To support the local economy, major developments are encouraged to ensure that local businesses can access opportunities to win contracts to supply the development during the construction phase, and where appropriate, occupation.

7.39 As such, Policy KE4 seeks to maximise opportunities presented by new development to develop training and employment opportunities for residents. This can include opportunities arising from the construction phase through to the eventual use of the development.

7.40 The borough has a strong pipeline of major developments related to both its own sites and estate, privately owned, brownfield and other sites. Construction is one of our subregion's five priority sectors to



address to 2035 as identified in the South London Annex to the Local Skills Improvement Plan (LSIP). The subregion's construction and built environment sector is projected to experience rapid growth, with employment increasing by 20% between 2020 and 2035, more than twice as fast as in London overall. While construction is both a major growth sector and one with significant skills gaps across the South London Partnership subregion, the borough is also experiencing a disproportionate growth in economic inactivity and unemployment amongst younger people, constraining the flow of talent into the industry. In line with London's construction industry skills gaps, developers in the borough struggle to recruit local people to a range of construction roles, from labour to skilled trades. Kingston College has recently gained status of Construction Centre of Excellence, opening up potential for new opportunities to help address these challenges and target local residents.

- 7.41** Cash contributions set out in Part (B) enable both direct provision of training and the support around this. It is benchmarked against other councils, and also reflects the Construction Industry Training Board (CITB) annual apprenticeship grant contribution for attendance. Contributions may fund or support the context for apprenticeships or equivalents, specialist or retrofit training, CSCS cards and or essential advice and guidance for those entering construction careers, the delivery of our borough Skills and Employment Action Plan and the LSIP. This includes enabling us to target and support those with additional barriers to work.
- 7.42** The provisions set out in parts A and B of this policy will be secured by planning conditions and/or covenants in planning deeds.



Policy KE5: Strategic Industrial Locations

- A.** Development proposals will be supported within a Strategic Industrial Location (SIL) where the uses fall within the industrial-type activities as specified in the 2021 London Plan.
- B.** To ensure that employment premises are well-designed and accessible, development proposals in a SIL are required to be:
 - 1. Designed at an appropriate scale, keeping with the role and function of the surrounding area; and
 - 2. Supported by enhancements to accessibility achieved through improvements to public transport provision.
- C.** Development proposals on-site or surrounding SILs must not adversely impact on the function or effectiveness of the SIL to accommodate commercial and industrial uses or their ability to function on a 24-hour basis.
- D.** Proposals for residential elements will be refused. Planning conditions or legal agreements may be required to prevent subsequent conversion of SIL land to residential use.

- 7.43** The borough's Strategic Industrial Locations (SILs) have unique characteristics. Each area has a different role to play in the London and local economy, now and in the future. These designated industrial areas are set out in Appendix C.
- 7.44** The 2021 London Plan identifies the appropriate uses within a strategic industrial location in Policy E4 Part A.
- 7.45** Where existing accessibility is poor, development proposals for new employment premises in designated industrial locations should provide improvements to public transport provision to improve access to employment sites.



- 7.46 The Council acknowledges that special circumstances may justify certain small-scale, non-industrial uses within industrial locations that benefit the primary users of those industrial areas, such as small convenience shops, cafés, or crèches.
- 7.47 London Plan 2021 Policy E7 (Industrial intensification, co-location, and substitution) sets out a masterplan approach for managing change in Strategic Industrial Land (SIL). The primary aim is to ensure industrial land works efficiently and effectively to meet employment needs throughout the Plan period. The London Plan advocates for intensification and consolidation to increase employment floorspace capacity and support the economies of both London and Kingston upon Thames.
- 7.48 The London Plan 2021 has categorised the borough as a location where strategic industrial floorspace should be retained. The Council therefore supports their enhancement through intensification, co-location, retrofitting, and masterplanning, where appropriate.
- 7.49 Given their importance to the local economy, the Council will continue to support the SILs and will resist non-industrial development, except for small-scale complementary uses. Within the SILs, the Council may consider the development of other employment uses, as specified in the policy, provided that they would benefit the occupiers of the sites. For example, this could include cafes, creches, gyms or a health centre.



Policy KE6: Locally Significant Industrial Sites

- A. LSIS will be protected for Class E(g) office and light industrial, Class B industrial, Class B8 storage and distribution and related Sui Generis uses.
- B. The Council will also support proposals for other uses where these are explicitly identified in the Site Allocations
- C. Development proposals should maintain the Borough's industrial capacity within these locations and seek to deliver net gains wherever possible.
- D. Development proposals on-site or surrounding LSISs must not adversely impact on the function or effectiveness of the LSIS to accommodate commercial and industrial uses or their ability to function on a 24-hour basis.
- E. The Council will support proposals for employment related uses where they:
 - 1. Improve the quality, capacity, and range of industrial floorspace;
 - 2. Are designed to meet the development's operational needs, including appropriate ceiling heights, structural grids, floor loading capacities;
 - 3. Provide operational yard space, and servicing arrangements suitable for the intended uses; and
 - 4. Provide any necessary on-site and off-site infrastructure and road improvements required to support the development and mitigate its impacts.
- F. On the St John's Industrial Area LSIS, the Council will support their comprehensive, masterplan-led redevelopment for a mix of industrial and residential uses, provided that proposals robustly demonstrate that the following criteria are met:



1. The development must deliver a significant net gain in the quantity and quality of industrial floorspace. At a minimum, no net loss of existing industrial floorspace capacity is permitted;
 2. Any re-provided employment space must be fit-for-purpose for modern industrial occupiers. The design must meet operational needs, including appropriate ceiling heights, structural grids, floor loading capacities, operational yard space, and servicing arrangements suitable for the intended uses;
 3. Proposals must identify and demonstrate how the proposal delivers enhanced connectivity in accordance with the site's masterplan; and
 4. A robust Management Plan must be secured to detail the long-term operational management of the site and mitigate potential conflicts between users.
- G. In addition to the criteria in Part E, any masterplan for the St John's Industrial Area LSIS must achieve a minimum 40% net uplift in the existing employment floorspace across the site.

7.50 The ELR identifies a significant need for modern industrial and logistics floorspace to support the local economy, especially for small and medium-sized enterprises. The borough's portfolio of Locally Significant Industrial Sites (LSIS) is a limited resource that is vital for meeting this demand. Consequently, the primary policy approach is to safeguard these sites for industrial uses and promote employment-led intensification, in line with the London Plan 2021 (Policy E7).

7.51 The ELR recognises that some sites are underperforming and could be redeveloped more efficiently. Notably, St John's Industrial Area is identified as suitable for comprehensive, masterplan-led redevelopment that combines new housing with increased, modern employment floorspace.

7.52 Best practice guidance shows that successful co-location of different uses depends heavily on excellent design and careful planning of business operational needs. The criteria in Part E seeks to ensure that the re-provided employment space is functional, sustainable, and appealing to tenants, and that a high-quality living environment is created for new residents without hindering business activities. This policy should therefore be read alongside Policy KD3 (Inclusive Environments) and KD6 (Small Sites).

7.53 Considering the scale and strategic importance of the St John's Industrial Area, an intensification requirement of 140% (a 40% net uplift) of existing floorspace area is necessary to maximise employment floorspace delivery alongside new homes, justifying the partial release of the site for residential use. For all other LSIS, their primary role for employment uses remains, and the introduction of non-industrial uses is not considered inappropriate. 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).

7.54 Development proposals within LSISs should provide safe and efficient access for service vehicles appropriate to the industrial uses proposed, with clear segregation from residential access and circulation routes.



Policy KE7: Development in Town Centres

- A. The borough will protect and enhance its network of designated centres to sustainably distribute town centre facilities and services for the benefit of local communities. The boroughs town centre network is as follows:
1. Metropolitan - Kingston Town Centre: Investment will be focused in major comparison retailing activities, leisure, cultural and tourist and other main town centres uses including offices, workspaces, hotels and night-time uses.
 2. District Centres - New Malden, Surbiton and Tolworth: Investment and development of shops, services, leisure and complementary community uses will be directed towards these centres.
 3. Local Centres (25 in the borough): Their role in providing local neighbourhood shopping and supporting facilities will be protected.
- B. Within town centres and edge-of-centre locations, mixed-use development proposals (including the expansion, reuse or reconfiguration of existing floorspace) will be considered having regard to:
1. The role and function of the centre;
 2. Impact on town centre vitality and viability;
 3. Compatibility of the proposed use with adjoining and neighbouring uses, both in terms of land use and character; and
 4. Compliance with other Local Plan policies.
- C. 'Meanwhile' uses for buildings in designated town centres must not create an unacceptable impact on residential amenity or delay the timely development of sites. Any 'Meanwhile' use of sites for housing must also comply with other Local Plan policies regarding residential amenity.

Primary Shopping Area

- D. Development proposals within the Primary Shopping Area (PSA) are required to:
1. Ensure that ground floor units are used for Class E town centre uses.
 2. Provide a positive frontage including an active ground floor frontage or, if it can be suitably demonstrated that this is not possible, a window display or other appropriate positive frontage at the ground floor.
- E. Residential uses on the ground floor level or below, both within the PSA and the wider town centre area, are inappropriate and will be strongly resisted. This includes proposals for the conversion of units currently in a main town centre or complementary commercial, cultural or community use.

Sites outside town centres

- F. Development proposals for main town centre uses on sites outside designated town centres will be subject to:
1. The town centres' sequential approach; and
 2. Where the creation of at least 280 square metres (GIA) of net additional main town centre use floorspace is proposed, the impact assessment test.
- G. Development proposals for small-scale convenience shops (less than 280 square metres) will be supported in areas under-served in local convenience shopping. Any planning permission for such local convenience shops will be conditioned so that they are restricted to the sale of convenience retail goods.

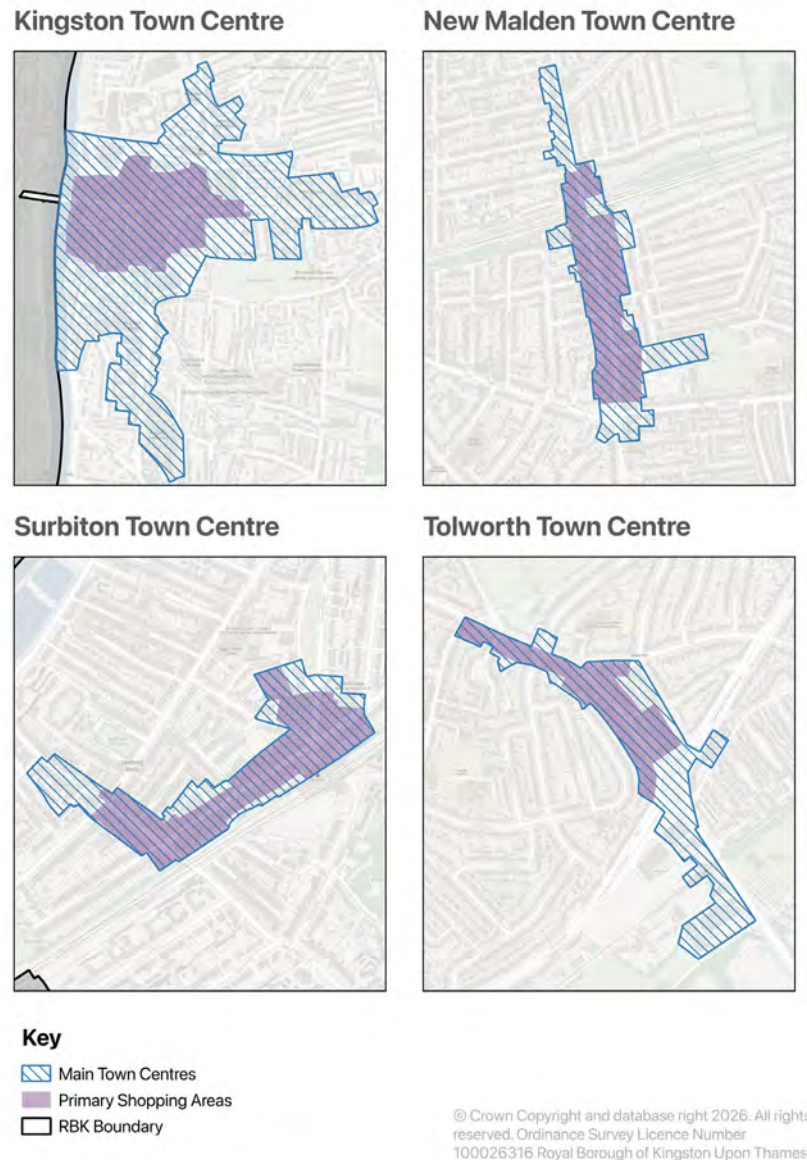


Figure 7.2: Map showing proposed main town centres boundaries and Primary Shopping Areas

- 7.55 The borough'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.
- 7.56 The hierarchy of the borough's town centres is recognised in the London Plan 2021. The town centres are classified according to their existing role and function, with each town centre performing different but complementary roles. The hierarchy is important in identifying how different town centres provide a range of services and facilities across the borough. The hierarchy of town centres is shown in Appendix F of this Plan.
- 7.57 The borough's main town centres are:
- Kingston Town Centre;
 - New Malden; and
 - Surbiton; and
 - Tolworth.
- 7.58 Each main town has a designated Primary Shopping Area (PSA), which is an area of the town centre with a concentration of units in retail use. Development proposals should support the retail function of the PSA. New Class E(a) retail uses are encouraged to be located in the PSA in order to support and enhance town centre vitality and viability through the provision of a complementary cluster of retail uses.
- 7.59 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, the Council will seek to ensure that town centres can evolve and adapt over time so that they continue to support the communities in which they are situated.

- 7.60** The Council will support more active frontages in town centres because they enhance street activity through the visible flow of people entering and leaving glazed ground-floor premises.
- 7.61** 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 the public realm and open spaces within town centres in line with policy KD3 (Inclusive Environments).
- 7.62** The Agent of Change principle, as set out in Policy D13 of the London Plan 2021, 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.
- 7.63** In accordance with the 2021 London Plan and NPPF 2024, the sequential test is required for all proposed main town centre uses that are not located within a designated town centre. This test ensures that the vitality and viability of our high streets are protected by directing commercial, creative, and leisure investment toward the most sustainable and accessible locations first. Applicants are required to demonstrate that they have thoroughly assessed potential sites in the following order of preference:
- In-Centre: Locations within the primary Town Centre boundary.
 - Edge-of-Centre: Locations well-connected and within easy walking distance of the centre boundary.
 - Out-of-Centre: Locations only considered if no suitable or viable sites are available in the above categories.

7.64 In line with national guidance, the Council will apply the sequential test to new development for retail, business and commercial uses (Criteria F) proposed outside of town centres, in order to promote the sustainability of town centres. The definitions for main town centre and social infrastructure uses are set out in the NPPF 2024.

7.65 As of December 2024, local authorities gained new powers to implement High Street Rental Auctions (HSRAs). These powers are specifically designed to bring persistently vacant commercial premises, particularly those on the ground floor in designated high street areas, back into use. The Council may seek to use this power to ensure the occupation of these premises benefits the local economy, society, and the environment, especially where properties remain empty due to uncooperative landlords.

Retail and Leisure Needs Assessment

7.66 The 2024 Retail and Leisure Needs Assessment (RLNA) identified a need to provide the following amount of net additional floorspace across the borough by 2041:

- 727 square metres of comparison goods retail floorspace by 2034; and
- 8,138 square metres of convenience goods retail floorspace by 2034.

7.67 The RLNA indicated that leisure and cultural uses are increasingly vital for town centres, providing complementary activities that enhance both daytime and night-time economies. This is supported by a significant forecast growth in leisure expenditure over the Plan period.

Kingston Town Centre

7.68 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 London Plan 2021 recognises that Kingston Town Centre has high commercial and residential development potential, and that the night-time economy is of at least sub-regional significance.

- 7.69** Bentalls Kingston is a large shopping centre in the town centre, located on the historic site of Bentalls Department Centre, which generates significant footfall. There are also several major anchor retail stores within the primary shopping area, including John Lewis, Marks & Spencer and Dunelm.
- 7.70** The Council will work to strengthen and consolidate Kingston Town Centre's position as a Metropolitan Centre, seeking a balanced and diverse centre that provides a retail, leisure, entertainment, cultural, and commercial space for all ages and groups. The Council will encourage investment and provide spaces that support the diversification of its offer, including the night-time economy.

District Centres

- 7.72** The three District Centres, each with their own distinct identities and offers, supplement the role of Kingston Town Centre, providing a valuable range of shops and services for their local communities.
- 7.73** New Malden has a distinctive village feel and is home to the largest expatriate Korean community in Europe. This identity is reflected by the large number of Korean food stores and restaurants found on the High Street. The town centre has the potential to be elevated as a key London visitor destination, supporting London's diverse cultural offer and city-wide post-pandemic recovery. There is also a large Sri Lankan community and a successful Farmers' Market which has been running since 2016.
- 7.74** Likewise, Surbiton also has a village feel, aside from its reputation as

being a popular home for commuters due to its fast rail connections to Waterloo. It is well known for its bars and restaurants and successfully hosts a regular Farmers' Market and other several festivals.

- 7.75** 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, the Lidl UK headquarters and the Tolworth Court Farm Local Nature Reserve

Local Centres

- 7.76** Local Centres 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 and support the enhancement of Local Centres so they can continue serving the local community and deliver the environmental, social and economic benefits they can bring to a neighbourhood.





Policy KE8: Visitor Accommodation

- A. Development proposals for new visitor accommodation and facilities or the extension of existing facilities, will be supported in town centres, edge-of-centre locations, and areas that are well connected by public transport (PTAL 4 and above).
- B. Proposals located outside these areas will only be supported if it can be demonstrated that:
 - 1. The proposed use is functionally linked to an established or visitor attraction;
 - 2. The proposal meets a specific type of visitor accommodation requirement that cannot be accommodated on sequentially preferable sites; OR
 - 3. The proposal involves the conversion of a non-viable heritage asset where visitor accommodation is the optimal use to secure its long-term conservation and enhance the local visitor economy.
- C. The accompanying site assessment for proposals under Part B(2) are required to consider:
 - 1. Character and Setting: Where a specific environmental, landscape, or heritage setting is integral to the viability and business model of the accommodation; and
 - 2. Scale and Configuration: Where the necessary scale, footprint, or essential physical configuration required for the specialist accommodation is not physically achievable on available town centre or edge-of-centre sites.
- D. Development proposals that result in the loss of visitor accommodation floorspace will only be supported if it can be shown that there is no identified need for the existing type or an alternative form of visitor accommodation in that location, as supported by a study of local needs.

- 7.77 The borough is a popular destination for visitors and is home to and near to a variety of popular tourist attractions. 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.
- 7.78 The NPPF requires strategic policies to set out an overall strategy for the pattern, scale, design and quality of places, making sufficient provision for uses including leisure. The NPPF considers hotels to be a main town centre use and states that local planning authorities should ensure that the needs for main town centre uses such as hotels are met in full and are not compromised by limited site availability.
- 7.79 As visitor accommodation is a main town centre use, outside of the designated town centres, the Council will require the proposed development to demonstrate the application of the town centres sequential approach and provide an impact assessment, as set out in national planning practice guidance and in part F of Policy KE7 of this Plan.
- 7.80 The sequential test in Policy KE8, consistent with Policy SD7 in the London Plan 2021, requires that out-of-centre proposals are only supported if no suitable site is available in a preferred location.
- 7.81 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 is defined as uses within Use Class C1, including hotels and guest houses.
- 7.82 It should be noted that the planning system in England, unlike Wales, does not have a dedicated use class for short-term holiday lets. Where such properties are rented out for that purpose on a nightly rate via platforms such as AirBNB, they remain within use class C3 and such activity is therefore outside the control of the planning system.



Policy KE9: Chessington World of Adventures

- A. Development which seeks to meet changing visitor needs will be supported where it is demonstrated that the proposal will not have an adverse impact on the local environment, amenity or traffic, unless suitable mitigation is provided.
- B. The Council will work collaboratively with the resort operator and local stakeholders to prepare and adopt an updated Comprehensive Masterplan/ Planning Brief to guide the long-term, sustainable development of the site.
- C. Where rigid technical targets (such as universal BREEAM ratings) conflict with the highly specialised design constraints of animal habitats, zoo infrastructure, or open-air theme park rides, the Council will apply environmental sustainability and biodiversity net gain requirements with site-specific flexibility, prioritising practical, innovative low-carbon resort infrastructure.

7.83 The Borough is proud to host London's only theme park, Chessington World of Adventures Resort, a long-established leisure park and short break resort located in the far south of the borough. Chessington is the largest private sector employer in the borough, driving significant footfall with over 1.5 million visitors annually. It is a vital component of Kingston's visitor economy and is currently benefiting from a major reinvestment programme, which is projected to include the opening of three new lands within a five-year period.

7.84 The Council celebrates Chessington's significance and, through this policy, seeks to clearly support its continued vitality and viability. We recognise that sustained investment in new attractions and facilities is crucial to ensure the resort remains competitive and enhances its contribution to the local economy. The Council will work proactively

with Chessington World of Adventures Resort to meet its future development needs, in alignment with this Local Plan and relevant planning policies.

7.85 Policy E10 of the London Plan 2021 is clear that the visitor economy should be supported and strengthened, and that attractions should be enhanced and extended, taking into account the needs of both businesses and visitors. The NPPF (2024) Paragraph 85 expects that "planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development".



Policy KE10: Hot Food Takeaways

- A. Proposals for new hot food takeaways will only be permitted where they would not result in an over-concentration of such uses. An over-concentration is considered to exist where:
1. The proposal would result in more than 10% of the total number of ground-floor commercial units within the defined centre boundary being in hot food takeaway use; OR
 2. The proposal would result in a harmful clustering of similar uses, defined as more than two hot food takeaway uses being located in adjacent units, or fewer than two intervening units of other uses separating the proposed unit from an existing hot food takeaway.
- B. Outside of the designated centres, proposals for new hot food takeaways will not be permitted where the application site is within a 400-metre walking distance of an existing lawful hot food takeaway use, in order to prevent the creation of new out-of-centre clusters.
- C. Proposals for hot food takeaway uses must demonstrate that they will not have a significant adverse impact on the amenity of neighbouring occupiers, particularly residential uses, by reason of noise, vibration, odour, litter, ventilation or late-night activity.
- 7.86** For the purposes of this policy, a hot food takeaway is defined as a premises used for the sale of hot food for consumption off the premises. In determining whether a proposal constitutes a hot food takeaway, particularly in mixed-use premises, the Council will consider factors such as whether the majority of sales are for consumption off the premises.
- 7.87** Around 29% of Year 6 children in the borough are classified as

overweight or obese. Research consistently demonstrates a significant association between increased exposure to takeaway food outlets and the likelihood of obesity, as these establishments tend to sell food that is high in fat, salt, and sugar. This policy is a direct response to the significant public health challenge of childhood obesity.

- 7.88** The London Plan 2021 Policy E9 establishes a clear 400-metre exclusion zone around all primary and secondary schools. This distance represents an approximate 5-minute walk and is considered the critical “capture area” where children and young people are most likely to make impulse food purchases on their journeys to and from school, or during lunch breaks if they are permitted off-site. The exclusion zone around schools acts as a deterrent for students purchasing unhealthy food.
- 7.89** While town centres are the most appropriate location for a wide range of food and beverage uses, an over-concentration of any single use type can be detrimental to a centre’s overall health, diversity, and economic resilience. The policy manages the concentration of hot food takeaways within the borough’s designated Metropolitan, District, and Local Centres by setting a 10% threshold for the maximum proportion of ground-floor units in a centre that can be in hot food takeaway use.
- 7.90** In addition to the overall concentration, the policy introduces a clustering rule to manage the street-level environment. Requiring a minimum of two intervening retail or restaurant units between takeaways prevents the formation of long, continuous frontages of a single-use type. Such clustering can create an inactive streetscape outside of evening trading hours, detract from the retail character of a parade, and lead to cumulative negative impacts on amenity.
- 7.91** Clusters of hot food takeaways can give rise to significant amenity issues for local residents and can undermine the ‘town centre first’ sequential approach for main town centre uses, as set out in Policy KE7. To prevent the incremental formation of new, unplanned clusters of



takeaways in areas that are predominantly residential or in industrial locations, the policy will also control the proliferation of takeaways in out-of-centre locations, to protect local character and reinforce the role and function of the borough's established centres.

- 7.92** Due to their nature, involving late-night opening hours, cooking processes, and high customer turnover, these uses have the potential to cause significant harm to the amenity of neighbouring properties, particularly residential ones. Issues such as noise from customers and delivery vehicles, odours from cooking extraction systems, and litter are common concerns. Applicants will be required to submit information to demonstrate how these impacts will be effectively mitigated. Where relevant, the Council will use planning conditions to secure appropriate mitigation measures, such as to control hours of operation, deliveries, and require details of high-performance extraction and ventilation systems.
- 7.93** Policy KI2 requires proposals for hot food takeaways will be required to submit a Rapid Health Impact Assessment, to ensure that new developments contribute to a healthy food environment.



Policy KE11: Betting Shops and Other Gambling-Related Uses

- A. To promote the health and well-being of the community, proposals for new betting shops and other gambling-related establishments (Sui Generis) will not be permitted if the proposed site is within a 400-meter radius of an existing lawful betting shop or any other gambling-related facility.
- B. To protect vulnerable persons from being harmed or exploited by gambling, proposals for new betting shops or other gambling-related uses will not be permitted where the proposal site is in close proximity to, and likely to be used by occupants of, sensitive uses.
- C. Proposals must demonstrate that they will not harm the vitality, viability, or character of a designated centre or local retail parade by:
 1. Resulting in an over-concentration of non-retail uses that would disrupt the retail character and function of the frontage;
 2. Creating an inactive frontage, particularly during daytime hours; and
 3. Causing a significant adverse impact on the amenity of nearby residents, particularly regarding noise, loitering, or late-night disturbance.

- 7.94** The Council is committed to creating safe, inclusive, and healthy communities. This policy acknowledges the growing national awareness of gambling-related harm as a public health issue. The policy aims to manage the location and impact of betting shops and similar establishments to support the well-being of residents and the vitality of the borough's centres.
- 7.95** An over-concentration of betting shops can undermine the vitality and diversity of a town centre, creating a perception that its retail



offer is weak and discouraging other forms of investment. A harmful concentration will be considered to exist where the proposal site is located within a 400-metre radius of an existing lawful betting shop or any other gambling-related establishment. The 400-metre separation distance for betting shops is a best-practice recommendation that comes from the GLA's 'Healthy Town Centres Study'.

- 7.96** Certain groups are at greater risk of experiencing gambling-related harm, including young people, individuals with mental health issues, those experiencing financial hardship, and the homeless. The policy, therefore, discourages new gambling-related establishments from being located in close proximity to a range of sensitive uses that support these groups. For the purposes of this policy, sensitive uses include, but are not limited to: primary and secondary schools, playgrounds, addiction treatment centres, mental health facilities, homeless shelters, community centres providing debt or welfare advice, and places of worship.
- 7.97** The Council will resist any proposals that disrupt the retail character of a street or create inactive frontages. Betting shops often have obscured windows, coverings, and a relatively low customer turnover, which can result in long stretches of "inactive frontages." This lack of passive surveillance can increase the fear of crime and make streets feel less welcoming and secure. To maintain the diversity and vibrancy of the borough's high streets and ensure they remain attractive and welcoming, proposals are required to provide active frontages and create public spaces that feel safe and inclusive for all.
- 7.98** All proposals for betting shops and other gambling-related uses will be evaluated based on their impact on nearby residents, including considerations of concerns about noise, disruption, and loitering, particularly from establishments with late opening hours that could affect residents' amenity.

- 7.99** To promote the health and well-being of the community, proposals for new betting shops and other gambling-related establishments will be required to submit a Rapid Health Impact Assessment. Further detailed requirements regarding the scope of RHIA are set out in Policy KI2.



Policy KE12: Strategic Freight Sites

- A. The Council will resist any non-freight related development within or adjacent to the site that would jeopardize its 24-hour operational viability or restrict HGV access.
- B. Development will be supported where it provides:
1. Ancillary uses that support the primary freight function (e.g. vehicle maintenance, driver overnight facilities, and refueling stations).
 2. Intermodal facilities, including rail-to-road transfer
 3. Sustainable Transport: Development must incorporate "last-mile" delivery solutions
 4. Agent of change' principle to ensure that both sites are protected from the introduction of sensitive development within close proximity which could have the potential to prejudice their existing and future operations.
- 7.100** As a highly constrained borough where current development pipelines are resulting in a net loss of existing floorspace, Kingston must protect and intensify its remaining strategic land to meet the identified requirement of 13,040 sq m for industrial and distribution space. The designation of Strategic Freight Sites is vital for maintaining the functional integrity of the borough's logistics network and supporting the sustainable movement of goods.



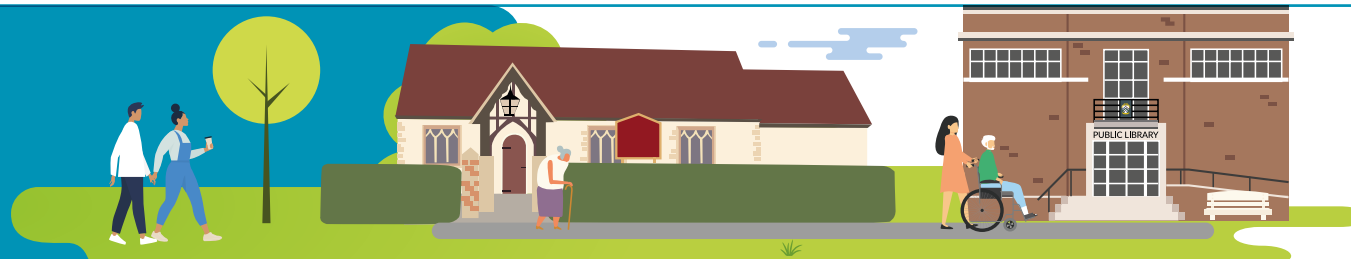
7.101 To ensure these sites remain operationally viable, the policy applies the 'Agent of Change' principle. This requires any nearby sensitive development to incorporate adequate mitigation measures so as not to prejudice existing 24-hour operations or HGV access. Safeguarding these locations from encroachment or conversion to incompatible uses ensures that essential infrastructure remains capable of meeting the borough's long-term distribution requirements and supporting a resilient local economy.



8

Social Infrastructure





Policies in this chapter:

- **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

- 8.1 This chapter sets out the policies required to ensure that population growth and residential development in the borough is supported by high-quality, accessible, and effective social infrastructure. This chapter should be read alongside Policy KI1: Infrastructure and Planning Obligations, which outlines the mechanisms for securing the necessary contributions and delivery of these facilities. All developments will be required to contribute toward the provision and delivery of social infrastructure in their area, through either on-site provision or relevant developer contributions.
- 8.2 Social infrastructure covers a wide range of services and facilities that are essential to a community's quality of life, health, and wellbeing. These include: health and care provision, education, leisure, sports and recreational 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.
- 8.3 Social infrastructure is essential for supporting strong and inclusive communities, reducing inequalities, improving resident well-being, and providing opportunities for all.
- 8.4 Development proposals 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 and well-connected to the communities they serve.



Strategic Policy KS1: Social Infrastructure

- A. The Council supports the development and retention of high-quality social infrastructure to meet the borough's evolving needs.
 - B. The Council will support in the retention and provision of social infrastructure by:
 - 1. Collaborating with health partners, education providers, and community organisations to identify and address the local health and social care issues within the borough;
 - 2. Working with infrastructure providers and partners to ensure facilities are appropriately delivered and maintained;
 - 3. Improving existing facilities (where possible) to ensure they are accessible and inclusive for all residents;
 - 4. Resisting the loss of existing community buildings and facilities;
 - 5. Safeguarding the land and premises required for provision; and
 - 6. Supporting the co-location of services to create efficient, multi-functional community hubs.
 - C. New community and cultural infrastructure will be supported where there is an identified present or future need. The Council will produce and review an Infrastructure Delivery Plan (IDP), alongside other strategies, to plan, fund, and deliver the social infrastructure required to meet the borough's community needs.
- 8.5 The planning and delivery of infrastructure is often complex, involving a range of providers and stakeholders alongside evolving funding requirements. To help ensure sufficient capacity is available at the appropriate time, the Council will work collaboratively with infrastructure providers and partners - including healthcare, education, and the voluntary sector - to identify and review key social

infrastructure needs. This proactive partnership will ensure that land and public assets are used efficiently to support a growing population. The outputs of this work will be regularly updated and summarised in the Council's Infrastructure Delivery Plan.

- 8.6 The provision of social infrastructure in local areas ensures improved accessibility to local services. 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. In such cases, there must be realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider communities. If a building or site is no longer required for its original purpose, priority should be given to alternative social, community, or cultural uses before other uses are considered.
- 8.7 The co-location of different infrastructure facilities may be supported where it does not conflict with other planning policies, as it will help ensure the effective use of resources, encourage joined-up service delivery, and facilitate shared maintenance and management costs.

Accessibility

- 8.8 Kingston is committed to being an Age Friendly Borough and is a member of the World Health Organization's Global Network for Age Friendly Cities and Communities. The Council recognises that the built environment is fundamental in supporting residents to age well, remain active, and stay connected to their local area. To support this ambition, the Local Plan promotes inclusive, accessible neighbourhoods and high-quality public spaces that remove barriers to participation for residents of all ages.
- 8.9 Social infrastructure should be located in areas easily accessible by walking, cycling and public transport, including the borough's town, district, and local centres. This approach supports Kingston's commitment as an Age Friendly Borough by ensuring that facilities



and services remain reachable for everyone, including those using wheelchairs or other mobility aids.

- 8.10** The Council recognises that access to well-maintained, step-free public toilets is a critical factor in enabling older people, families, and those with accessibility needs to use public spaces with confidence. In line with London Plan (2021) Policy S6, the Council supports proposals that enhance the availability and quality of public toilets, particularly in town centres and areas of high footfall.

Developer Contributions

- 8.11** All developments will be required to contribute toward the provision and delivery of social infrastructure in their area, through either on-site provision or relevant developer contributions (see Policy KI1). This ensures that new growth is supported by the necessary community assets.
- 8.12** Developers proposing substantive schemes (including sizable minor developments and all major applications) are expected to engage with the Council at an early stage via the paid pre-application service. This approach allows the Council to identify the specific financial and non-financial infrastructure requirements necessary to accommodate the demands of the proposal, ensuring these are integrated into the project from the outset.





Policy KS2: Community Facilities

- A. Proposals for new community facilities, or the alteration, extension, or reconfiguration of existing facilities will be supported where they:
 - 1. Reflect high-quality design standards and meet the specifications of infrastructure providers and service partners;
 - 2. Prioritise accessibility, ensuring facilities are easily reached by walking, cycling, and public transport;
 - 3. Reduce social isolation and tackle loneliness;
 - 4. Demonstrate clear arrangements for long-term management and maintenance; and
 - 5. Avoid or minimise any adverse impact on neighbouring uses and surrounding developments.
- B. New community infrastructure is expected to be delivered in the early stages of development to ensure sufficient capacity is available from the outset, providing new residents, employees, and the existing community with immediate access to a variety of services.
- C. Developments involving the partial or complete loss of existing community facilities (including vacant land and buildings formerly in community use) will be supported only where:
 - 1. The benefits of the proposed development clearly outweigh those provided by the existing community facility; or
 - 2. Replacement provision of equivalent or improved size and quality has been secured in an accessible location within the borough; or
 - 3. It is demonstrated that there is no longer a demand for the existing or an alternative social and community use, evidenced by vacancy and appropriate marketing for at least 12 months.



- 8.13** Community facilities encompass a range of amenities such as youth centres, cultural venues, places of worship, healthcare facilities, early years provision, schools, libraries, sports venues, information services, public houses, and post offices. All facilities outlined in this chapter will be expected to abide by policy KS2 as well as their relevant policies.

Community Facilities Benefits

- 8.14** Appropriate community facilities are essential for supporting a healthy, Age-Friendly, and culturally vibrant borough. These spaces build “social capital” which can improve mental health by fostering social networks, civic engagement, and a sense of local identity. The Council is committed to supporting the provision and, where necessary, the redevelopment of community facilities to meet the current and future needs of all residents.
- 8.15** Community facilities play a vital role in reducing social isolation and tackling loneliness. The 2022 Better Mental Health Joint Strategic Needs Assessment identifies areas with a higher risk of isolation, including Coombe Hill, Norbiton, and Chessington South, as well as pockets within Surbiton Hill, Berrylands, and St Marks. New community facilities in these areas can provide essential physical spaces that foster social cohesion and help reduce the risk of isolation.
- 8.16** Cultural venues, public houses, live music spaces, and other intergenerational hubs are pivotal for community cohesion, inclusivity, and the local economy. Recognising the recent loss of such spaces, the Council will support opportunities to enhance the borough’s night-time community infrastructure. Protecting these assets ensures that Kingston remains a diverse and inclusive place to live and visit after dark.

Phasing and Delivery

- 8.17** Key projects are identified in the Infrastructure Delivery Plan, with funding secured through planning obligations and the Community Infrastructure Levy in accordance with Policy KI1.
- 8.18** To ensure the development of healthy communities, the Council will expect community infrastructure within major proposals to be delivered at the early stages of development. This prevents a lag in service provision and ensures new facilities are available as soon as possible.
- 8.19** The loss of existing community facilities will only be permitted in very limited circumstances. Applicants must provide clear and robust evidence, including marketing data or strategic transformation plans, to justify the loss of a community asset.



Policy KS3: Health and Social Care Facilities

- A. Development proposals will be supported where they:
1. Tackle health inequalities, particularly in areas identified as experiencing poorer health outcomes;
 2. Increase healthcare provision to meet an identified local need; or
 3. Improve existing healths and social care facilities to ensure they are modern, inclusive, and fit for purpose.
- B. Development proposals which result in the loss of health or social care facilities will be resisted, unless it can be demonstrated that:
1. There is no longer an identified need for the facilities; or
 2. The facilities can be re-provided elsewhere in the neighbourhood.



- 8.20** The four broad types of health infrastructure provision (in line with Policy S2 of the 2021 London Plan) include:
- Primary care (such as GP practices, plus community pharmacists, dentists, and opticians)
 - Community healthcare (includes non-acute mental health services and care closer to home)
 - Acute provision
 - Specialist provision

Addressing Health Inequalities

- 8.21** Residents in Kingston generally experience better health than the national and London averages, with life expectancy surpassing the England average by 1.9 years for men and 1.4 years for women. This positive outcome reflects the borough's relative affluence - according to the 2019 Indices of Deprivation, Kingston ranks 273rd out of 317 local authorities in England, making it the second least deprived borough in London after Richmond upon Thames.
- 8.22** Despite these favourable overall statistics, there are significant local disparities within the borough. Health outcomes are closely linked to levels of deprivation, with a notable life expectancy gap between wards. For example, while residents in Tudor ward have a life expectancy of 85.9 years, those in Norbiton record a lower average of 78.8 years. Male life expectancy particularly highlights this divide, ranging from 77.1 years in Norbiton to 84.1 years in Tudor.
- 8.23** The Kingston Joint Local Health and Wellbeing Strategy (JLHWS) establishes the borough's priorities in tackling the identified health and wellbeing needs. Where relevant, new developments should help reduce these inequalities and improve the overall wellbeing of residents, particularly within the borough's most disadvantaged communities.

Modern Models of Care

- 8.24** Health and social care services are moving towards community-based models that focus on early intervention and prevention, tackling inequalities, improving access to community services, and providing more patient choice.
- 8.25** Current healthcare infrastructure includes Kingston Hospital, the Surbiton and Kingston community health centres, and specialist services at the Kingston Health Centre. The Council supports the enhancement of these facilities, including the vital mental health services at Tolworth Hospital, to maximize opportunities for improved health outcomes across the borough.
- 8.26** New health and social care facilities should be appropriately located to serve the needs of its users, including carers and those with health impairments.

Strategic Delivery

- 8.27** The Council will work collaboratively with the South West London Integrated Care Board (ICB) and other healthcare providers to identify and address local health needs.



Policy KS4: Education Facilities

- A. Development proposals for new or expanded education facilities will be supported where they meet the criteria set out in the 2021 London Plan (currently Policy S3).
- B. New schools and educational developments are required to:
 - 1. Minimise environmental impact and waste by incorporating sustainable design and contributing toward zero-carbon targets; and
 - 2. Promote safe, active, and sustainable travel by implementing robust School Travel Plans that prioritise walking, cycling, and public transport.
- C. School's sports and recreational facilities should support the dual use of facilities, allowing for community use outside of core operational hours.

8.28 Kingston's education facilities - including childcare, primary schools, secondary schools, and further education facilities - are essential to the regional economy, providing direct training and employment opportunities while enriching the borough's cultural and social life. These institutions serve as engines for civic life, directly and indirectly supporting our local communities.

Meeting School Demand

8.29 As the Local Education Authority, the Council has a legal responsibility to ensure sufficient school places for all children in the borough. The Council will continue to work with schools and other educational partners to identify demand and consider how needs can best be met. Current priorities, identified in the School Place Planning Strategy

(2020), include secondary school places and improved provision for children with Special Educational Needs and Disabilities (SEND).

8.30 The Council's preference is for children and young people to be educated within the borough, reducing dependence on private car usage for school travel. However, at times, identifying and delivering sites suitable for new schools can be challenging. Remodelling and expanding existing schools to provide additional school places and new facilities is more easily accommodated. Where it is safe and practical to do so, schools should remain open while building works are in progress to maintain continuity of education.

Kingston University

8.31 Kingston University is a leading institution and a key driver of the borough's knowledge economy, contributing significantly to local employment, innovation, and the vibrancy of the town centre. In line with its 2022 Town House Strategy, the Council supports the University's mission to enhance students' life chances, support staff ambitions, and strengthen its role as a key provider of higher education.

8.32 The Council supports the ongoing modernisation of higher education assets, including the renewal of the Penrhyn Road, Kingston Hill, and Knights Park campuses. To accommodate future educational needs and maintain high-quality training and research, these institutions may require additional space, both within and outside their existing sites.

Post-16 and Adult Education

8.33 The majority of Kingston College students live outside the borough. To meet the needs of all learners and adapt to changes in post-16 education, the college may require expansion, upgrades, and the reorganisation of existing premises to provide more flexible and inclusive provision.



Policy KS5: Arts and Cultural Facilities

- A. Development proposals should contribute towards the borough's cultural offer by:
 - 1. Retaining and improving existing arts and cultural uses.
 - 2. Providing flexible community spaces that can also be used for arts and cultural facilities.
- B. The Council will support the meanwhile (temporary) use of vacant buildings and land in town centres for inclusive art and cultural uses where they comply with other policies in the Development Plan.

Kingston's Cultural Identity

- 8.38 The Council supports the growth of Kingston as a significant cultural destination by promoting dynamic venues and their associated uses.
- 8.39 Arts, leisure, and culture play a vital role in defining the borough's identity and aspirations. The sector includes a myriad of activities, organisations, individuals, and enterprises - from annual festivals and neighbourhood events to formal venues such as museums, art galleries, exhibition spaces, theatres, cinemas, and studios.
- 8.40 The borough is home to a rich arts scene, anchored by the Rose Theatre for live performances, the historical collections at Kingston Museum, and innovative art and design at Kingston University's Stanley Picker Gallery and the Dorich House Museum. Local institutions such as Banquet Records are also key to Kingston's nightlife and music scene, orchestrating live performances that bring world-renowned artists into the heart of the borough.



Kingston 2025

- 8.41** The Kingston 2025 community programme demonstrated the power of cultural placemaking in building community cohesion. It highlighted the potential of activating new locations across the borough to create more vibrant destinations for residents and visitors alike.
- 8.42** However, the programme also identified a significant need for improved indoor and outdoor infrastructure to support these activities, and for more affordable, flexible venues to alleviate pressure on established spaces like the Rose Theatre.

Meanwhile Uses

- 8.43** In line with London Plan (2021) Policy HC5, the Council will support the temporary or “meanwhile” use of vacant buildings and land for creative purposes, particularly within town centres. This approach can stimulate economic vitality by providing affordable space for local artists and creatives who might otherwise be lost to the borough due to high rental costs. Utilising empty properties in this way also creates social value and maintains the vibrancy of Kingston’s high streets.

Protecting Culture

- 8.44** The loss of cultural venues, facilities, and spaces has had a detrimental effect on Kingston’s local economy and community life. The Council will not only protect these assets, but will seek opportunities to provide new infrastructure that meets the borough’s evolving needs. This approach aligns with Policies SC1 and SC3 in the London Plan (2021), and ensures that arts and culture remain central to Kingston’s social and economic success.
- 8.45** The Agent of Change principle will be applied to all noise-generating cultural venues in accordance with 2021 London Plan policy D13. Development proposals should incorporate effective design and

soundproofing measures to protect the amenity of new residents while ensuring that existing cultural, music, and night-time venues can continue to operate and flourish.



Policy KS6: Sports and Recreational Facilities

- A. Development proposals for new or improved sports and recreational facilities (including playing fields) will be supported where they:
 1. Address a demonstrable community need;
 2. Are designed to provide high-quality, inclusive access for all users;
 3. Prioritise the facilities and locations identified within local strategy (currently the 2023 Active Kingston Framework); and
 4. Secure wider public access through Community Use Agreements where reasonably practicable.
- B. Sports and recreational facilities, including playing fields, are protected assets. Developments involving the loss of such facilities will be resisted unless:
 1. The facility is not identified as a priority sport or within a priority location in the relevant local strategy; and
 2. The proposal meets all relevant requirements outlined in regional and national policy.

- 8.46** Sports and recreational facilities (including playing fields) are vital components of social infrastructure that deliver essential physical, sporting, and leisure activities across the borough.
- 8.47** Regular physical activity significantly improves mental and physical well-being, stimulates the local economy, and strengthens community connections.



- 8.48** To ensure these spaces are inclusive and support healthy lifestyles, the Council encourages the inclusion of drinking water fountains and bottle-filling stations. This would help maintain hydration during physical activity while reducing environmental waste from single-use plastics.

Health Inequalities and Inclusivity

- 8.49** The Sport England 'Sport for All' report (2020) highlights that people with disabilities and certain minority ethnic groups (including from Pakistani, Bangladeshi, and Arab backgrounds) often have lower rates of participation in physical activity.
- 8.50** To ensure all sports provision is high-quality, inclusive, and fit for purpose, proposals for new facilities will be expected to incorporate Sport England's design guidance.
- 8.51** Proposals should also be informed by local health data, including the Kingston JSNA, to ensure that new facilities are targeted toward areas of poor health and can effectively help reduce health inequalities across the borough.

Strategic Framework and Investment

- 8.52** The Council's approach to leisure, sport, and physical activity is currently guided by the Active Kingston Framework (2023), the Indoor Leisure Facilities Strategy (2022), the Outdoor Sports Facilities Strategy (2023), and the Playing Pitch Strategy (2023). These strategies provide the evidence base for protecting and enhancing outdoor sports provision, increasing participation, and improving accessibility. They will be used to inform planning decisions, developer contributions, and investment priorities, thereby supporting active lifestyles, community cohesion and the delivery of high-quality, sustainable sports provision.

- 8.53** Sports facilities identified as in undersupply, and therefore should take priority, include (but are not limited to):

- Archery
- Golf courses
- Netball courts
- Skateparks
- Outdoor gyms
- Tennis courts

Securing Access and Protecting Assets

- 8.54** The Council will prioritise the retention of sporting facilities. While their loss will be strongly resisted, alternative uses may be considered where a facility is demonstrated to be surplus to community requirements in line with national policy.
- 8.55** To maximise existing assets, the Council will utilise Community Use Agreements to secure public access to new facilities, particularly on sites (such as educational settings) which would not usually be available for wider community use.



Policy KS7: Play and Informal Recreation

- A. All residential developments are required to incorporate good-quality, accessible play space in accordance with the 2021 London Plan (currently policy S4).
 - B. New provisions for children's formal play areas should be made on-site. Where standards cannot be fully met, the Council may seek a payment in lieu used to fund local provision. Further details of this mechanism are provided in Appendix M of this Plan.
 - C. Proposals involving the loss of existing play spaces are required to:
 - 1. Provide up-to-date evidence clearly demonstrating that there is no ongoing or future demand for play spaces (for all age groups) in the local area; or
 - 2. Provide replacement facilities of equivalent or improved quality and size in a suitable nearby location.
 - D. Play and informal recreation should:
 - 1. Incorporate incidental and, where appropriate, natural play spaces;
 - 2. Be imaginative, adaptable, and robust;
 - 3. Be designed in relation to its surrounding context; and
 - 4. Be designed to be inclusive, meeting the needs of residents of all ages and abilities, including children, young people, and adults with physical, sensory, and neurodivergent disabilities.
- 8.56** To ensure a healthy and inclusive borough, new developments are expected to meet the demand they generate for play and recreation. This is achieved primarily through on-site provision or, where appropriate, by contributing toward additional capacity and quality improvements within the local area. This approach ensures that the

borough's infrastructure evolves alongside its growing population.

Age-Friendly & Inclusive Environments

- 8.57** Integrating 'Age-Friendly' principles into the borough's play and recreation strategy is important for fostering equitable, healthy, and sustainable communities. These environments support the independence of all residents, particularly pre-teens, teenagers, and older adults, ensuring that public spaces successfully adapt to demographic shifts. By increasing opportunities for informal recreation, the Council aims to improve the physical and mental well-being of the entire community.
- 8.58** Inclusive play goes beyond the provision of physical access; it focuses on creating environments where residents with diverse needs can engage in shared experiences. By incorporating accessible equipment and sensory-friendly environments, these spaces ensure that residents of all abilities can interact and participate equally in community life.

Natural Play Spaces

- 8.59** Natural play spaces utilise elements like logs, rocks, and plants to foster creativity, physical activity, and connection with nature. Integrating these features into development projects encourages sensory exploration, problem-solving, social interaction, and enhanced emotional well-being for young people.

Strategic Alignment

- 8.60** Policy KS7 works alongside Policy KN2 to ensure that high-quality play spaces are recognised as vital components of the borough's open space network.



Policy KS8: Public Houses

- A. Development proposals involving the partial or complete loss of a public house with heritage, economic, social, or cultural value will be supported only where it is demonstrated that:
 - 1. No historical or architectural significance would be lost as a result of the proposal;
 - 2. There is no reasonable prospect of the premises remaining viable for continued use as a public house; and
 - 3. There has been no market interest in the building for its current use, nor interest from local communities for an alternative community facility, supported by evidence of an active and appropriate marketing campaign over a 24-month period.
- B. Marketing evidence produced with restrictive covenants that prevent the building from being sold to another pub operator will not be accepted.
- C. Where a public house is replaced or re-provided, the new development should:
 - 1. Demonstrate high-quality design that responds positively to local character;
 - 2. Where appropriate, incorporate cultural or community use into the redevelopment (such as performance or flexible amenity space); and
 - 3. Be subject to a sequential site assessment if the facility is re-provided off-site, to ensure it remains highly accessible and continues to serve its original community.



- 8.61** Public houses (pubs) are essential to Kingston's day, evening, and night-time culture and economy, adding vibrancy to our streets and neighbourhoods. Beyond their economic value, they are often the focal point of a community's social and cultural life, providing venues for entertainment and local gatherings. Many have been designated as 'Assets of Community Value' to ensure their continued protection as community resources. Public houses also serve as historic social hubs that reflect unique architectural styles and possess significant heritage value.
- 8.62** Kingston, like many other London Boroughs, has experienced a decline in public houses over time. Recognising the important social and economic role they play, the Council will seek to guard against the loss of these facilities. Particular consideration will be given to the need to protect purpose-built, historic pubs (built in the 20th Century or earlier), especially where these are landmark features in the townscape.

Evidence of Viability and Marketing

- 8.63** To prevent the unnecessary loss of valuable community assets, the Council will require robust evidence for any proposal involving the loss of a public house. This includes a summary statement on viability and a detailed marketing report. The premises should be marketed as a pub, locally and London-wide, through specialised agents for a minimum of 24 months. To be considered valid, the marketing must reflect an independent valuation and the property must be maintained in a condition that allows its continued function as a pub. The valuation and asking price must specifically refer to the price in terms of its current pub use.
- 8.64** Recommended marketing evidence includes:
- A clear description of the premises' features, context and any unique selling points;

- Dated evidence of marketing, for example, copies or screenshots of advertisements on appropriate commercial websites;
- Where appropriate, photographic evidence of 'For Rent' or 'For Sale' signboards on the existing premises;
- Any incentives or favourable terms that would normally be applied to new tenants to encourage occupation;
- Evidence of enquiries, viewings and feedback from these;
- Market analysis demonstrating a thorough understanding of the local market, including competition and target audience;
- An outline of the terms and asking price offered for any alternative community uses over the last 24 month period; and
- Where the public house is designated as an Asset of Community value, evidence that the opportunity was made available to local communities for an alternative community facility under the Community Right to Bid over the last 24 months.

- 8.65** The viability of a public house often depends on functional secondary spaces, including kitchens, cellars, function rooms, and outdoor gardens. Proposals for the reconfiguration of a pub must demonstrate that the remaining or re-provided floorspace remains fit for purpose and capable of supporting a sustainable business model.

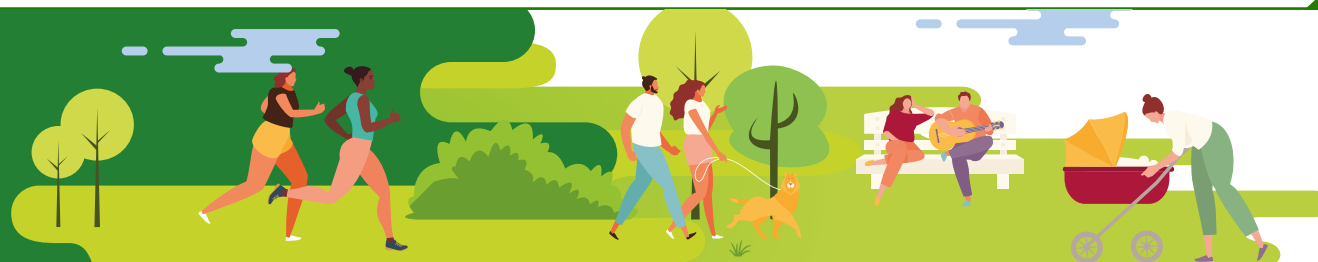
Operation Noise

- 8.66** In accordance with the 2021 London Plan's Agent of Change principle (policy D13), it is the responsibility of the developer to incorporate effective mitigation measures to protect new and existing residents from noise and other nuisances, ensuring the public house can continue its lawful operation.

9

Natural Environment





Policies in this chapter:

- **Strategic Policy KN1:** Green Infrastructure
- **Policy KN2:** Public Open Space
- **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

- 9.1 This chapter outlines policies for the conservation, enhancement, and strategic planning for Kingston's green infrastructure and natural environment. Kingston's green infrastructure networks, including our parks, public open spaces, gardens, natural spaces, trees, rivers, and vegetation, offer a variety of benefits to our local communities. They support local ecology and biodiversity while providing a full range of other benefits, such as providing areas of recreation and benefits for health and wellbeing.
- 9.2 We must continue to protect our most valued natural assets and green spaces, deliver net gains for biodiversity, and enhance the quality of our environment wherever possible. This comprehensive approach ensures that we maximise the social, economic and environmental benefits of our natural environment for current and future generations.
- 9.3 As we plan for the borough's change and development, our green infrastructure networks also represent valuable opportunities to reverse the decline in biodiversity, support the recovery of nature, help communities adapt to the impacts of climate change, and make public open spaces and nature more accessible to everyone.



Strategic Policy KN1: Green Infrastructure

- A. All development shall ensure the conservation, enhancement and restoration of biodiversity and geology, avoiding any adverse impacts on the condition and, where relevant, recovery of all types of nature conservation sites, habitats, species and components of ecological networks or geological interests.
- B. Access to open spaces and green infrastructure plays an important role in the physical and mental health and wellbeing of all people. We aim to ensure Kingston remains an attractive and green borough, through the protection and enhancement of open spaces, green infrastructure and the natural environment. We will do this by:
 - 1. Protecting and enhancing open spaces in the borough including Metropolitan Open Land, Open Space and Sites of Importance to Nature Conservation to provide high quality environments for all residents;
 - 2. Protecting and seeking improvements to walking and cycling routes to and through Open Spaces;
 - 3. Enhancing existing Open Spaces, Green Corridors and the natural environment, providing habitats for biodiversity to flourish and expand;
 - 4. Protecting and enhancing the borough's Biodiversity, particularly on areas identified in the Kingston Biodiversity Action Plan, the Local Nature Recovery Strategy, London Green Infrastructure Framework and other green infrastructure strategies;
 - 5. Increasing Green Infrastructure across the borough through Urban Greening;
 - 6. Enhancing accessibility to our waterways, including the River Wandle and its banks, for leisure and recreational use, while protecting its Biodiversity value;



- 7. Improving opportunities for our residents and visitors to experience nature; and
- 8. Promoting healthy lifestyles to encourage physical education and well-being through the use of our sports facilities, schools, open spaces and recreational spaces.

- 9.4** Green infrastructure refers to the network of multi-functional green spaces vital to the sustainability of our environment including our parks, green and blue spaces, open spaces, woodlands, playing fields, rivers, wetlands, and green features (such as trees, planting, gardens, green roofs, green walls, and sustainable urban drainage systems).
- 9.5** Green infrastructure forms an essential part of our urban infrastructure and plays a pivotal role in mitigating the impacts of climate change and boosting resilience. 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, including improved air quality, reduced flood risk, and enhanced spaces for recreation.
- 9.6** Most green spaces in the borough are managed to enhance their biodiversity or amenity value. However, these assets have often been considered as individual components rather than an integral part of the area's green infrastructure networks.
- 9.7** This policy outlines the borough's strategic green infrastructure approach and the Council's commitment to work with relevant partners to implement the strategic London Green Infrastructure Framework and Kingston's Biodiversity Action Plan.
- 9.8** Alongside this Local Plan, the Council is preparing green infrastructure strategies and an Infrastructure Delivery Plan to identify the opportunities and priorities for investment and intervention in the area. The Council is supporting the GLA who are producing a Local Nature

Recovery Strategy for London. The Council will also seek to protect and enhance existing green infrastructure and promote its wider benefits in all relevant planning activities and functions.

- 9.9** Nature-based approaches and solutions to interrelated issues associated with a site should be investigated and maximised at the earliest stage of development. All major development will be expected to maximise opportunities for enhancing existing green spaces and incorporate appropriate urban greening features (including sustainable urban drainage systems) to improve the development's visual quality and ecological functions. 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.
- 9.10** When appropriately planned, designed and managed, green infrastructure has the potential to deliver a range of benefits (often referred to as ecosystem services), in addition to improving ecological habitats, such as holding water which can reduce flood risk, providing space for recreation, physical and mental wellbeing benefits, natural shading and contributing to carbon storage.
- 9.11** Planning applications will be required to provide information on how different green infrastructure elements will be sensitively incorporated and appropriately managed.



Policy KN2: Public Open Space

- A. Major developments, particularly in Areas of Deficiency in Access to Public Open Space, must provide a mix of new public and private open space unless it can be clearly demonstrated that this is not feasible, in which case off-site contributions, or delivery may be sought. Proposals will achieve this by:
 - 1. Prioritising the delivery of new publicly accessible open space on-site, ensuring that its provision is integrated into the development's design from the outset;
 - 2. Ensuring that the design, scale, and nature of new open space is informed by and meets the needs of the end users of the wider development; and
 - 3. Delivering new open space that is genuinely publicly accessible and inclusive for both those who will use the development site and those who may visit it. They must be designed with appropriate access arrangements, avoid marginalising groups and ensure that new open space is sited in locations which optimise inclusive access.
- B. The Council will protect, enhance and increase the provision of open space and will seek to improve access to public open space in the borough and reduce open space deficiency by resisting development proposals that would:
 - 1. Have an adverse impact on the environmental and open character, appearance and function of open spaces; and
 - 2. Reduce the overall amount of green cover in the borough.
- C. Proposals which result in the loss of areas of amenity green space around housing estates, educational facilities and other green space of local and borough wide importance will only be supported if there would be no unacceptable impact on the character of the local area.
- D. Proposals for new public open space should be designed so they:
 - 1. Are fit for purpose and function;
 - 2. Are of a high quality and compatible with the surrounding landscape, and townscape character;
 - 3. Integrate with the drainage network to mitigate the effects of climate change and significant rainfall events;
 - 4. Are clearly defined as public or private space;
 - 5. Provide a range of recreational and outdoor activities including playgrounds, gyms and sport pitches for users of all ages; and
 - 6. Integrate appropriate landscaping maximising planted beds and trees which provide wildlife habitats.
- E. Development proposals for ancillary uses on public open space that help to improve the quality of open space and promote access to a wide range of users will be supported where they:
 - 1. Facilitate or support the recreational use of the open space;
 - 2. Do not have a detrimental impact on the environmental function of the open space, including support for nature conservation; and
 - 3. Are of a scale that is proportionate to the nature of the open space.
- F. Developments that would result in the permanent loss, deterioration, or fragmentation of public open spaces, which meets the relevant NPPF criteria, will not be supported unless:
 - 1. The development will provide a wider public benefit which clearly outweighs the loss of the existing open space; and
 - 2. Where the development involves part of an area of open space, the quality of any remaining open space should not be eroded by the development.



- 9.12** Open spaces form a vital component of Kingston's Green Infrastructure Network. Open spaces, including waterways and water spaces, make a significant contribution to the environmental quality and character of the Borough. They also play a key role in supporting the physical and mental health and wellbeing of the local population by providing opportunities for leisure and recreation as well as enabling people to lead active lifestyles. Some open spaces contain protected habitats or species and are designated as Sites of Importance for Nature Conservation.
- 9.13** Access to green space encourages greater physical activity as streets become more attractive and inviting to walk, run and cycle in. Access to green spaces can also stimulate positive psychological and physiological responses, positively impacting mental health, including better stress moderation and reduced hospital admissions for mental health-related issues.
- 9.14** The Natural Capital Account for London estimates that parks and other open spaces provide over £1.5 billion in benefits to our local communities (over a 30-year period). This includes an estimated saving of £343 million on health costs from the mental and physical health benefits attributed to open spaces.
- 9.15** As the publicly accessible open space network makes a key contribution towards ensuring that the Borough continues to be open and inclusive of all, it will be protected from inappropriate development.
- 9.16** Although Kingston is perceived as a leafy and green borough, a proportion of our residents lack easy and equitable access to public open space. Given the essential role of these spaces in promoting active and healthier lives, new developments should improve public access and support walking and cycling connections to local parks and other open spaces in their vicinity. This is particularly important within the identified Areas of Public Open Space Deficiency (as shown

in Figure 10.4). Areas of Deficiency in Access to Public Open Space is calculated by Greenspace Information for Greater London (GiGL) using their Areas of Deficiency (AoD) data model. This data ensures that the provision of public open space can be analysed and open spaces planned and managed accordingly. The London Plan sets out a maximum distance which London residents should have to travel to access a Public Open Space. Areas outside of these distances are classified as areas of deficiency.

- 9.17** Open spaces must be designed, managed and maintained to be free, accessible, welcoming and inclusive, meeting the diverse needs of all the borough's communities. Proposals should prioritise safe and direct pedestrian and cycling connections to these spaces and incorporate inclusive design features such as clear wayfinding, seating, toilets, shade and high-quality walking routes to support age-friendly and climate-resilient environments.
- 9.18** London Plan Policy G4: Open space (2021) sets out a hierarchy of open spaces. It includes policies to protect these spaces commensurate with their categorisation in the hierarchy (Table 8.1) and provide a benchmark for publicly accessible open space provision, categorising spaces according to their size, facilities and local importance.
- 9.19** New developments will create additional demand for parks and open spaces across the borough. 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.
- 9.20** 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 Spaces 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.

- 9.21 The reconfiguration of open spaces could be supported in circumstances that would lead to more usable open spaces and improve public access. Development proposals will be required to demonstrate that such reconfigurations will not reduce the quality and quantity of open space provision in terms of design, accessibility, biodiversity value or connection to the green infrastructure network.
- 9.22 Locating play spaces, sports facilities, and recreation areas within areas of public open space can create multi-functional areas that enhance leisure opportunities for a wider range of residents and encourage more frequent engagement with the natural environment. However, these spaces require careful planning and design to ensure facilities are sensitively integrated, respecting the ecological value and amenity of the open space while maximizing their recreational potential. Policy KS6 provides more detail on sports and recreational facilities, while Policy KS7 focuses on play space requirements.

Local Green Space

- 9.23 Local Green Space (LGS) is a national designation, as referenced in the NPPF, which aims to protect green areas or spaces which are demonstrably special to a local community and hold particular local significance.
- 9.24 The Council does not currently have any Local Green Space designations, however these may be identified in future Neighbourhood Plans. The NPPF sets out that Local Green Space designations would have the same protection as the Green Belt, therefore proposed development on any future designations would only be granted in very special circumstances.



**Policy KN3:
Biodiversity**

- A. Development proposals are required to protect and enhance biodiversity and contribute to nature recovery in the borough by:
1. Maximising opportunities to create new onsite habitats and to deliver missing ecological links (green and water);
 2. Maximising 'living building' elements as a key feature of the site and building design;
 3. Contributing to habitat recovery priorities identified in the Local Nature Recovery Strategy (LNRS);
 4. Ensuring that new biodiversity features or habitats connect to the wider ecological and green infrastructure networks, complement surrounding habitats, and enhance wildlife corridors for the movement of species, including river corridors; and
 5. Where it is demonstrated that harm is unavoidable and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, applying the following mitigation hierarchy to minimise impacts:
 Avoid: Prevent damage to the significant ecological features of the site
 Minimise and Mitigate: Minimise the overall spatial impact and mitigate any remaining harm by improving the quality or management of the rest of the site
 Compensate: As an absolute last resort, deliver off-site compensation of a better biodiversity value
- B. Sites of Importance for Nature Conservation (SINC) should be protected. Where harm to a Site of Importance for Nature Conservation, a protected or priority species or habitat, and where the benefits of the development clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

1. Avoid damaging the significant ecological features of the site;
 2. Minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site;
 3. Deliver off-site compensation, in Kingston, of better biodiversity value; and
 4. Where appropriate compensation is not possible, planning permission will be refused.
- C. Development proposals located adjacent to or in close proximity to a SINC or green corridor must carefully consider and mitigate potential indirect adverse effects on the site's ecological integrity. This includes avoiding or mitigating impacts arising from noise, shading, and light pollution.
- D. Proposals to improve public access to SINC's will be supported, provided they do not adversely impact biodiversity.
- E. An Ecological Impact Assessment will be required for all major development proposals that may harm or impact biodiversity.
- F. Planting and landscaping schemes must strictly exclude potentially invasive non-native species and plants known to produce nectar that is toxic to pollinators, such as non-native species of lime trees.

Biodiversity Net Gain

- G. All major and minor development proposals, unless exempt under the Environment Act 2021, must be supported by a proportionate Biodiversity Net Gain Plan (BGP) which clearly identifies how the development will minimise harm and maximise biodiversity gain.
- H. All BNG calculations must use the latest Biodiversity Metrics published by the Department for Environment, Food & Rural Affairs (DEFRA).
- I. Development in sites which are allocated for development in Chapter 12 must deliver a minimum net uplift in biodiversity unit value of 20%.
- J. Off-site habitat creation or enhancement should only be considered where local opportunities are demonstrably insufficient to meet the Biodiversity Net Gain requirement.



- 9.25** 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.
- 9.26** 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 left during the development of the surrounding area. Many of these have been absorbed into the urban setting and are refuges for both common and rare species.
- 9.27** The 25-year Environment Plan and Environment Act 2021 set out the framework for a national Nature Recovery Network to manage and enhance landscape scale corridors throughout the UK. Local authorities are responsible for the provision of this network with the preparation of Local Nature Recovery Strategies (LNRS). The GLA are responsible for producing a LNRS in London, and they published the first LNRS in March 2026.
- 9.28** While the Environment Act 2021 ensures that the natural environment is left in a measurably better state post-development, BNG must be delivered alongside the mitigation hierarchy (by first seeking to avoid significant harm to ecological features, then adequately mitigating unavoidable impacts, and only relying on compensation or offsetting as an absolute last resort) to guarantee that initial ecological losses are strictly minimised.
- 9.29** Despite some conservation successes in recent years, biodiversity loss and ecosystem degradation continue. The 'State of Nature Report', published in 2023 by the State of Nature Partnership, highlights these significant losses in biodiversity. All developments must deliver measurable improvements for biodiversity by creating or enhancing existing habitats.
- 9.30** Most species found in the borough are well adapted to the urban environment. However, some species are susceptible to change and are intolerant of human disturbance.
- 9.31** There are a range of biodiversity assets in the borough, including:
- 12 Local Nature Reserves (overlaps with SINCs);
 - 45 Sites of Importance for Nature Conservation (also known as 'SINC');
 - Ancient Woodland (small fragments of ancient woodland are present in 3 SINCs in the north-east and south of the borough);
 - 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.
- 9.32** The borough is bordered by two Special Areas of Conservation and three Sites of Special Scientific Interest located at Richmond Park, Wimbledon Common North, and Epsom and Ashted Common South.
- 9.33** Nine priority habitats and nine 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.
- 9.34** The Council has a duty to regard biodiversity conservation as part of any policy or decision-making. This includes restoring and enhancing a species' population or habitat. All development 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. To achieve this, proposals should consider the measures outlined in Kingston's Biodiversity Action Plan (including Habitat Action Plans and Species Action Plans), and the Local Nature Recovery Strategy.

- 9.35** The core objective is for all development to demonstrably contribute towards delivering measurable net gains for nature. This will ensure that biodiversity across the borough is improved by the end of the Plan period, and that the existing network of sites and habitats is protected and strengthened through the retention and creation of robust, well managed green infrastructure. Protected species, protected sites and irreplaceable habitats will be dealt with in accordance with prevailing legislation and licensing regimes. Their conservation must, however, also be integrated into wider biodiversity considerations and addressed through the relevant Local Plan policies.
- 9.36** Alongside this Plan, the Council will prepare and review the borough's Biodiversity Action Plan to identify the important habitats and species most threatened by change and the conservation measures that need to be taken. The Council will also work with relevant stakeholders through the Kingston Biodiversity Partnership to promote understanding and cooperation to achieve biodiversity goals. The borough's biodiversity trends and performance will be monitored and evaluated over time as part of the planning process (see 'Monitoring Framework').
- 9.37** The Council's Biodiversity Checklist should inform all development proposals.
- 9.38** The London Plan policy G6 (Biodiversity and access to nature) establishes a framework to seek to halt ecological decline and ensure

that London's growth does not come at the expense of the natural environment.

- 9.39** Under part F, 'potentially invasive non-native species' includes plants listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) and plants identified as species of concern by the London Invasive Species Initiative and those listed as 'species of special UK concern' within (IAS) (Enforcement and Permitting) Order 2019. Some plants that are regularly used in horticulture produce nectar that is toxic to bees. These include several non-native species of lime trees. These species should not be included in the landscaping of development. In addition, planting schemes should be selected according to their suitability for local growing conditions (soil, temperature ranges, rainfall, periods of inundation, sunlight and shade), their ability to attract wildlife (e.g. nectar rich planting) and to conserve water. Planting along river corridors should only include native species. This will need to be evidenced in the ecology statement.
- 9.40** Major developments should consider supporting schemes identified in the area's Local Nature Recovery Strategy and other relevant green infrastructure strategies and infrastructure plans.
- 9.41** Where geographically relevant, the Thames River Basin Management Plan objectives should also be incorporated.
- 9.42** 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 considered early 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.
- 9.43** Development, particularly for new and replacement buildings and extensions, should utilise opportunities to attract new species to a site. This can include the incorporation of artificial nest boxes and



bricks in buildings to provide nesting and roosting opportunities for birds, including species under threat such as swifts, house martins, swallows and house sparrows, and where appropriate, bats. Swift bricks integrated into new buildings are preferred, as these are suitable for multiple bird species.

- 9.44** The layout and design of buildings, external lighting, and landscaping should consider existing biodiversity features and habitats. Proposals adjacent to or near important habitats and species should also consider the potential direct and indirect effects on biodiversity, such as noise, shading or lighting.
- 9.45** 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 are shown in Figure 9.1. SINC are afforded protection commensurate to the grade and contribution to the ecological network.
- 9.46** Developments that would result in the loss, deterioration, or fragmentation of priority habitats and known SINC will be strongly resisted. Proposals that will cause significant harm to priority species and habitats without adequate mitigation will be refused permission by the Council.
- 9.47** Off-site compensation will only be acceptable when the applicant has demonstrated 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 before the commencement of development.
- 9.48** 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 before the design and planning stages of the development. If it is concluded that the proposal will likely harm biodiversity interests, the application must be accompanied by an

Ecological Impact Assessment (EclA).

- 9.49** The EclA must be carried out by a suitably qualified assessor based on up-to-date site information. Applicants are encouraged to use ecological data from the Greenspace Information for Greater London (GiGL), Greater London's primary environmental records centre. Applicants are also encouraged to submit any ecological records made as part of their planning application to GiGL in line with the latest Chartered Institute of Ecology and Environmental Management (CIEEM) guidance. All desk-based surveys should follow CIEEM guidelines.
- 9.50** The EclA should demonstrate biodiversity enhancements that contribute to the objectives of the latest Kingston Local Biodiversity Action Plan and the Thames River Basin Management Plan. Additional Species-Specific Surveys may be required for proposals affecting species of particular concern in the area.
- 9.51** The NPPF sets out principles for determining planning applications where there is potential harm to biodiversity, as does the London Plan.
- 9.52** GiGL have used a systematic method to identify areas of London where people do not enjoy good access to green spaces with significant wildlife value, called Areas of Deficiency (AoD) in Access to Nature Areas. An area is defined as lacking in the natural environment if people have to travel over one kilometre to access a Site of Importance for Nature Conservation (SINC) that is of Metropolitan or Borough Importance.

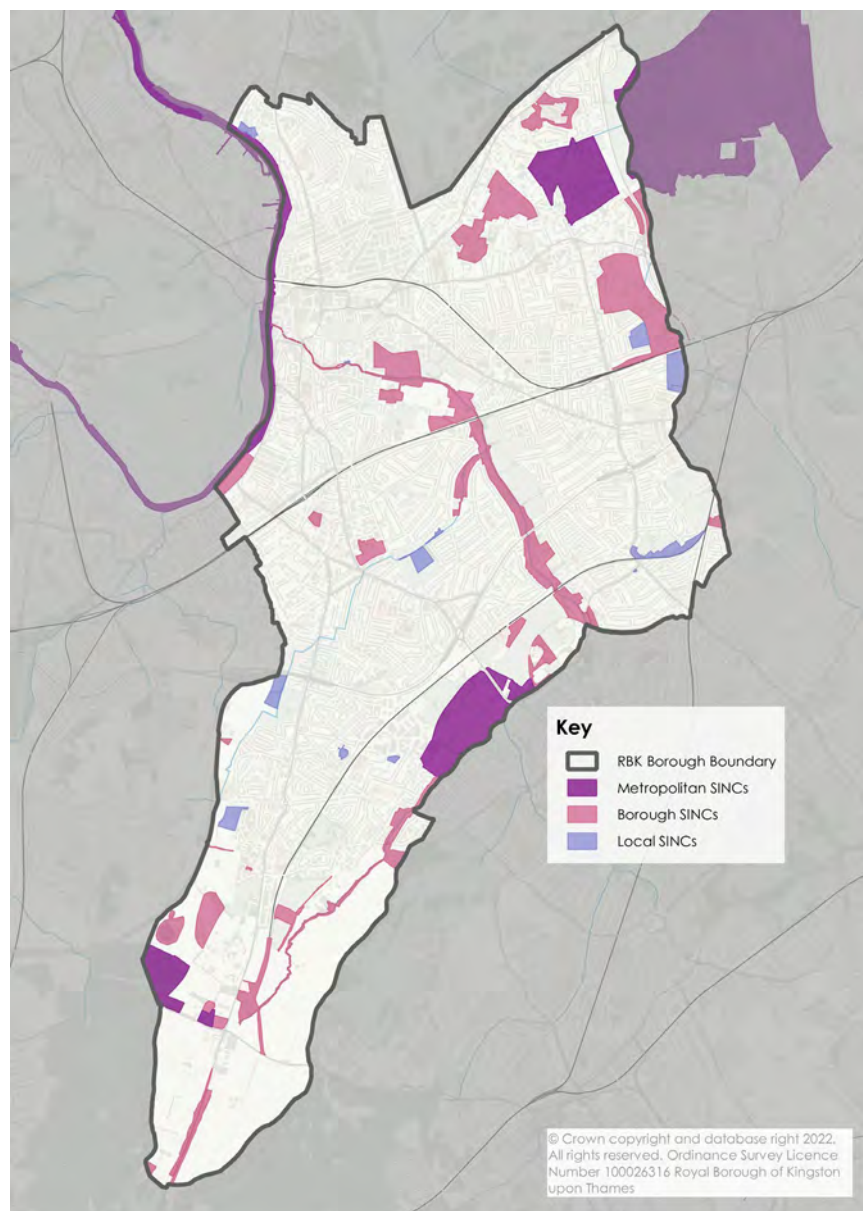


Figure 9.1: Map showing Sites of Importance for Nature Conservation (SINCs)

Biodiversity Net Gain

- 9.53 Habitats which are improved as a result of BNG requirements can provide wider benefits in addition to biodiversity improvements, such as contributing towards climate resilience, the local green infrastructure network and community wellbeing.
- 9.54 The Environment Act 2021 introduces a requirement for all development to deliver a 10% net gain in biodiversity, except for those exempted.
- 9.55 The Planning Policy Guidance explains how plan makers should address BNG in Paragraph 006 which states that:
- “Plan-makers should not seek a higher percentage than the statutory objective of 10% biodiversity net gain, either on an area-wide basis or for specific allocations for development unless justified. **To justify such policies they will need to be evidenced including as to local need for a higher percentage, local opportunities for a higher percentage and any impacts on viability for development. Consideration will also need to be given to how the policy will be implemented.**”*
- 9.56 To help reverse the decline in biodiversity and support the recovery of our natural environment, residential developments identified in the Local Plan will be required to deliver 20% Biodiversity Net Gain, secured for a period of at least 30 years. The Council has commissioned WSP to produce an evidence base document exploring the case for a higher than 10% target for BNG. This decision has been made after consideration of the challenges faced by wildlife within a densely packed urban setting and the additional requirements for connected corridors that this engenders.
- 9.57 The Council's BNG Policy Review identifies that several factors should be considered when assessing the viability of implementing a BNG target above the statutory 10%.



- 9.58** The Council commissioned Qunintis Advisory LLP to produce an updated Viability Assessment to inform Regulation 19 of the Local Plan. This document tested the impact of the cost uplift of a higher BNG target on the viability of developments. It concludes that the requirement has a relatively modest impact on residual land values of less than 3% in most cases and therefore can be viably absorbed.
- 9.59** Given the depleted biodiversity in Kingston, a minimum net gain above the mandatory 10% requirement achieves an appropriate balance between cost implications and achievement of a meaningful net gain in the borough. Consequently, the 20% BNG requirement on strategic residential site allocations over 2 hectares is considered viable.
- 9.60** 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.
- 9.61** Where BNG cannot be met on site, unless the development is exempt from mandatory BNG under national guidance, off site biodiversity units will need to be purchased to offset this requirement, secured through section 106 planning obligation or planning condition.
- 9.62** Biodiversity Net Gain will be calculated using DEFRA's latest Biodiversity Metric or the Small Sites Metric (SSM) for small development sites. Applicants must provide 'biodiversity gain information' with their application and have a finalised and approved 'biodiversity net gain plan' before commencement. As a guide Biodiversity Gain Plan should include the following information:
- A statement as to whether the applicant believes that planning permission, if granted, would be subject to the biodiversity gain condition;
 - The pre-development biodiversity value of the onsite habitat on the date of application (or an earlier date) including the completed metric calculation tool used showing the calculations, the publication date and version of the biodiversity metric used to calculate that value;
 - Where the applicant wishes to use an earlier date, the proposed earlier date and the reasons for proposing that date;
 - A statement confirming whether degradation of the onsite habitat has taken place, and if so provide evidence to support this;
 - A description of any Irreplaceable Habitat (as set out in column 1 of the Schedule to the Biodiversity Gain Requirements Regulations 2024) on the land to which the application relates, that exists on the date of application, (or an earlier date); and
 - A plan, drawn to an identified scale which must show the direction of North, showing onsite habitat existing on the date of application (or and earlier date), including any irreplaceable habitat.
- 9.63** Applicants must provide sufficient information with their application to enable the Council to fully assess the appropriateness of the proposals for BNG, including any habitat enhancement or creation and any proposals for off-site biodiversity gains.
- 9.64** Watercourses forms part of the BNG requirement, this means that if the site boundary crosses into riparian zone (defined as 10m from each bank top for rivers, streams and canals and 5m from each bank top for ditches), the adjacent lengths of watercourse must be included as part of the metric calculation.



**Policy KN4:
Urban Greening and Trees**

- A. Development proposals will be supported where they:
 - 1. Maximise opportunities for urban greening, including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens, and nature-based sustainable drainage; and
 - 2. Contribute to the London Green Infrastructure Framework, the London Local Nature Recovery Strategy and the Council's Biodiversity Action Plan.
- B. Major development proposals must increase green cover on site to achieve the target Urban Greening Factor (UGF), unless it can be suitably demonstrated that this is not feasible. The target UGF score is 0.6 for predominantly residential development and 0.4 for predominantly commercial development (excluding B2 and B8 uses). Existing green cover retained on-site will count towards the target score. Planning contributions may be sought where the target UGF is not achieved.
- C. An Urban Greening Factor Statement will be required for all planning applications for major development. The statement should demonstrate how the scheme will increase green cover on-site to achieve the target score.
- D. Where major development does not meet the relevant UGF target score and a review confirms that the target score cannot be met, development should provide robust justification to the Council regarding constraints to delivery, and work with the Council to identify suitable alternative offsite measures.

Trees

- E. Trees of amenity, ecological and historic value and those which contribute to the character and appearance of the townscape will be protected. Development resulting in the loss of Ancient Woodland, Veteran Trees or trees of a suitable quality and value (as categorised within BS5837 survey) will be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists.
- F. All development proposals will be expected to retain and protect existing trees. An Arboricultural Survey and an Arboricultural Impact Assessment will be required for all planning applications where trees have the potential to be impacted. An Arboricultural Method Statement may also be required.
- G. Proposals involving the removal of existing trees should provide replacement tree planting based on the value and benefits the existing tree provides (determined by the Capital Asset Value for Amenity Trees (CAVAT) valuation method).
- H. Where the loss of existing trees is unavoidable, replacement must be provided to meet the CAVAT value of the removed trees. Where on-site replacement is insufficient to meet this value, financial contributions will be secured.
- I. The replacement tree species should be suited to its location, be native (where possible), and be climate tolerant. This should be set out in a detailed Landscape and Planting Plan and any replacement tree that does not survive within five years of planting should be re-planted.
- J. Development resulting in the loss of Ancient Woodland or Veteran Trees will be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists.



Urban Greening

- 9.65** 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 planting, vegetation, green roofs, green walls, rain gardens, sustainable urban drainage, and other natural and semi-natural surfaces and features.
- 9.66** London Plan Policy G5 requires all major developments to include urban greening as a fundamental element of site and building design. The Mayor has developed an Urban Greening Factor (UGF) model to be used to determine the appropriate provision of urban greening for new developments. A UGF calculator has been prepared to help applicants calculate the UGF score of a scheme and present the relevant information as part of their application. Table 8.2 of the London Plan provides the Urban Greening Factor for various types of surface cover to be used in the calculation.
- 9.67** All major developments will be required to increase green cover on the site and meet the minimum urban greening factor target scores of 0.6 or more for predominantly residential developments and 0.4 for commercial development. The increase from the London Plan's benchmarks of 0.4 to 0.6 for residential and 0.3 to 0.4 for commercial development, is based on local evidence. This is due to the deficiency in open space and natural spaces within the borough. These target scores should be seen as minimum and therefore higher scores are encouraged. The existing green cover retained on-site will count towards the target scores.
- 9.68** 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 spaces,

along roads, and along walking and cycling paths to create healthier, greener, and more attractive street environments for pedestrians.

- 9.69** Where responsibility for the urban greening features is transferred to the Council, an equivalent commuted sum for land maintenance will be required as part of the legal agreement. Appendix M sets out a methodology for calculating an Urban Greening Factor contribution where required.
- 9.70** Some flexibility may be applied on a case-by-case basis where it is suitably demonstrated that the target cannot be achieved for reasons of technical feasibility or financial viability, in which case proposals should show that they have been designed to achieve the highest score possible. Development proposals should refer to the Mayor's Urban Greening Factor London Plan Guidance.

Trees

- 9.71** Street trees and urban woodlands are fundamental components of the borough's green infrastructure. Trees help trap air pollutants, provide shading, absorb rainwater, filter noise, and play a vital role in climate change mitigation and adaptation. They also provide crucial habitats for wildlife, especially mature trees, and contribute greatly to our street environments' character and sense of place. Trees of amenity, ecological and historic value and those which contribute to the character and appearance of the townscape will be protected.
- 9.72** When planting new trees, they should be located near water taps or other sustainable water provision, ensuring occupiers and contractors can easily water them. This is especially important due to the changing climate and increased likelihood of drought, which presents a significant threat to the long-term health of existing tree species in the borough.



- 9.73** The London Plan sets out the Mayor's ambition to increase tree cover in London by 10 per cent 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 their ongoing maintenance and enhancement.
- 9.74** Street trees, particularly veteran, mature and protected trees, significantly contribute to local ecological, public amenities and character. Without adequate justification, proposals for removing veteran, mature or protected trees (including those covered by a Tree Preservation Order or within a Conservation Area) will be refused. Existing street trees shall be retained as part of any development, and proposals for their removal without adequate justification (for example, for health and safety reasons) will be refused by the Council.
- 9.75** Proposals for public realm and walking and cycling routes should optimise opportunities for tree planting, especially large-canopied species, to provide benefits such as shading, pollution removal, and improved urban drainage through tree pits and rain gardens. When selecting sites for tree planting, proposals should ensure adequate footway and cycle lane widths are maintained.
- 9.76** 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. 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 Capital Asset Value for Amenity Trees (CAVAT).
- 9.77** In exceptional circumstances, where protected trees are proposed to be removed, these will be replaced and/or additional planting to

re-provide at least equal canopy cover and/or equal environmental amenity and visual value. Any on-site newly planted replacement trees that do not survive 5 years from the planting shall be subject to re-provision. Where on-site re-provision cannot be provided, a financial contribution of the full cost of appropriate re-provision will be required.



**Policy KN5:
Food Growing/Allotments**

- A. Re-development of existing allotments will only be permitted in exceptional circumstances where it can be demonstrated that:
 - 1. They are no longer needed by the community or existing allotment users are relocated to an alternative allotment that is within reasonable proximity to their homes; and
 - 2. An equivalent or better provision is available in terms of quantity, quality and accessibility, in a suitable location.
 - B. Proposals to use underutilised land and open spaces for food growing will be supported, including as a meanwhile use on vacant sites awaiting development, provided they minimise any adverse impact and do not conflict with other planning policies.
 - C. All new community food growing areas should include access for disabled residents, access to water and irrigation, and access to composting facilities.
 - D. Major residential-led developments should consider community food growing opportunities and provide a strategy for the ongoing management of this.
- 9.78** 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 offer educational opportunities for children and young people. Allotments and community gardens contribute to the green infrastructure network in the borough.

- 9.79** Major developments should incorporate spaces for food growing and support the innovative use of roof space, walls, and balconies, especially in areas with a high demand for food growing spaces.
- 9.80** 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 in the planning process.
- 9.81** New residential and community development proposals should incorporate provision for food growing as a design-led consideration early on in the planning process. Provision should be of a high quality that meets the needs of all age groups and abilities. Ancillary facilities should also be provided in the form of water taps, storage facilities and composting bins. Additional guidance for the planning of allotments can be found in the National Allotment Society's guidance for planners and developers.



Policy KN6: Green Belt

- A. Development in the Green Belt will be managed in accordance with national policy.
- B. Development in the Green Belt will not be permitted unless:
 - 1. The development itself is an exception to the definition of "inappropriate" as defined by the National Planning Policy Framework; or
 - 2. There are very special circumstances to justify the inappropriate development.
- C. The siting, scale, height and bulk of development within the Green Belt must be sympathetic to the surrounding buildings and local landscape character.
- D. Major developments in the Green Belt must be supported by a Landscape Character Assessment to assess any impact on the landscape settings of the site.
- E. A landscape buffer will be required on sites which are within the Green Belt and border built up areas to provide a transition between the existing Green Belt land and the urban area.
- F. Proposals for the redevelopment of Previously Developed Land or 'Grey Belt' must be connected by sustainable transport. Major housing proposals on such land must comply with the 'Golden Rules'.
- G. Major residential development on land released from the Green Belt, or on 'Grey Belt' land, must provide:
 - 1. Minimum 50% affordable housing;
 - 2. Necessary infrastructure improvements; and
 - 3. Accessible public green space.

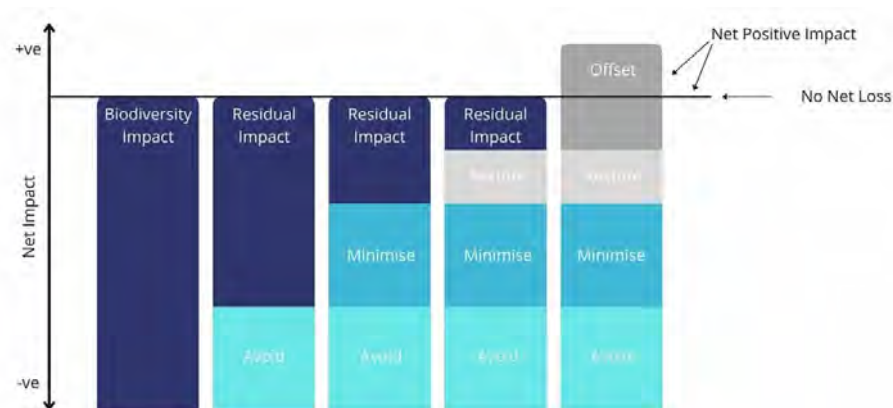


Figure 9.2: Diagram showing the Mitigation Hierarchy

- 9.82** Kingston's Green Belt boundaries were assigned in 1938 by the London County Council as part of the larger Green Belt creation around Greater London. While some areas have grown important to the local population, these boundaries were assigned without a strong strategic or ecological basis, driven primarily by the need to prevent urban sprawl. The ecological, social, scientific, and/or aesthetic value of the land was not studied.
- 9.83** Since 1962, these boundaries have been seen as permanent, only to be altered in 'exceptional circumstances'. While these 'exceptional circumstances' are justified on a case-by-case basis, since December 2024, they have been expanded to include a need for increased housing which, despite measures taken, cannot be provided elsewhere in the borough.
- 9.84** Today, 17% of Kingston upon Thames is designated as Green Belt land. Yet, not all of this land is of value to the local population, and not all of it is needed to achieve the Green Belt's overall purposes.
- 9.85** While the majority of Kingston's Green Belt effectively contributes to its intended purpose and benefits the borough's population,

some areas remain weak in comparison. Given the borough's current housing shortage, developing on these low-contributing areas can be more beneficial than safeguarding them. This approach facilitates the creation of new sustainable communities, while simultaneously delivering a range of social and environmental benefits for local residents

- 9.86** These areas will be protected from inappropriate development in line with relevant planning policy from the National Planning Policy Framework. National policy defines what is inappropriate development and the exceptions to this definition, and should be read in conjunction with this policy.
- 9.87** The NPPF and London Plan strongly advocate for the protection of Green Belt land. The primary aim of the Green Belt is to prevent urban sprawl by keeping land permanently open and the essential characteristics of Green Belt are their openness and permanence.
- 9.88** The NPPF (2024), introduced the Grey Belt definition. Sites within the Green Belt comprising previously developed land and/or any other parcels/areas that make a limited contribution to the aim of the Green Belt, but excluding areas or assets of particular importance (i.e. land with an existing environmental designation), could constitute 'Grey belt'.
- 9.89.** When it is deemed necessary to release Green Belt land for development through Local Plan preparation or review, the Council will give priority to previously developed land, followed by grey belt which is not previously developed, and then other Green Belt locations. The Council has carefully considered potential areas for Green Belt release, weighing the potential harm to the Green Belt against the strategic need for more family and affordable housing and/or employment land delivery (and the wider planning benefits these proposals could deliver).

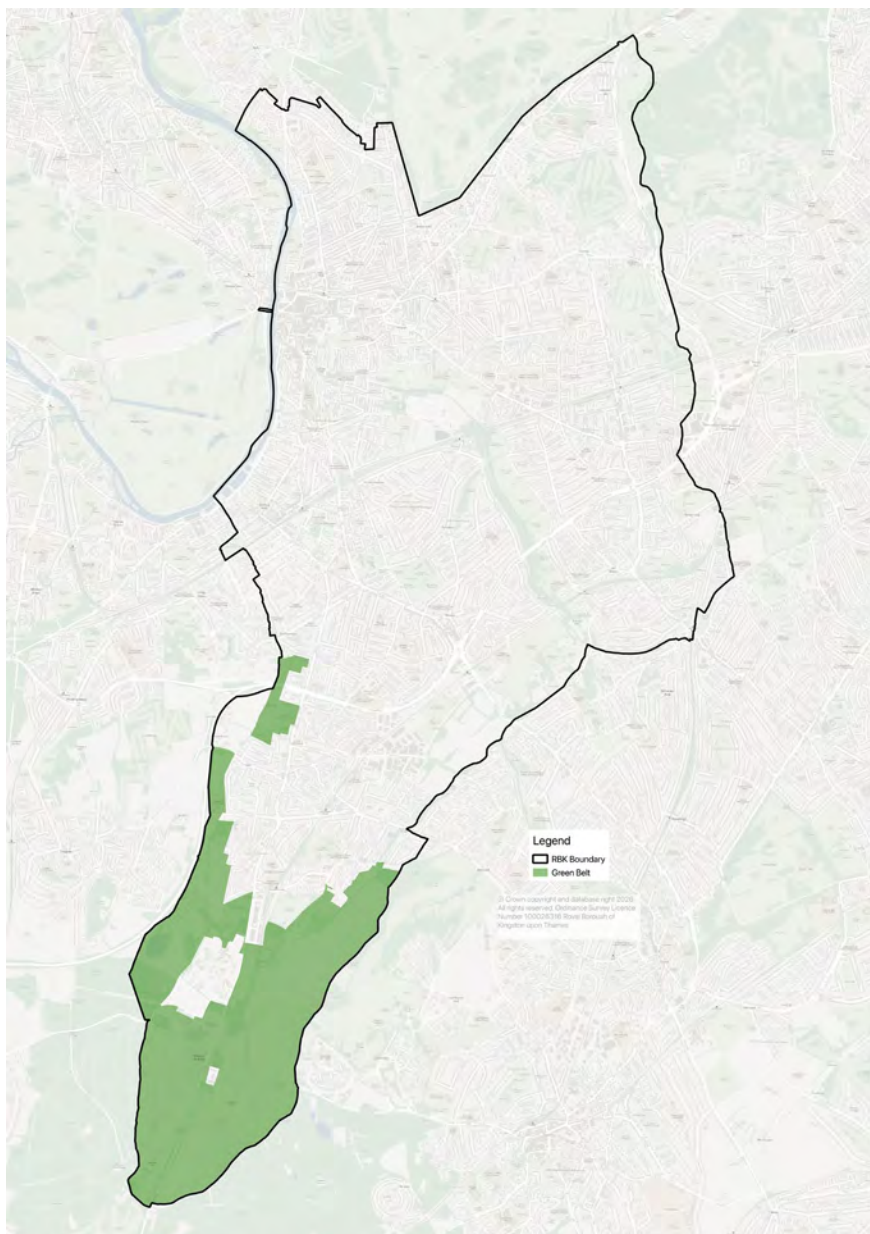


Figure 9.3: Map showing Green Belt designations

- 9.90 When choosing where development should be located, the Council will ensure that sites are in a sustainable location. Sites must be within walking distance to local facilities or a good public transport connection. Where Grey Belt land is not in a location that is or can be made sustainable, development on this land will be deemed inappropriate.
- 9.91 Any new residential development within the Green Belt will be focused towards existing towns and villages (urban areas). The NPPF identifies limited infilling in villages as a type of development that is not inappropriate within the Green Belt. Limited infilling is where a site is in a village location and one or more new buildings is inserted within a continuous street facade or frontage.
- 9.92 The NPPF (2024) also introduced the 'Golden Rules' which are additional requirements on sites within the Green Belt which have been identified for development. They concern affordable housing, infrastructure improvements and improvements to publicly accessible green space.
- 9.93 In light of the significant new requirements which arise from the Grey Belt policy change, in early 2025 the Council commissioned LUC to undertake a review of the borough's Green Belt. This review informed decisions on the Green Belt boundaries and if there are any exceptional circumstances, following the position of NPPF paragraph 145.
- 9.94 The study identified that the majority of the Green Belt in Kingston makes a very strong, or strong contribution to at least one of the Green Belt purposes. A series of overview maps illustrate the variations in contribution of sites to each purpose and have identified areas of Grey Belt within the borough. The report also considers the extent to which release or development of Green Belt land (including but not limited to grey belt land) would fundamentally undermine the purposes (taken together) of the remaining Green Belt across the Plan area as a whole.



**Policy KN7:
Rivers and River Corridors**

- A. The biodiversity value of the borough's blue infrastructure assets will be protected and enhanced including that of the River Thames, Hogsmill River and Beverley Brook.

River Corridors

- B. All development proposals alongside or adjacent to the borough's river corridors must adhere to the following requirements:
1. Unless exceptional circumstances, justified by evidence, are demonstrated for not doing so, all new development should be set back a minimum of 8 metres from riverbanks and existing flood defence infrastructure, so as not to impact their integrity and to allow for any foreseeable future flood management, river naturalisation and ecological enhancements. This buffer zone should be measured from the top of the riverbank at the point at which the bank meets the level of surrounding land. A long-term landscape and ecological management plan will be required for this buffer zone;
 2. Culverting of main river channels will not be permitted and de-culverting of main river channels will be encouraged, subject to demonstrating that flood risk will not be increased elsewhere; and
 3. Proposals should reduce flood risk through the development's location, layout, and design. Opportunities should also consider flood compatibility and resilience and maximise open spaces for flood water.

- 9.95 The borough's rivers, their banks, and surrounding environments are multifunctional assets that contribute to the special and distinctive character of the borough. These include: providing transport and recreation corridors; green infrastructure; a series of diverse and

important habitats; a unique backdrop for important heritage assets, views, and cultural and community activities; as well as drainage, flood and water management, and urban cooling functions. As such, the rivers provide environmental, economic, health, and wellbeing benefits for communities and contribute to the special and distinctive character of the borough.

- 9.96 The network of linked waterways across the borough forms part of the Arcadian Thames area. Within the Arcadian Thames, the LNRS identified three natural signatures: the Upper Thames, South Thames Heaths and Commons and South London Clays and Gravels. The borough's Blue Ribbon network contains the River Thames and other important rivers and waterbodies, including the Hogsmill River and Beverley Brook. Development on the riverside should have regard to the aims of the London Green Infrastructure Framework.
- 9.97 The Hogsmill River is globally significant and important. The river is an urban chalk stream which is nearly entirely publicly accessible from headwater to mouth. It forms a strategic corridor from the Thames at Kingston, following the Hogsmill and Bonesgate stream to the urban fringe and countryside at Malden Rushett. Many strategic links connect into the corridor using a series of open spaces, integrating with national routes including the Thames Downs Path and London LOOP (Section 8: Ewell to Kingston Bridge).



- 9.98 The River Thames Scheme incorporates proposals for strategic flood alleviation measures (and associated enabling works), including at nearby Teddington weir. The project is designed to significantly reduce the risk of flooding by creating a new river channel in two sections, totalling over 5 miles (8.5 km) alongside the Thames in Runnymede and Spelthorne, as well as increasing capacity at Sunbury, Molesey and Teddington weirs.



Policy KN8: Burial Space

- A. Existing in-use cemeteries and crematoria will be protected to meet Kingston's future burial needs.
- B. Proposals which result in increased provision of burial space, including for those parts of the community for whom burial is the only option, will be supported. Development proposals involving the provision of new burial space or related facilities must demonstrate that the provision:
 - 1. Adequately meets the requirements of the various groups within the Borough, including those groups for whom burial is the only option; and
 - 2. Is appropriately located and within reasonable proximity to the community it is intended to serve.
- C. Proposals for new burial space in the Green Belt or Metropolitan Open Land will be supported where they preserve the openness of the land and do not conflict with the purposes of the designation.

- 9.99 The burial requirements vary amongst London's diverse communities and different faith groups. Community cohesion and integration can be undermined in the absence of suitable local provision. There is no statutory duty for the Council to provide burial spaces however recognising the importance of providing opportunities for all individuals and communities to practice their faith, we have an interest in supporting provision to meet local needs wherever possible.

- 9.100 Information on burial space provision is drawn from the Greater London Authority commissioned research report, An Audit of London Burial Provision (2026) was produced by The CDS Group. There are two cemetery sites in the borough in Kingston and Surbiton. The GLA



audit (2026) concluded that Kingston has less than 15 Years of burial provision, meaning that the borough has some virgin space remaining.

- 9.101** The Council will help to ensure that provision is made for the different burial needs of Kingston's communities by protecting existing cemeteries and working with stakeholders to appropriately maintain these, along with seeking opportunities to enhance the capacity of existing facilities for new burial space, where appropriate.
- 9.102** Where capacity issues arise the re-use of existing spaces can assist in meeting demand and would be considered. The re-use of burial space is encouraged by the London Plan, following provisions set out in Section 74 of the Local Authorities Act 2007 and Section 25 of the Burial Act 1857 allowing for the re-use of graves in certain circumstances.
- 9.103** New burial spaces should be suitably located and designed to minimise and mitigate any impact on neighbouring uses. Sites should be accessible to residents, in particular by public transport.
- 9.104** To capitalise remaining virgin burial space and any potential reuse of allotments and other metropolitan open land, prefabricated chambers will be encouraged on new burial spaces. This would allow more burial spaces to be provided on the same piece of land as the footprint per grave would be reduced and there would be no need for virgin ground between graves to remain to prevent collapse during excavation/reopening (midfeather).



Policy KN9: Metropolitan Open Land

- A. Development on sites adjacent to Metropolitan Open Land (MOL) will only be permitted where it does not have a detrimental impact on the visual amenities of the MOL and inherently respects the size, form, and intended use of that open space.
- B. Where development is deemed to be 'appropriate' within MOL in accordance with national and strategic policy exceptions (such as the provision of essential facilities for outdoor sport, recreation, or cemeteries), the siting, scale, height, and bulk of the development must be sympathetic to surrounding buildings and the local landscape character.
- C. New uses will only be considered if they are, by their nature, open or depend upon open uses for their enjoyment, and if they conserve and enhance the open nature, character, and biodiversity interest of the MOL.
- D. Development proposals must not harm open spaces within the MOL which:
 - 1. Contribute to the character, appearance, and heritage value of the Borough's open space network;
 - 2. Create focal points and valuable amenity space within the built-up area; and
 - 3. Form part of an area of recognised value for wildlife, sport, or recreation.



Metropolitan Open Land

- 9.105** Metropolitan Open Land (MOL) is strategic open land that contributes to the structure of London. It is afforded the same status and protection as Green Belt land. MOL will continue to be protected from inappropriate development, in accordance with the London Plan and government guidance.
- 9.106** Appropriate uses within MOL generally include public and private open spaces, playing fields, outdoor recreation and sport, biodiversity features including rivers and bodies of water, and open community uses such as allotments and cemeteries. Proposals that improve public access to, and involve outdoor sports and recreation activities on, MOL will be supported provided there is no conflict with the intended purposes, openness, or nature conservation value of the land.
- 9.107** The use of the River Thames, which is designated MOL, for houseboats or permanent floating structures is considered inappropriate development as it interferes with recreational use, public access, and nature conservation.
- 9.108** The Mayor of London published the “Towards a New London Plan” document in May 2025, in advance of consultation on a full draft London Plan in 2026. MOL and Green Belt have historically been treated similarly, although they are different designations and paragraph 155 of the NPPF does not apply to MOL. The “Towards a New London Plan” document suggests that in the future MOL may be considered against the new national tests for Grey Belt.
- 9.109** The Kingston Green Belt and Metropolitan Open Land Assessment (2018) concluded that all designated MOL within the borough fulfil its intended strategic purposes. Two additional areas were identified as having potential for consideration for Metropolitan Open Land designation, due to their character and geography. These two sites are proposed to be designated as MOL:
- Manor Park, off Malden Road, Motspur Park (adjacent to Motspur Park);
 - Fishponds, off Ewell Road/Hollyfield Road (adjacent to Alexandra Park).
- 9.110** The most recent Kingston Metropolitan Open Land Study was produced in October 2025 by Land Use Consultants (LUC). The October 2025 study was commissioned to provide a renewed, independent, robust, and transparent evaluation of the extent to which the borough's designated MOL continues to fulfill its statutory functions.
- 9.111** The October 2025 study evaluates ten existing MOL areas across the borough, alongside two proposed new MOL designations (Manor Park and Fishponds Park). The methodology of the 2025 study tested these parcels against the four defining criteria established in the adopted London Plan (2021) Policy G3. The assessment identifies whether the land contributes to the physical structure of London by being clearly distinguishable from the built-up area, provides open-air facilities of metropolitan significance, contains features of national or metropolitan value, or forms part of a strategic green infrastructure network.

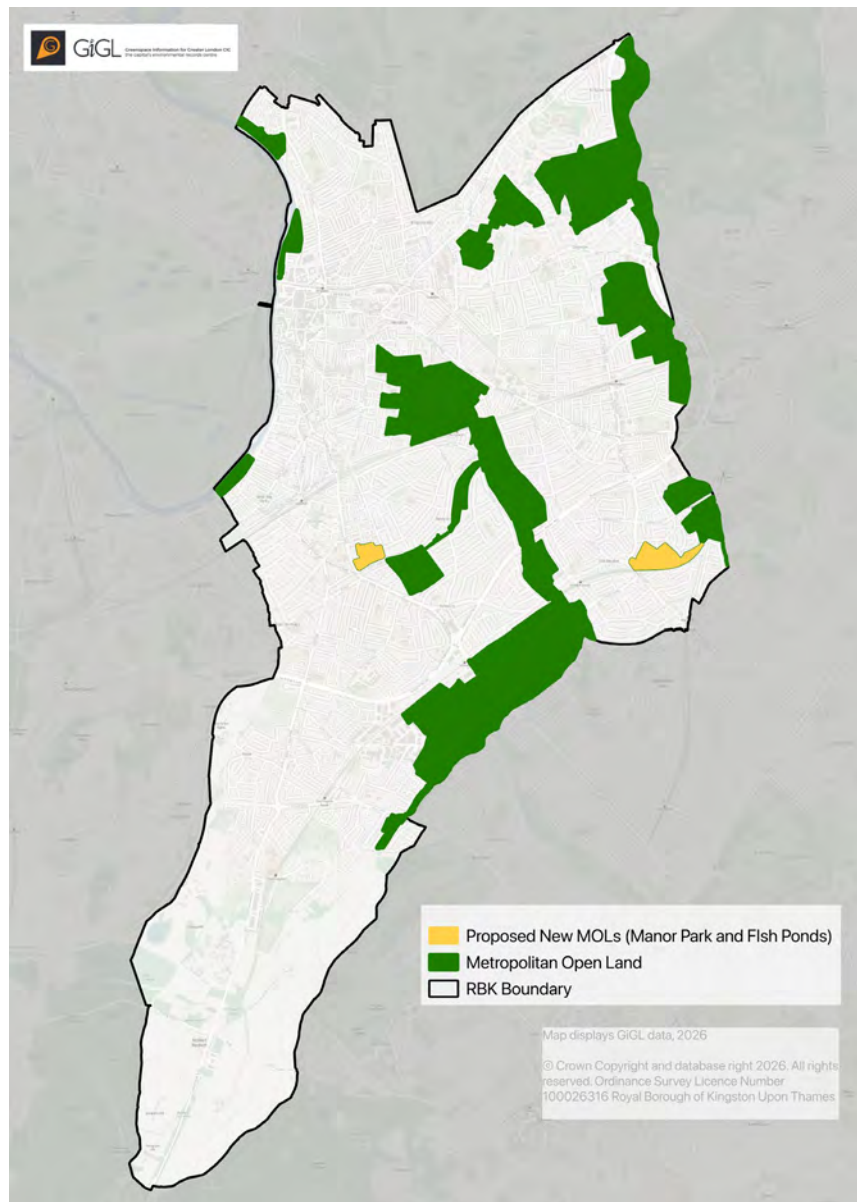


Figure 9.4: Map showing Metropolitan Open Land designations

10 Transport





Policies in this chapter:

- **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

- 10.1 Managing transport and enhancing connectivity is fundamental to delivering sustainable growth and ensuring that development patterns support a shift to sustainable modes of transport. This shift will also provide benefits related to physical activity, improved air quality, reductions in carbon emissions, road safety enhancements and reductions in transport-related health inequalities. As an outer London borough, Kingston has transport characteristics and demands that combine those of both London and the surrounding county of Surrey. The borough's transport network comprises a mix of national, TfL and local roads, with public transport services focused on mainline and branch rail lines and a comprehensive bus network.
- 10.2 The Council are committed to the visions and objectives identified in the London Plan 2021 and the Mayor's Transport Strategy 2018 and similarly the Local Plan seeks to meet the target of 75% of all trips in the borough being made on foot, by cycle or using public transport by 2041.
- 10.3 The Council supports the use of alternative delivery and servicing practices, including freight consolidation, re-timing of deliveries away from peak, and the use of electric and low or zero-emission vehicles.
- 10.4 We also support a sustainable approach to freight transport, including greater use of the river and rail as advocated in the Mayor's Transport Strategy 2018 and the London Plan 2021.



- 10.5 We have prepared a new Transport Topic Paper, which provides an overview of our strategic approach and lists key priorities which support the policies listed below.
- 10.6 The NPPF requires Councils to consider transport issues at the earliest stage of plan-making, ensuring that development is directed to locations where sustainable travel can be maximised.
- 10.7 The Council is committed to improving the quality of life for people who live, work, or visit the borough. A key element of this is creating a more connected and integrated transport system which encourages healthier living and active travel. For example the Kingston Older People's Physical Activity Needs Assessment (2024) found that older adults in the south of the borough have more complex and lengthy public transport journeys to connect them to services.
- 10.8 Without a fundamental shift away from private vehicle dependency, the existing transport network's capacity will increasingly constrain aspirations for environmental sustainability, economic vitality, and public health. In the 2021 Census, 73.1% of households had at least one car. In addition Kingston was identified as having a higher proportion of multi-car households (29% against an outer London average of 25.8%).
- 10.9 The foundational tier of this approach is to avoid the need to travel entirely. This is achieved through effective spatial planning that creates complete, compact, and well-connected communities, conceptually established as the "20-minute neighbourhood". By providing a diverse mix of uses (including housing, employment, shops and community facilities) alongside robust digital infrastructure to support remote working, planning policies can ensure that residents' daily needs are met within a short walk or cycle.
- 10.10 Where travel remains necessary, the focus must shift towards the most sustainable and space-efficient modes. The Mayor's Transport Strategy (MTS) sets an ambitious target for 80 per cent of all trips in London to



be made on foot, by cycle, or using public transport by 2041. The MTS has recently updated the key Vision Zero Strategy, the aim of which is to eliminate all deaths and serious injuries on London's roads by 2041, with an updated action plan focused on safer speeds (including 20mph zones), safe junction design, and safer vehicles. Delivering this modal shift requires the strict application of the Healthy Streets Approach to ensure that the safety, comfort, and convenience of pedestrians and cyclists is prioritised over motorised traffic. Development must be integrated effectively with walking, cycling, and public transport networks to make active travel the natural, default choice for journeys.

10.11 Finally, for those journeys that must still be undertaken by motorised vehicles, the focus is on improving their efficiency and environmental performance. This involves supporting a transition to low and zero-emission vehicles, implementing comprehensive electric vehicle charging infrastructure, and encouraging efficient, low-emission freight and delivery trips.

10.12 To operationalise this "Avoid / Shift / Improve" approach, decision-making and scheme design must be strictly governed by a definitive 'Hierarchy of Need'. This hierarchy places the avoidance of travel at its apex and the needs of private car users firmly at the bottom, ensuring that transport capacity is managed sustainably. The sequence must be applied in the following order of priority:

1. Avoiding the need to travel: Prioritising digital connectivity, the co-location of essential services, and mixed-use development to remove the necessity of physical journeys.
2. Walking and wheeling: Prioritising accessible, inclusive, and safe pedestrian environments for all ages and mobility levels.
3. Cycling: Providing safe, continuous, and segregated infrastructure alongside secure cycle parking.
4. Public transport: Facilitating easy access to high-quality bus, rail,

and river transport services, maximising the catchment areas for transport nodes.

5. Shared mobility: Supporting car clubs, taxis, and active micro-mobility schemes to reduce private vehicle ownership.
6. Essential commercial, freight, and servicing vehicles: Accommodating logistical needs safely through off-street servicing, freight consolidation, and off-peak deliveries.
7. Private motorised vehicles: Placing the needs of private car users last, managed strictly through restricted maximum parking provision, car-free development in highly accessible areas, and reduced vehicle dominance in the public realm.

10.13 This chapter reflects this aim and embodies Kingston's Local Implementation Plan (LIP3) to 2041. LIP3 is the transport strategy for the borough and sets out how the Council proposes to implement the MTS at a local level, while ensuring consistency with the South London Sub-regional Transport Plan. It reflects the borough's local priorities and objectives with the aim of achieving the vision set out in the LIP3 Plan.

10.14 There is a fundamental link between promoting sustainable transport, enhancing the urban realm and guiding development to meet needs of residents, workers, and visitors in the borough. Given that transport has a major impact on air quality, public health, accessibility and carbon emissions, active, efficient, and sustainable travel should be a key priority in the design of all new developments and their connections to surrounding neighbourhoods and existing transport networks.

10.15 Since 2014, the borough has seen significant investment in cycling infrastructure through the Go Cycle programme (now Kingston Cycle Routes). Go Cycle has upgraded Kingston's major highway routes to accommodate the latest cycling infrastructure, improving the flow of cyclists and pedestrians, and enhancing the environments through which they travel. The Council is currently completing the unfinished sections of both the Cambridge Road to New Malden Route (C32) and



the Ewell Rd route (C29) which should be completed by March 2027. There is still room to improve opportunities for cycling and walking and wheeling; without a continued shift towards active and sustainable travel, the capacity of the existing transport networks could constrain the borough's aspirations for environmental sustainability, community vitality, and public health. Taking an avoid, shift, improve approach to transport locally, minimises the need for additional highway capacity.

- 10.16** There is one National Cycle Network route in the Borough; Route 4 which connects London to Fishguard in west Wales. The cycle route follows the River Thames from north to south, along the east bank of the River Thames through Canbury Gardens and Kingston town centre before crossing Kingston Bridge and connecting to Molesey via the west side.
- 10.17** In August 2023, London's Ultra Low Emission Zone (ULEZ) was expanded and now covers most of the borough. The TfL website has the latest information about which roads in the borough are covered by ULEZ and some streets are partially within ULEZ. For example, in Surbiton, all roads off Upper Brighton Road to the west are outside the ULEZ while all roads to the east are inside the zone. Operating alongside the borough-wide Air Quality Management Area (AQMA), the ULEZ acts as a strategic mechanism to reduce vehicle emissions, improve public health, and support the Council's Climate Emergency objective to achieve a net-zero carbon borough by 2038.
- 10.18** The South London Sub-region, in which Kingston is located, is predicted to 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.
- 10.19** With regard to road and rail connections, the borough benefits from good radial but poor orbital links (excluding the Superloop which was launched in 2023). Although Kingston town centre and New

Malden are served by the outer London Superloop bus service, the lack of public transport options in other parts of the borough remains a significant barrier for residents accessing opportunities both locally and beyond. There is also low provision of cross-boundary bus services connecting to adjacent Surrey boroughs.

- 10.20** Transport for London (TfL) operates as the overarching strategic body accountable to the Mayor of London, carrying the statutory duty to develop and deliver an integrated, efficient, and sustainable transport strategy across the capital. TfL not only directly manages the strategic highway routes (the Transport for London Road Network) and the regional bus network, but it also provides critical funding through the Local Implementation Plan (LIP) to ensure local development aligns with the ambitious active travel and modal shift targets set out in the Mayor's Transport Strategy.
- 10.21** With regard to the rail network, Network Rail is responsible for safeguarding, maintaining, and upgrading the physical railway infrastructure, while the passenger services across the borough's stations are managed by the train operating company, South Western Railway, which connects the borough to London Waterloo and the wider South East.
- 10.22** As Kingston is an outer London borough that transitions into the home counties, Surrey County Council plays a vital cross-boundary role; the Council must work in close, ongoing cooperation with Surrey (and its successor Councils following Local Government Reorganisation) to ensure that both the strategic road network and sub-regional public transport services integrate seamlessly across administrative borders to sustainably accommodate future population and economic growth.
- 10.23** The delivery of future key regional infrastructure such as Crossrail 2 will be unlikely to occur before the end of this Plan period, and there are no other national or regional proposals being proposed to provide



any additional major public transport infrastructure. Improvements to public transport will focus on enhancing the existing rail services and bus network, prioritising accessibility, reliability and user attractiveness.



Strategic Policy KT1: Strategic Approach to Transport

- A. The Council will work to achieve a comprehensive, integrated, accessible, and sustainable transport system, which optimises existing and proposed transport infrastructure within the borough.
- B. The integration of land use and transport, along with an effective public transport network, are essential to delivering inclusive, safe, healthy, liveable, walkable and sustainable neighbourhoods in Kingston.
- C. Development proposals must make the most effective use of land and optimise the capacity of sites by taking into account connectivity and access to existing and planned future public transport. Priority should be given to reducing car use and both promoting and enabling movement by walking, cycling and the use of public transport.
- D. Development proposals will provide protection for, not prejudice, and respond positively to the need to facilitate the delivery of the Borough's network of transport infrastructure as set out in the latest Mayor's Transport Strategy (MTS), Local Implementation Plan (LIP3) (or successor documents) and/ or the Council's Infrastructure Delivery Plan.
- E. The Healthy Streets Approach will be promoted and implemented in Kingston in order to support the delivery of inclusive, healthy, safe, liveable, walkable and sustainable neighbourhoods. Priority will be given to approaches and measures that encourage and enable movement by walking, cycling and public transport, so they become people's preferred choice of travel in Kingston.
- F. Development proposals must safeguard and contribute to maintaining and enhancing the Borough's network of walking routes and cycleways, including the Thames Path. Opportunities to enhance connections between existing and proposed future routes should be investigated and implemented wherever appropriate and feasible, including the expansion of cycle hire along these routes.
- G. Development proposals should not adversely impact on the safety, quality and convenience of the Borough's network of walking routes and cycleways, and associated infrastructure (including dedicated cycle parking provision), unless appropriate mitigation measures are provided.
- H. The Council will work with stakeholders and local communities to investigate the feasibility of, and implement where appropriate, traffic management and other measures to improve the quality and amenity of residential areas. This may include interventions to reduce, re-route or calm vehicular traffic (particularly around schools and other community facilities) and/or lower speed limits in localities, as well as to enhance the quality and safety of the walking and cycle environment.
- I. Land required for transport schemes identified in the Infrastructure Delivery Plan and on the Policies Map is safeguarded from development that would preclude their delivery.
- J. The Council will support the enhancement of these freight facilities and safeguard existing sites to promote modal shift of freight from road to rail.

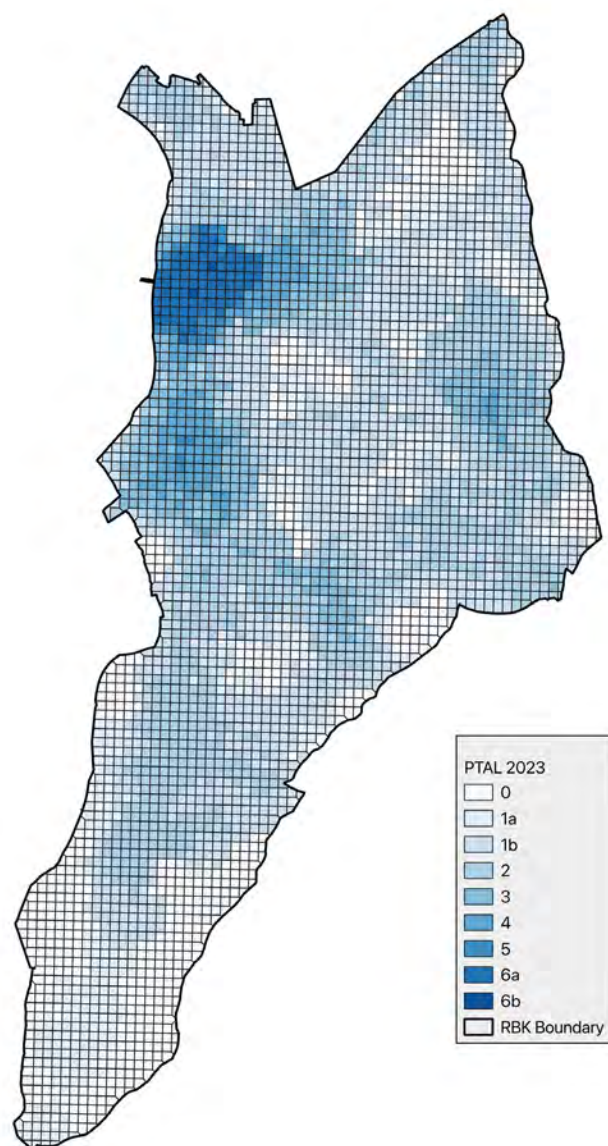


Figure 10.1: Map showing Public Transport Accessibility Levels

- 10.24** Development proposals must demonstrate how they contribute to the sustainable delivery of site allocations, including addressing any identified transport constraints or required infrastructure improvements, as well as contributing towards sustainable and active travel. They will create and sustain an environment where walking and cycling are the natural choices for daily trips, while reducing private vehicle dependency and promoting public transport use. Proposals will need to demonstrate how they contribute positively towards the Council's Climate Emergency declaration, as well as measurable improvements in public health and local air quality.
- 10.25** To ensure sustainable growth and avoid adverse impacts on the transport network, the Council supports the London Plan (2021) approach to integrating transport and land use. In doing so, major trip-generating development, including employment, retail, and high-density housing, will be prioritised in areas with good public transport that are, or can be made, sustainable. The Council also recognises the need to enhance transport links to poorly connected areas of the borough in order to accommodate growth. Therefore, where appropriate, development will be expected to contribute towards improving transport infrastructure and connectivity. Despite the current uncertainties regarding Crossrail 2, development should not prejudice its delivery in future.
- 10.26** The NPPF 2024 requires the Council to consider transport issues from the earliest stage of plan making using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. A vision-led approach must also actively address transport inequalities. Lower-income households, older residents and people with disabilities are often most affected by poor connectivity and unsafe infrastructure. Active travel infrastructure should be designed to ensure it is accessible, inclusive and responsive to local needs (for example providing measures such as step free access, accessible bus



stops, inclusive cycle infrastructure and accessible public realm design). Safety must be embedded in design from the outset to achieve meaningful modal shift.

- 10.27** London's modal shift towards active travel is driven by the MTS which sets an ambitious target for 75% of all trips to be made by walking, cycling, and public transport by 2041. In February 2019, the Council adopted its third Local Implementation Plan (LIP3), which sets out its transport strategy for 2019-2041, the same period as the MTS.
- 10.28** Draft Policy KE12 safeguards the 24-hour operational viability and heavy goods vehicle (HGV) access of Strategic Freight Sites by resisting the encroachment of non-freight development and enforcing the Agent of Change principle to protect against sensitive uses. The policy supports proposals that deliver ancillary freight functions, intermodal transfer facilities, and innovative "last-mile" delivery solutions.



Policy KT2: Sustainable Travel and Healthy Streets

- A. Development will be supported where:
1. The layout and design seeks to prioritise movement via active travel over less sustainable, motorised modes of transport, by focusing on walking and wheeling as a first choice, followed by cycling, public transport, shared mobility options and finally private motorised vehicles, incorporating active and sustainable travel routes that connect to surrounding areas and the wider network;
 2. Harmful impacts of new development are avoided, minimised or mitigated on the highway network, Public Rights of Way network, and for pedestrian, cycle or public transport users;
 3. Access can be made safe, accessible, attractive and functional in connecting and integrating with the highway and sustainable travel networks and linking to public transport, services and facilities, including pathways, cycleways and the Public Rights of Way network;
 4. The built environment is designed to create a high-quality, inclusive, accessible and legible public realm that prioritises the needs of pedestrians and cyclists, in accordance with the TfL Healthy Streets Approach, and minimises conflict between pedestrians, cyclists, and vehicles and ensure safe access for all users (including the mobility impaired);
 5. Where appropriate, financial contributions are secured towards infrastructure off-site that has been identified through the LIP and IDP; and
 6. Convenient cycle parking and storage are provided in line with the London Plan parking standards and design guidance.
- B. Development should not prejudice the safeguarding of land for



transport and freight infrastructure enhancements.

- C. Major development proposals, development proposals located within town centres and employment areas, or other developments likely to generate a significant number of visitors should integrate dedicated space for cycle hubs to accommodate provision of cycle parking including for cycle hire schemes and space for cargo bikes wherever feasible. Proposals for the comprehensive development of sites, including through masterplans, must demonstrate how they have maximised opportunities to deliver this provision in order to encourage and enable cycling.

Healty Street Indicators



Figure 10.2: Diagram showing Healthy Streets Indicators

- 10.29** Kingston has high levels of car ownership and use, particularly in areas with poor public transport connectivity. To reduce car dependency, development should be located in areas where sustainable travel options are most prevalent. There are economic, social, environmental and health benefits of reducing car use in the borough.
- 10.30** Active travel provides significant health benefits. However, existing levels of traffic congestion often deters cycling due to safety and air quality concerns. Vehicle emissions contribute towards poor air quality in the borough. Policy KC2: Air Quality and Noise Pollution sets out that development must use the design-led approach and integrate on-site measures to improve air quality and prevent or minimise the population's exposure to poor air quality, having regard to Kingston's Air Quality Management Plan.
- 10.31** Kingston has undergone large-scale improvements to several of its main radial routes as part of the Go Cycle programme, yet there remain large areas of the borough which are not yet covered. Improving the reliability, accessibility, and attractiveness of public transport is essential to reducing car dependency and enabling those with mobility challenges to remain active and independent.
- 10.32** Transport infrastructure plays a crucial role in supporting development and promoting sustainable transport across the borough. It is essential to safeguard land and facilities to enable provision of transport infrastructure to ensure that developments are as sustainable as possible in terms of amount and mode of travel. This is of particular importance in locations which otherwise have poorer active travel and public transport accessibility.
- 10.33** To support the growth of electric vehicle use and maximise its benefits for carbon reduction and air quality, the Council is rolling out a borough-wide charging infrastructure programme. Where on-site parking is proposed, development must provide sufficient electric



vehicle charging points in accordance with the standards set out in Chapter 10 of the London Plan 2021.

- 10.34** The 2021 London Plan stresses the importance of working collaboratively with strategic partners to achieve good transport connectivity. London Plan Policy T3 (Transport capacity, connectivity and safeguarding) sets out expectations for Development Plans, while the borough's Local Implementation Plan (LIP3) sets out currently known transport schemes.
- 10.35** Car-free development should be the starting point for all development proposals in locations that are (or are planned to be) well-connected by public transport. Elsewhere, developments must be designed to provide only the minimum necessary parking for private vehicles.
- 10.36** Footway widths, including as a result of any additional telecommunications infrastructure, should meet the recommended minimums in TfL's Streetscape Guidance, Pedestrian Comfort Guidance and the DfT Inclusive Mobility Guidance.
- 10.37** TfL have produced the London Cycling Design Standards and New Cycle Route Quality Criteria which should be used to ensure new cycle route proposals both meet the required quality for cycle routes in London and are compliant with the guidance.
- 10.38** The Strategic Cycling Analysis, TfL's data-led framework for planning the strategic cycling network, identifies cycling connections with the greatest potential to contribute to cycling growth in London. The Strategic Walking Analysis identifies severance and priority walking locations. Both of these documents are tools available to develop future active travel schemes.
- 10.39** As part of supporting and enhancing travel choice, development should support the delivery of TfL's Bus Action Plan with regards to bus priority and journey times and should meet the requirements of TfL's Accessible Bus Stop Design Guidance.

- 10.40** Transport and freight land will need to be safeguarded to ensure sites can meet demands arising from future growth, including improvements to capacity, connectivity, quality and interchanges across the network.

Healthy Streets

- 10.41** The 2021 London Plan Policy T4 (Assessing and Mitigating Transport Impacts) supports the Healthy Streets approach to reduce car dependency, often requiring transport assessments and travel plans for large developments.
- 10.42** Major development and public realm proposals will need to use the Healthy Streets indicators to shape the site layout, street design, and public realm. The Healthy Streets Approach focuses on creating safe, attractive streets where noise, air pollution, accessibility, and lack of seating or shelter do not act as barriers to movement, particularly for vulnerable people.
- 10.43** Guided by the Healthy Streets Approach and its associated 'Indicators', the Council will work with stakeholders and development industry partners to deliver a wide range of public realm improvements. Together these will contribute to making Kingston's neighbourhoods and streets safer, greener, less polluted, more legible and accessible to all.
- 10.44** Development proposals should give priority to movement by walking and cycling in order to make active travel a more attractive option for people to move throughout the Borough. This should be informed by real pedestrian behaviour.
- 10.45** TfL's Healthy Streets Approach requires developers to use the Active Travel Zone (ATZ) assessment to map 20-minute, safe, and attractive walking/cycling routes to local amenities and transit. Projects must apply the 10 Healthy Streets indicators to create safe, inclusive, and high-density, mixed-use environments that comply with the Mayor's



Transport Strategy, fostering reduced car dependency.

- 10.46** High-quality public realm is integral to the delivery of the Healthy Streets Approach. In line with Policy KD3 (Public Realm, Landscape and Amenity), development proposals must maximise the public realm's contribution to active travel by reducing vehicle dominance and enhancing permeability. This includes maintaining safe, legible routes for walking and cycling and removing barriers such as gates, guardrails, stepped kerbs and obstructive footway parking.
- 10.47** Public realm enhancements should be integrated with existing sustainable travel infrastructure and where possible improve their quality. Developments should avoid creating gated or impermeable layouts that restrict active travel, and opportunities for new developments to improve accessibility and connectivity by sustainable modes of travel should be taken. A clear route hierarchy should be developed which avoids excessive through-routes.

Cycle Parking

- 10.48** Cycle Parking standards are set out in Policy T5 of the London Plan, Appendix E and Local Transport Note 1/20. This must include adequate secure and free provision for adapted bicycles, cargo bicycles, and mobility scooters where appropriate.
- 10.49** Kingston is identified in the London Plan as a borough where higher minimum cycle parking standards apply. Free, secure cycle parking should be provided where possible.
- 10.50** Where the use class of a development is not fixed at the time of application, the highest potential applicable cycle parking standard should be applied to ensure the development is future-proofed for any permitted use.
- 10.51** Where it has been sufficiently demonstrated that the required cycle parking cannot be provided on-site, the Council may seek a financial

contribution toward off site cycle facilities. Such contributions will only be sought where the Council is able to identify appropriate off-site location(s) where these could be provided. Further details are provided in Appendix M.

- 10.52** Cycle parking at workplaces and educational centres should be designed for long-stay use, prioritising location, security, and protection from the elements.
- 10.53** All cycle parking should be designed to accommodate non-standard cycles, including cargo bikes and adapted cycles. It should also be properly maintained and located to maximise personal security and security of property.
- 10.54** To support modal shift, employment and education sites should provide supporting end-of-trip facilities. Such facilities include changing rooms, maintenance facilities, lockers (at least two per three long-stay spaces are recommended), and shower facilities (at least one per ten long-stay spaces is recommended). Accessible facilities for disabled cyclists should also be provided.
- 10.55** The sustainable travel hierarchy sets out the prioritisation of walking and cycling over less sustainable modes, as in the sustainable travel hierarchy through the delivery of facilities which make active travel (for example on foot, by bicycle or scootering) more convenient, pleasant, and safe. Such facilities include an integrated and high-quality network of cycle routes and footpaths across the county, segregated from general traffic wherever possible. Elsewhere roads can be made more people-friendly through better design, giving more space to active travel modes, and lowering speed limits where appropriate. Secure cycle parking, bike hire, and promotion of electric and cargo bikes will also help to increase uptake.



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

- A. Vision led Transport Assessments (TA), Transport Statements (TS) and/or Travel Plans (TP) must be submitted with applications for Major development and other development proposals that are likely to impact on the capacity and functioning of the transport network (including walking and cycling transport infrastructure, deliveries and servicing).
- B. All major development proposals must submit a Healthy Streets Assessment as part of the Transport Assessment.
- C. Parking stress surveys may be required in the vicinity of a development to support the TS or TA, if deemed necessary.
- D. Where an impact on existing infrastructure in a local area is identified, developments will be expected to contribute towards the delivery of appropriate mitigation measures. This may include measures identified in the Council's Local Implementation Plan (LIP); interventions identified in TAs and/or Transport for London Healthy Streets guidance; strategic Transport Delivery schemes identified in the Council's Infrastructure Delivery Plan.
- E. Where a financial contribution is required, the scale of the contribution will be proportionate to the level of intervention required to mitigate the impact of the development.
- F. Where a Travel Plan is required to make the development acceptable then a contribution towards the costs of overseeing the monitoring of the successful implementation of these plans by the Council will be sought.





Assessing and mitigating transport impacts

- 10.56** It is important that new development avoids and/or mitigates any potential adverse impacts on the transport network. In order to ensure that impacts are appropriately identified and addressed through the planning process, development proposals will be required to include a Transport Assessment, Transport Statement and/or Travel Plan, where appropriate.
- 10.57** The information should be sufficiently detailed and accurate to allow for the clear identification and assessment of specific impacts and to inform any necessary mitigation measures. These should be commensurate with the nature and scale of development proposed and provide a sufficient level of information for the Council, Transport for London and other relevant authorities to assess applications, and for development proposals to adequately address impacts at the local, network-wide and strategic level where relevant.
- 10.58** Development with significant transport implications will include (although is not limited to):
- Schools, nurseries, hospitals, and places of worship;
 - Use Class E proposals providing 100sqm or more of floorspace;
 - Major residential development; and
 - Minor developments (including residential) where location, parking levels, or PTAL ratings may trigger impacts.
- 10.59** Where multiple major developments are proposed in a single area, the Council will require developers to cooperate in assessing cumulative impacts.

Transport Assessments

- 10.60** Transport Assessments should be undertaken in line with relevant good practice guidance, including that published by the Greater London Authority / Transport for London.
- 10.61** The coverage and detail of the TA should reflect the scale of the development and the extent of the transport implications of the proposal. For smaller schemes the TA should simply outline the transport aspects of the application, while for major proposals, the TA should illustrate accessibility to the site by all modes of transport, and the likely modal split of journeys to and from the site. As a guide, a TA should:
- Detail proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal, and to mitigate transport impacts;
 - Demonstrate that development will not negatively impact safety, exacerbate congestion, or lead to illegal or additional parking in the local area;
 - how the proposal would prioritise sustainable modes of transport using travel hierarchy principles and restrict car dependency;
 - Show how the new development would meet the transport policy requirements in the London Plan;
 - Where necessary include transport modelling to demonstrate that a proposal will not result in any adverse impacts, either individually or cumulatively in combination with other development which may be undertaken or checked by TfL; and
 - Demonstrate how a proposed development supports Vision Zero and the Healthy Streets Approach.



Transport Statement

10.62 The Transport statements are intended to identify the likely impacts of those schemes which may not be of a scale to warrant a full Transport Assessment. These are intended to be used to understand the likely impacts from a development on an area and any increase in traffic, public transport use and local parking availability.

10.63 The Transport Statement should, as a minimum, include:

1. The existing PTAL rating of the site;
2. The expected trip generation by all modes of travel;
3. Details of accessibility to, and by public transport, and by other sustainable modes of transport in the area; and
4. The anticipated impact on existing on and off-site parking.

Travel Plans

10.64 The purpose of a Travel Plan is to ensure that, once a development is occupied, the management and mitigation measures identified within the Transport Assessment are implemented and their effectiveness is monitored. Travel Plans are essential for introducing initiatives that facilitate a modal shift away from private car use. They consist of an agreed set of measures designed to reduce reliance on private vehicles which would contribute towards a reduction in fossil fuel use and energy consumption, minimise the overall need to travel, and reduce air pollution.

10.65 While developed as standalone documents, Travel Plans should address the specific issues identified in the associated Transport Assessment through the promotion of sustainable transport. Travel Plans must include measurable mode share targets aligned with the borough's LIP3 and MTS objectives.

10.66 Where new or improved public realm is proposed within or around open spaces and biodiversity sites, this must be sensitively integrated to ensure that there will be no adverse impact on the environment.

10.67 Travel Plans must reflect the Local Plan priority given to supporting and enabling sustainable transport modes, including active travel along with use of public transport. They should address the accessibility requirements of all likely users of the development, taking into account the needs of disabled people and others with specialist mobility requirements.

10.68 Travel Plans will be secured via a planning condition or a Section 106 planning obligation, requiring the applicant to implement and manage the Plan throughout the lifetime of the development. The Council will also require developer contributions via planning obligations towards a Travel Plan monitoring fee towards their ongoing monitoring and review. Further details regarding these requirements are provided in Appendix M.

10.69 Schools are also required to produce School Travel Plans which focus on the movement of students to and from school. Further information is available in Policy KS3.





Policy KT4: Car Parking and Car Free Development

- A. 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 be car-lite, in line with the London Plan.
- B. Development proposals for car-free development will be supported where they are located in highly accessible and well-connected locations. Elsewhere, car-free development will be supported where it can be suitably demonstrated that:
 - 1. The development is appropriately located at a well-connected location with good walking and cycling access to local amenities and services; or
 - 2. The development is appropriately located within a Key Area of Change, Growth Corridor or town centre where the Local Plan makes provision for significant public realm enhancements that will bring about attractive conditions for walking and cycling and improve access to local amenities and services; or
 - 3. There is an existing Parking Permit Area (PPA) or Controlled Parking Zone (CPZ), or a future PPA or CPZ can be established through planning contributions; or
 - 4. There is sufficient capacity on the public transport network or potential for active travel interventions or implementation of Low Traffic Neighbourhoods in the local area to cater to the additional demand arising from the development, taking into account existing and planned transport infrastructure.
- C. Development proposals must not exceed the maximum car parking standards set out in the London Plan, including for:
 - 1. Residential parking;
 - 2. Office parking;
 - 3. Retail parking; and
 - 4. Hotel and leisure uses parking (including consideration of coach parking).
- D. Development proposals must make adequate provision for residential and non-residential disabled persons' parking, recognising that car free development has no general parking but should still provide disabled persons' parking. All such provision must be in accordance with the relevant London Plan standards and the requirements for design and management of parking bays.
- E. The Council will consider the need for CPZs or PPAs to manage additional or new demand arising from development across the Borough, and will implement these where appropriate.
- F. In order to manage the parking demand associated with new development the Council will consider on a case-by-case basis whether it is appropriate to require that the development is Permit Free (except for Blue Badge holders). Proposals for new car-free development must be Permit Free.
- G. Parking Design and Management Plans (PDMPs) must be submitted with development proposals that include parking. PDMPs must also be submitted for development proposals without parking but which are likely to generate a significant demand for parking or impact on existing parking provision.
- H. Any permitted changes to on-street provision will be funded by the developer.
- I. Additional public off-street parking will be supported where a Transport Assessment demonstrates that travel demand cannot reasonably be met through active travel, public transport or other sustainable modes, and that provision of parking is genuinely required as a last resort.
- J. Where development would result in a reduction of town centre off-street public car parking, a Parking Study must demonstrate that the



remaining provision is sufficient to meet essential operational needs and disabled parking.

K. Proposals for additional off-street parking involving vehicle crossovers to existing premises will only be supported when:

1. It does not result in the loss of any on-street cycle parking or other street furniture that cannot be relocated;
2. It does not harm the character and appearance of the streetscene or result in the loss of a grass verge wider than 2m (1.6m in Conservation Areas of Local Areas of Special Character);
3. Any new area of hardstanding is permeable;
4. The proposal meets the technical requirements of the current Kingston Crossover Policy; and
5. Within a CPZ or PPA, it does not result in the loss of any on-street parking space.

10.70 Kingston is a borough with varying levels of public transport accessibility. The London Plan sets out maximum parking standards to encourage the uptake of sustainable modes of transport and manage impacts of development on the road network. In areas of high public transport accessibility, (as defined using PTALs and the TfL Web-based Connectivity Assessment Toolkit), car-free development for new occupants will be sought.

10.71 Kingston Town Centre serves a wide catchment area extending beyond the borough boundaries. Although the centre itself has high public transport accessibility levels, significant portions of the borough and its surrounding catchment have lower levels of accessibility. High-quality public transport, an inviting public realm, and a diverse mix of retail and entertainment are consistently identified as key drivers of successful, resilient town centres. These elements encourage increased dwell time, higher footfall, and greater economic vitality.

10.72 A flexible approach to parking is supported by the NPPF, which states that local authorities should consider a number of factors when setting local parking standards, including local car ownership levels and the availability of public transport. A carefully managed approach to parking, and particularly car parking, will be taken to support the delivery of inclusive, healthy, safe, liveable and sustainable neighbourhoods.

10.73 The London Plan parking standards will be applied including the maximum standards for car parking (set out in Appendix H). The London Plan makes clear that 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. Elsewhere, developments should be designed to provide the minimum necessary car parking (car-lite).

10.74 The Council recognises that some users, businesses, and organisations rely on private vehicles as their only viable transport option, particularly in areas with poor public transport accessibility. Where car parking is deemed necessary to support the ongoing use of a site, this must be fully justified within a Transport Assessment. By minimising on-site car parking provision, space can be released to accommodate other uses, including housing, employment floorspace, community facilities, play spaces, shared servicing spaces, and secure cycle parking, shelters and rest points.

10.75 High peak period traffic volumes and resulting congestion in the borough is a persistent issue, particularly on main roads, routes leading to the A3, and within the town centres. Kingston Town Centre serves as a major through route due to Kingston bridge, a situation unlikely to change in the medium-term. These high volumes of traffic make walking and cycling less attractive and result in poor air quality.



- 10.76** The A3, operated by Transport for London, suffers significant congestion and acts as a barrier between the north and south of the borough, polluting the local environment and causing associated health implications. Respiratory illnesses, in particular, have a significant impact on Kingston residents, as reflected in the Joint Strategic Needs Assessment (2023).
- 10.77** A large proportion of car journeys in Kingston are less than 3 miles (5 kilometres) in length. Enabling some of these journeys to be made safely and conveniently by active and sustainable forms of travel would result in a range of benefits, including economic, physical, mental, environmental and social benefits of less traffic-dominated spaces.
- 10.78** Controlled Parking Zone (CPZ) consultation contributions will go towards surveying surrounding roads and consulting on new or expanded Controlled Parking Zones or Permit Parking Areas. The value of this contribution will vary depending on the extent of the agreed CPZ/PPA and will include all implementation, administrative, and maintenance costs (for up to 20 years).
- 10.79** 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.
- 10.80** 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.



Policy KT5: Sustainable Servicing

- A. Major residential development and development that would generate significant movement of goods or materials during construction, operation and occupation, must incorporate dedicated off-street space for home delivery vehicle offloading and manoeuvring, alongside integrated parcel storage facilities to minimise repeat delivery trips.
- B. Where robustly demonstrated that off-street servicing cannot be provided, a financial contribution will be secured via Section 106 to deliver necessary highway modifications for safe on-street servicing.
- C. Tolworth Depot and Chessington Railhead Strategic Freight Sites (as shown on the policies map) are safeguarded for rail use (including rail served operations/ activities) and/ or the distribution of materials and goods by rail. Any change of use or development of the rail lands has to be agreed with Network Rail, relevant land-owners and the rail freight operator. These locations are shown on the Policies Map.
- D. Development of new facilities for freight transfer between road and rail will be supported where they minimise impacts on the environment and neighbouring amenity.
- E. For major developments and other developments which are to be delivered comprehensively through a masterplan, proposals will be required to prepare and implement a site-wide strategy for deliveries, servicing and construction. This should support the designed approach and help to enable coordination and integration of servicing requirements across the site(s).
- F. Development proposals, particularly those including commercial uses, should optimise the use of land by making provision for shared storage, micro-consolidation and distribution facilities appropriate to use(s), scale and location of development.



- 10.81** This policy seeks to address the challenge of ensuring the efficient, safe, and sustainable movement of goods and materials around the borough. It also seeks to improve local air quality and mitigate the adverse impacts of deliveries and servicing, including road accidents and traffic congestion.
- 10.82** Deliveries and servicing are essential to the borough's economic vitality. The rapid growth in online retail, however, has led to an unprecedented surge in home deliveries. Without effective off-highway management, these trips will exacerbate existing traffic congestion, leading to road blockages whilst loading/unloading takes place. Such disruptions compromise the safety of cyclists, impede pedestrians and increase journey times for buses.
- 10.83** The safety implications of heavy vehicle movements are significant: across London, nearly two-thirds of cyclist deaths and approximately one-quarter of pedestrian deaths involve Heavy Goods Vehicles (HGVs). This policy seeks to mitigate these risks while protecting the health and well-being of residents from the noise, congestion, and air pollution associated with delivery and construction traffic.
- 10.84** Service and delivery vehicles remain among the most polluting on our roads. The borough's projected development growth will inevitably increase construction-related traffic, further exacerbating levels of pollution, noise and dust, unless effectively managed.
- 10.85** To manage these impacts, the Council identifies the following as having the potential to generate significant movements of goods and materials during construction, operation, or occupation:
- Applications involving substantial demolition or excavation works;
 - Basements and subterranean developments;
 - Developments situated in confined locations of near sensitive receptors (such as schools or healthcare facilities).
- 10.86** The 2021 London Plan supports sustainable freight movement by rail and Policy T7 identifies that Development Plans and development proposals should facilitate sustainable freight movement by rail, waterways and road. It also requires Development Plans to safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling.
- 10.87** Development adjacent to safeguarded sites must demonstrably adhere to the Agent of Change principle (London Plan Policy D13) to ensure continued 24-hour operation.
- 10.88** Representations have been made in support of the Tolworth Depot and Chessington Railhead Strategic Freight Sites being safeguarded. Applications near to safeguarded sites should not prejudice the existing and/ or future operation of the safeguarded site and should accord with 'agent of change' requirements. Where the Council has identified a Strategic Freight Site for safeguarding, the area that is safeguarded includes the road access to and from the site.
- 10.89** Developers/ applicants should engage early with the owner/operator of the rail freight site early in the process to ensure a full understanding of operations so that assessment work fully takes that into account.



Policy KT6: River Transport, Moorings and Floating Structures

- A. River-related development, including short-stay visitor moorings, piers, and jetties for river-based recreation, passenger, or goods transport, will be supported in appropriate locations where the proposal enhances river infrastructure and public access, and meets the following criteria:
1. The residential amenity of occupiers of adjoining sites is not harmed;
 2. The navigation of the river channel is not adversely affected;
 3. The views of the river are not harmed;
 4. The development does not form a barrier which would prevent physical access to the river;
 5. The development has been designed to be barrier-free and inclusive for everyone;
 6. The development does not have an adverse impact on the openness of Metropolitan Open Land;
 7. The stability or continuity of flood defences is not adversely affected; and
 8. The proposal protects and/ or enhances the habitat value of the river and would not cause unacceptable harm to the operation of the river regime, the environment, biodiversity, or archaeology of the river (including its banks, walls and foreshore).
- B. Proposals for floating structures, including houseboats and moorings for permanent vessels, will be assessed in accordance with the criteria in Part A. In addition, proposals will need to demonstrate that:
1. Adequate servicing would be provided;
 2. The size and appearance of the vessel to be moored is identified and is appropriate to the proposed location; and
 3. There would be no interference with the recreational use of the river, the riverside or with river navigation.

10.90 Kingston's stretch of the Thames contains a number of piers, boat yards and river access points. Development in Kingston should seek to preserve or enhance this river infrastructure in order to sustain its ongoing use for both transport and leisure activities.

10.91 Moorings and other river infrastructure can create interest and encourage activity on the Thames riverside, particularly at riverside focal points of activity. Short-stay moorings can provide important recreational facilities and support greater leisure uses on the Thames. However, permanently moored vessels can also form a barrier between the river and people on the banks, affecting the open nature of the riverside and harming neighbouring residents' amenity. This particularly includes large floating homes, buildings or structures which are significantly different in terms of mass and character to typical houseboats.





- 10.92** While river freight is relatively uncommon along Kingston's stretch of the River Thames, the river offers a resource which has unmet potential. It is recognised that the Thames is a hugely important sport and recreational asset within the borough. The Council will continue to safeguard sustainable access to the river for the enjoyment of all residents and visitors, including enhancing the Public Rights of Way where possible. The Council will resist proposals which harm recreational uses or result in an unmitigated environmental degradation.
- 10.93** Residential moorings require adequate land-based servicing, including power, water, waste, and sewerage facilities. However, providing that residential moorings are safely accessible, facilities for storing waste do not necessarily have to be land based.
- 10.94** The cumulative impact of development on the river will be taken into account to ensure that the character and open nature of the river is not harmed.
- 10.95** The London Plan seeks to increase the volume of river-based passenger and tourist travel. Transitioning trips to the water can help reduce pressures on the road network, improve air quality, and enhance the overall attractiveness of walking and cycling within the borough.
- 10.96** Development affecting passenger piers and boatyards will be assessed against London Plan Policy SI 15, SI 16 and SI 17.
- 10.97** As Canbury Gardens is identified as an area of designated Metropolitan Open Land, the character and openness of this stretch of the River Thames will be safeguarded from inappropriate uses. Whilst it is acknowledged that existing houseboats, moorings and other floating structures are an established part of the river scene, houseboats are, by definition, an inappropriate use within Metropolitan Open Land (MOL). They can cause problems due to issues concerning infrastructure provision (including sewage, waste and water), servicing and access

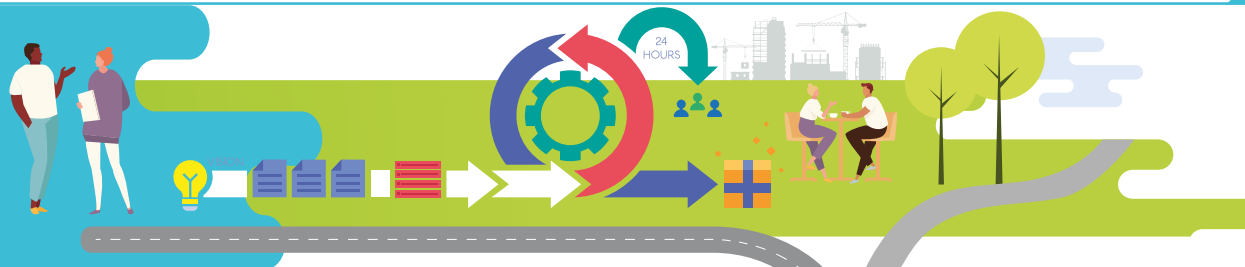
(including car parking), obstruction to navigation and public access to the river, interference with recreational use, and adverse impacts on the views, local character, and amenity of the river. Therefore, new proposals for houseboats, including extensions to existing houseboats and other moorings or floating structures designed for permanent residential uses in or adjacent to the Metropolitan Open Land, will be resisted.

- 10.98** Whilst the Council has limited powers regarding the appearance of boats, planning permission is required for new moorings and change of use of the river bank and river bed for permanent mooring. The Environment Agency and the Port of London Authority require houseboats to be licensed and can object to them on navigational grounds. The Environment Agency is also able to object to houseboats on flood risk and biodiversity grounds.

11

Implementation and Monitoring





Policies in this chapter:

- **Draft Policy KI1:** Infrastructure and Planning Obligations
- **Draft Policy KI2:** Health Impact Assessments
- **Draft Policy KI3:** Monitoring

11.1 This chapter outlines the framework for the implementation and monitoring of the Local Plan. Monitoring allows us to evaluate the effectiveness of planning policies and ensure that development is meeting the borough's identified needs. It provides the evidence base required to determine whether policies are successful or if a formal review is required in light of evolving local or national circumstances. This chapter should be read alongside the Infrastructure Delivery Plan (IDP).



Draft Policy KI1: **Infrastructure and Planning Obligations**

- A. Development proposals will be supported where it is demonstrated that the on-site and off-site infrastructure required to meet the needs of the development is either currently available, or will be provided in a timely manner as part of the development process.
- B. Where infrastructure requirements cannot be met, the Council will secure developer contributions through Section 106 (S106) agreements (for site-specific impacts) and the Community Infrastructure Levy (CIL) (for strategic outcomes) to ensure that the appropriate infrastructure is delivered in coordination with new development.
- C. The Council will seek planning obligations on a case-by-case basis, securing these in accordance with the priority order set out in regional policy (currently 2021 London Plan Policy DF1). These obligations may be in the form of non-financial covenants and/or financial contributions. Financial contributions should not be seen as a substitution for policy compliance and all requirements should be met on-site by the development where possible/practical. All planning obligations and financial contributions sought will adhere to the relevant requirements outlined in Regulation 122 of The Community Infrastructure Levy Regulations 2010 (or equivalent, if replaced).



D. To ensure that infrastructure delivery is effectively aligned with the progress of the site, major development applications must outline the expected phasing and delivery rates of the proposed development, including the timetable for new infrastructure delivery and a justification for these rates (where relevant).

11.2 To ensure new developments are sustainable, it is important that they are supported by the appropriate infrastructure, funded and delivered in a timely manner. This policy seeks to ensure that the physical, social, and economic infrastructure needed to support developments are integrated into the planning process.

Substantive Developments

11.3 Developers proposing substantive schemes (including sizable minor developments and all major applications) are expected to engage with the Council at an early stage via the paid pre-application service. This approach allows the Council to identify the specific financial and non-financial infrastructure requirements necessary to accommodate the demands of the proposal, ensuring these are integrated into the project from the outset.

Infrastructure Delivery

11.4 Infrastructure must be phased in tandem with the progress of the development. This ensures that as the development comes into use and occupancy increases, sufficient and appropriate infrastructure is available to meet the needs of new residents and users. A phased approach is also essential to ensure that disruption to neighbouring communities is minimised, particularly during the construction phase.

11.5 The Council will take a proactive lead in the planning of infrastructure, collaborating with providers and other public bodies to establish a long-term strategy for securing and coordinating necessary funding.

11.6 A central component of this strategy is the Infrastructure Delivery Plan (IDP), which is publicly consulted on and identifies the infrastructure required for the successful implementation of the Local Plan. The IDP specifies the locations for these projects, alongside delivery timescales and funding mechanisms to ensure a coordinated and viable development process. As a 'live' document, the IDP will be subject to regular (annual) updates to reflect the borough's evolving needs and shifting priorities.

11.7 To ensure transparency, the annual Infrastructure Funding Statement (IFS) serves as the statutory mechanism to monitor developer contributions and track IDP delivery. For real-time oversight, the Council also maintains public-facing 'live' records of S106 and CIL agreements, accessible through the Council's website.

Infrastructure Funding

11.8 Infrastructure projects are funded through a combination of sources, including Government grants, public agency budgets, and developer contributions.

11.9 Following formal consultation, the Council adopted a Community Infrastructure Levy (CIL) Charging Schedule in 2015, which sets out the local levy rates for various uses within the borough. This levy is payable on all qualifying developments, with the most up-to-date rates found on the Council's website.

11.10 The revenue collected through CIL will be used to deliver the infrastructure identified in the Council's latest IDP. A portion of the collected CIL (known as neighbourhood CIL) is currently allocated to smaller scale community infrastructure priorities, ensuring local areas and community groups share the benefits generated by new developments.

11.11 The Council's CIL Charging Schedule has been reviewed as part of the



financial viability testing of this Local Plan and remains sound. However, to ensure continued deliverability, targeted updates and amendments to the Charging Schedule are proposed. The adoption process for these revisions is intended to run concurrently with the delivery of this Local Plan.

- 11.12** A separate CIL scheme has been adopted by the Mayor of London, with the most up-to-date version (MCIL2) coming into effect on 1 April 2019. This levy is used to fund strategic infrastructure projects that impact London as a whole, including the Elizabeth Line and potential future projects such as Crossrail 2. Relevant development within the borough will be required to contribute to the Mayoral CIL. These contributions will be calculated and collected by the Council on behalf of the Mayor in accordance with the most up-to-date charges.
- 11.13** Most new development which creates a net additional floorspace of 100 square metres or more, or results in the creation of a new dwelling, is potentially liable for the Kingston and Mayoral CIL. Some developments may be eligible for relief or exemption; this includes social housing, charitable developments, residential annexes and extensions, and 'self-build' projects. However, to successfully obtain these, strict criteria must be met and specific procedures must be followed prior to the commencement of development. Applicants are advised to refer to the Government's Planning Practice Guidance and the Council's website for detailed information on the calculation, collection, and administration of the levy.

Viability

- 11.14** The Council has undertaken a comprehensive viability assessment of its CIL charging Schedule and Local Plan policies to ensure they are deliverable and do not undermine development viability. This assessment accounts for the full cost of delivering policy-compliant schemes - including the cost of the land, construction, and

infrastructure contributions - against projected sales values, ensuring a reasonable return for the developer.

- 11.15** It is acknowledged that site viability may fluctuate over time as costs and values vary. Consequently, a degree of flexibility may be applied where a lack of viability is clearly demonstrated to be a constraint. Larger sites, in particular, may face extraordinary infrastructure requirements or abnormal costs that impact delivery.
- 11.16** Where a developer submits a viability assessment to contest policy requirements, the Council will require this to be independently assessed, the cost of which will need to be covered by the applicant. Any such appraisal must be transparent and prepared in accordance with established viability guidance.

Additional Guidance

- 11.17** Appendix M of this Plan sets out a charging schedule and guidance structure for common financial and non-financial requirements that arise from planning applications within the borough. It is not possible to cover the mitigation of every potential planning harm in this Plan, so additional custom contributions may be sought as and when required. These could include contributions towards education, security (CCTV), flood mitigation, public art/leisure facilities, highways and transportation and various others where there is a shortfall against Policy requirements (now or in the future), and/or the requirements of the relevant regulations are met. All planning deeds, and CIL Liability Notices will be registered with our Local Land Charges department.



Draft Policy KI2: Health Impact Assessments

- A. A Health Impact Assessment (HIA) is required for 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.
- B. A Rapid Health Impact Assessment is required for the following:
 - 1. Major development proposals;
 - 2. Developments located within an Air Quality Focus Area;
 - 3. Hot-food takeaways;
 - 4. Betting shops;
 - 5. Educational facilities;
 - 6. Health and social care facilities;
 - 7. Large Houses of Multiple Occupation (HMOs);
 - 8. Leisure and community facilities; and
 - 9. Publicly accessible open space.
- C. A Full Health Impact Assessment is required for development proposals of a scale referable to the Greater London Authority.

11.18 The early inclusion of Health Impact Assessments (HIAs) significantly enhances the quality of design outcomes. Embedding health, wellbeing and equity considerations at the earliest stages of the design process supports the creation of healthier neighbourhoods, reduces long-term pressures on services, and contributes to sustainable economic growth.

11.19 The Health Impact Assessment should be undertaken in consultation with the local health authority, 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.

11.20 For major developments, developers should engage with the Council's Public Health Team and NHS partners at an early stage and draw on the 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 KI3: Monitoring

- A. The Council will monitor the delivery and implementation of planning policies through the annual Authority Monitoring Report. This report uses the Key Performance Indicators set out in Table 11.1 to evaluate the effectiveness of the Plan's policies and strategic objectives.
- B. Where monitoring reveals that delivery is significantly and persistently falling short of performance targets, the Council will analyse the underlying reasons for this and, where necessary, implement corrective measures or initiate a formal policy review.
- C. The Council will complete a full review of the Local Plan's policies every five years to ensure they remain up-to-date and effective. Where appropriate, the Council will commence an earlier review to address significant changes in circumstances. This review may be triggered by factors including, but not limited to:
 - 1. Significant changes to National Policy or the London Plan that render local policies out-of-date;



2. Changes to local context (including a change in local housing need);
3. Substantial economic shifts that fundamentally impact the viability of development or the delivery of the spatial strategy;
4. Progress in plan-making activities by the Mayor of London or neighboring authorities that require a strategic cross-boundary response.

11.21 The Local Plan looks forward to 2043. Over this Plan period, it is anticipated that the circumstances under which the Plan was produced will evolve. Some shifts will be driven by external factors beyond the Council's control, such as changes in the global or national economic climate. To ensure the Plan remains effective, policies have been designed to be both flexible and resilient.

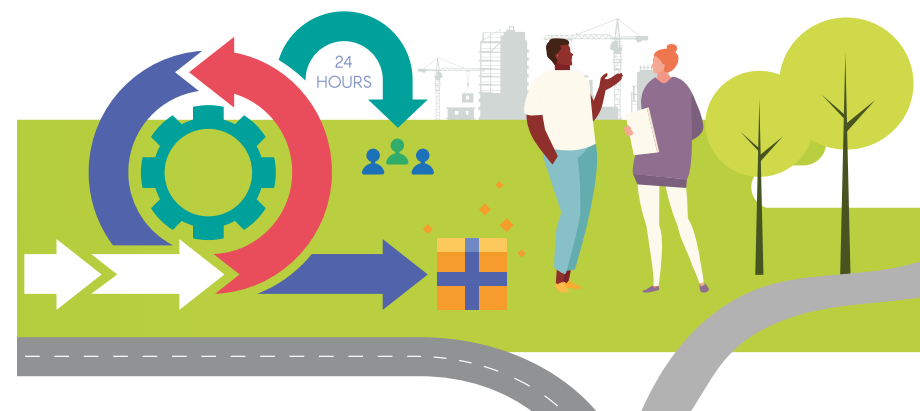
11.22 Under Section 35 of the Planning and Compulsory Purchase Act 2004, every local planning authority (LPA) has a statutory duty to monitor the implementation of the Local Plan and produce an annual Authority Monitoring Report (AMR). To facilitate this, a comprehensive monitoring framework is set out in Table 11.1, which identifies the Key Performance Indicators (KPIs) and targets against which the delivery and performance of each policy will be measured.

11.23 The AMR evaluates these indicators to identify trends in policy operation and the achievement of spatial objectives. It also incorporates additional contextual data, such as the Sustainability Appraisal process, the GLA's Planning London Datahub, development viability assessments, and Council records (including planning applications and completions), to provide a holistic assessment of the Plan's overall performance. This ensures that any necessary adjustments are informed by a robust and up-to-date evidence base.

11.24 Additional live data indicators for Kingston can be accessed via the Kingston Data website (data.kingston.gov.uk).

Proactive Engagement

11.25 The successful delivery of the Local Plan relies on positive and proactive collaboration with key stakeholders, including local communities, businesses, landowners, infrastructure providers, and public sector bodies. The Statement of Community Involvement (SCI) sets out the Council's formal procedures for this engagement, ensuring that stakeholders are consulted on Local Plan decisions, the preparation of guidance documents, and the determination of applications.





Policies	Key Performance Indicators	Targets
Chapter 4: Climate Change		
KC1: Climate Change and Environmental Sustainability	Annual borough-wide territorial carbon emissions.	Annual reduction in borough-wide territorial carbon emissions to meet Net Zero by 2038.
KC2: Air Quality, Noise and Vibration (1)	Percentage of major (and other relevant) developments submitting an Air Quality Neutral Assessment.	100% of major (and other relevant) developments to submit an Air Quality Neutral Assessment.
KC2: Air Quality, Noise and Vibration (2)	Percentage of major (and other relevant) developments submitting an Air Quality Assessment.	100% of major (and other relevant) developments to submit an Air Quality Assessment.
KC2: Air Quality, Noise and Vibration (3)	Percentage of major developments to meet the air quality benchmarks.	100% of major developments to meet or exceed the air quality benchmarks set out in the GLA's (2023) Air Quality Neutral LPG (or equivalent, if replaced).
KC2: Air Quality, Noise and Vibration (4)	Annual mean concentrations of PM10 and NO2 in Air Quality Focus Areas.	Annual reduction of particulate matter (PM10 and NO2) concentration against national and regional Air Quality targets.
KC2: Air Quality, Noise and Vibration (5)	Percentage of applications for developments likely to involve a significant noise or vibration generating use which are submitted with an Acoustic and Vibration Impact Assessment.	100% of applications for developments likely to involve a significant noise or vibration generating use to be submitted with an Acoustic and Vibration Impact Assessment.
KC3: Flood Risk (1)	Number of planning permissions granted contrary to Environment Agency advice on flood risk or water quality.	0 planning permissions granted contrary to Environment Agency advice annually.
KC3: Flood Risk (2)	Number of planning permissions approved without a required flood risk assessment submitted.	0 applications approved without a required flood risk assessment submitted.



Policies	Key Performance Indicators	Targets
KC3: Flood Risk (3)	Percentage of applications within Zones 2, 3a and 3b submitted with successful Flood Risk Assessments (FRA).	100% of applications within Zones 2, 3a and 3b to be submitted with successful Flood Risk Assessments (FRA).
KC4: Sustainable Drainage	Percentage of major developments incorporating Sustainable Drainage Systems (SuDS) and reducing water runoff rates in accordance with 2021 London Plan surface water management standards.	100% of major developments to incorporate SuDS and reduce surface water runoff close to greenfield rates annually.
KC5: Water Efficiency (1)	Percentage of new residential developments exceeding maximum water consumption limits of 110 litres per person per day.	0% of new residential developments to exceed a maximum water usage of 110 litres per person per day annually.
KC5: Water Efficiency (2)	Percentage of relevant non-domestic developments over 500sqm meeting BREEAM 'excellent' water efficiency standard.	100% of all relevant non-domestic developments over 500sqm to achieve the BREEAM 'excellent' water efficiency standard.
KC6: Managing Heat Risk (1)	Percentage of major (and other relevant) developments submitting an Overheating Risk Assessment (based on CIBSE's Dynamic Thermal Modelling method).	100% of major applications to submit an Overheating Risk Assessment.
KC6: Managing Heat Risk (2)	Percentage of major development proposals submitted with an Energy Strategy.	100% of major development proposals submitted with an Energy Strategy.
KC7: Minimising Greenhouse Gas Emissions (1)	Percentage of on-site carbon reductions achieved by major residential developments.	100% of major residential developments to achieve a minimum 60% on-site carbon reduction beyond Part L of the 2021 Building Regulations annually.
KC7: Minimising Greenhouse Gas Emissions (2)	Percentage of major applications supported by a Whole Life-Cycle Carbon Assessment.	100% of major applications to be supported by a Whole Life-Cycle Carbon Assessment.



Implementation and Monitoring

Policies	Key Performance Indicators	Targets
KC8: Energy Generation (1)	Number of major developments located within Heat Network Areas.	Increased number of major developments located within Heat Network Areas annually.
KC8: Energy Generation (2)	Percentage of major developments within Heat Network Areas connected to the decentralised heat network or to a communal low-temperature heating system.	100% of major developments within Heat Network Areas to be connected to the network or to provide a communal low-temperature heating system annually.
KC9: Ground Contamination and Hazardous Substances	Appeal decisions allowed regarding land contamination and/or stability.	0 appeal decisions allowed.
KC10: Sustainable Construction and Supporting the Circular Economy (1)	Percentage of major applications supported by a Circular Economy Statement.	100% of major applications to be supported by a Circular Economy Statement.
KC10: Sustainable Construction and Supporting the Circular Economy (2)	Percentage of demolition proposals submitted with a pre-demolition audit.	100% of demolition proposals to be submitted with a pre-demolition audit.
KC11: Waste and Recycling Management	Percentage of major applications providing compliant waste/recycling storage facilities.	100% of major developments to provide compliant waste/recycling storage facilities.
Chapter 5: Design and Heritage		
KD1: Delivering High-Quality Design (1)	Percentage of major development proposals engaging with the Kingston Design Review Panel prior to application submission.	100% of major developments to be formally reviewed twice by Kingston's Design Review Panel prior to application submission.
KD1: Delivering High-Quality Design (2)	Percentage of planning appeals allowed on design grounds.	Annual reduction in planning appeals allowed on design grounds.
KD1: Delivering High-Quality Design (3)	Percentage of major development proposals submitted with a proportionate Site and Context Analysis.	100% of major development proposals to be submitted with a proportionate Site and Context Analysis.



Policies	Key Performance Indicators	Targets
KD2: Public Realm	Percentage of major development proposals involving a public realm submitted with an area-wide Public Realm Strategy.	100% of major development proposals involving a public realm to be submitted with an area-wide Public Realm Strategy.
KD3: Inclusive Environments (1)	Percentage of major development proposals submitted with an Inclusive Design Statement.	100% of major development proposals to be submitted with an Inclusive Design Statement.
KD3: Inclusive Environments (2)	Percentage of development proposals for specialist accommodation or care facilities submitting tailored design evidence demonstrating how design accommodates the needs of the people using the development.	100% of development proposals for specialist accommodation or care facilities to submit tailored design evidence demonstrating how design accommodates the needs of the people using the development.
KD4: Adaptable Design (1)	Percentage of major development proposals within Metropolitan and District town centres providing a minimum ground-floor 'floor-to-floor' height of 3.5 metres.	100% of major development proposals within Metropolitan and District town centres to provide a minimum ground-floor 'floor-to-floor' height of 3.5 metres.
KD4: Adaptable Design (2)	Percentage of large-scale purpose-built shared living (LSPBSL) submitting a comprehensive Adaptability and Conversion Strategy.	100% of large-scale purpose-built shared living (LSPBSL) to submit a comprehensive Adaptability and Conversion Strategy.
KD5: Residential Extensions (1)	Percentage of basement proposals submitted with an appropriate Basement Impact Assessment.	100% of basement proposals to be submitted with an appropriate Basement Impact Assessment.
KD5: Residential Extensions (2)	Percentage of basement and subterranean proposals situated within an Archaeological Priority Area or conservation area submitted with a proportionate Archaeological Assessment.	100% of basement and subterranean proposals situated within an Archaeological Priority Area or conservation area submitted with a proportionate Archaeological Assessment.
KD6: Small Sites	Number of small site approvals.	Annual increase in small site approvals.
KD7: Commercial Frontages and Advertisements (1)	Proportion of total annual appeal decisions allowed for advertisement consent and telecommunications applications.	0% of appeal decisions allowed for advertisement consent and telecommunications applications.
KD7: Commercial Frontages and Advertisements (2)	Percentage of proposals involving large digital displays located near a road junction submitting a Road Safety Assessment.	100% of proposals involving large digital displays located near a road junction to be submitted with a Road Safety Assessment.



Implementation and Monitoring

Policies	Key Performance Indicators	Targets
KD8: Telecommunications and Digital Infrastructure	Percentage of telecommunications and digital infrastructure proposals submitted with a Visual Impact Assessment.	100% of telecommunications and digital infrastructure proposals to be submitted with a Visual Impact Assessment.
KD9: Tall Buildings and Mid-Rise Buildings (1)	Location of approved tall buildings (over 21 metres in height).	100% of approved tall buildings to be located strictly within the designated areas identified on the Policies Map or within Site Allocations.
KD9: Tall Buildings and Mid-Rise Buildings (2)	Percentage of tall building proposals submitted with a detailed Visual Impact Assessment, dynamic 3D digital modelling, and accurate viewpoint analysis.	100% of tall building proposals to be submitted with a detailed Visual Impact Assessment, dynamic 3D digital modelling, and accurate viewpoint analysis.
KD9: Tall Buildings and Mid-Rise Buildings (3)	Percentage of tall building proposals submitted with a Tall Building Statement demonstrating compliance with the London Plan.	100% of tall building proposals to be submitted with a Tall Building Statement demonstrating compliance with the London Plan.
KD9: Tall Buildings and Mid-Rise Buildings (4)	Percentage of mid-rise buildings submitted with a Visual Impact Assessment.	100% of mid-rise buildings to be submitted with a Visual Impact Assessment.
KD10: Thames Policy Area (1)	Percentage of development proposals in the Thames Policy Area which provide a 16-metre setback from the riverwall.	100% of development proposals in the Thames Policy Area to provide a 16-metre setback from the riverwall.
KD10: Thames Policy Area (2)	Percentage of development proposals in the Thames Policy Area which provide a minimum 8-metre clear width along the Thames Path.	100% of development proposals in the Thames Policy Area to provide a minimum 8-metre clear width along the Thames Path.
KD11: Historic Environment (1)	Number of designated heritage assets on the Historic England Heritage at Risk Register.	Maintenance or reduction in designated heritage assets on the Historic England Heritage at Risk Register.
KD11: Historic Environment (2)	Percentage of Conservation Areas with up-to-date Appraisals and Management Plans.	100% of Conservation Areas to have up-to-date Appraisals and Management Plans.
KD11: Historic Environment (3)	Percentage of applications with the potential to affect a heritage asset accompanied by a proportionate Heritage Statement.	100% of applications with the potential to affect a heritage asset to be accompanied by a proportionate Heritage Statement.



Policies	Key Performance Indicators	Targets
KD11: Historic Environment (4)	Percentage of applications involving historic buildings which retrofit the building to improve environmental performance.	100% of applications involving historic buildings to retrofit the building to improve environmental performance.
KD11: Historic Environment (5)	Number of enforcement notices served with respect to designated heritage assets.	Enforcement notices to be appropriately served with respect to designated heritage assets.
KD11: Historic Environment (6)	Number of buildings or structures identified as non-designated heritage assets through the Development Management process.	Maintain or increase the number of buildings or structures identified as non-designated heritage assets through the Development Management process.
KD12: Archaeology (1)	Percentage of ground-disturbing developments in Archaeological Priority Areas submitting Archaeological Assessments.	100% of qualifying developments in Archaeological Priority Areas to submit a proportionate assessment annually.
KD12: Archaeology (2)	Number of Archaeology Priority Areas.	No reduction in number of Archaeology Priority Areas.
KD12: Archaeology (3)	Percentage of development proposals unable to preserve archaeological assets that are submitted with a Written Scheme of Investigation.	100% of development proposals unable to preserve archaeological assets to secure a Written Scheme of Investigation.
KD13: Local Views (1)	Instances of harm to Very Highly Important Views.	0 approved developments that cause unacceptable harm to the composition or character of Very Highly Important Views annually.
KD13: Local Views (2)	Percentage of Visual Impact Assessments for proposals involving a Very Highly Important View that include Level 3 photorealistic rendering.	100% of Visual Impact Assessments for proposals involving a Very Highly Important View to include Level 3 photorealistic rendering.
Chapter 6: Housing		
KH1: Housing Requirement (1)	Net additional housing completions per year.	Deliver a minimum of 20,000 homes by 2042/2043.



Implementation and Monitoring

Policies	Key Performance Indicators	Targets
KH1: Housing Requirement (2)	Number of 'allowed' planning appeal decisions on householder grounds.	Reduction in the number of 'allowed' planning appeal decisions on householder grounds.
KH1: Housing Requirement (3)	Number of years' worth of 'deliverable' housing sites.	Maintain a minimum of five years' worth of 'deliverable' housing sites.
KH1: Housing Requirement (4)	Percentage net loss in the number of homes with at least three bedrooms for any new planning permission.	0% net loss in the number of homes with at least three bedrooms for any new planning permission.
KH1: Housing Requirement (5)	Number of 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 (1)	Percentage of affordable housing approved on major developments.	Deliver 50% affordable housing across the Plan period, with a minimum 35% on general private land and 50% on Green Belt/MOL/public sector/ designated industrial land.
KH2: Affordable Housing (2)	Percentage of major developments which deliver the target affordable housing tenure split (70/30).	100% of major developments to deliver an affordable housing tenure split of 70% low-cost rented homes and 30% intermediate homes annually.
KH2: Affordable Housing (3)	Gross affordable housing completions.	Increase in gross affordable housing completions.
KH3: Housing Size Mix	Percentage of approved homes by bedroom size, split by tenure (market, affordable home, affordable rented).	100% of major residential developments align with the indicative housing mix in Table 6.2 (e.g., 50% 3-bed for market housing) annually.
KH4: Specialist and Supported Housing	Net additional units of specialist and supported housing, included sheltered housing and extra care dwellings.	Deliver a minimum of 742 additional units for sheltered housing and 792 additional units for extra care by the end of the Plan period.
KH5: Large-Scale Purpose-Built Shared Living (1)	Number of LSPBSL proposals accepted outside of town centres.	0 LSPBSL proposals accepted outside of town centres.
KH5: Large-Scale Purpose-Built Shared Living (2)	Percentage of large-scale purpose-built shared living proposals submitted with an Impact Assessment.	100% of large-scale purpose-built shared living proposals submitted with an Impact Assessment.



Policies	Key Performance Indicators	Targets
KH5: Large-Scale Purpose-Built Shared Living (3)	Percentage of large-scale purpose-built shared living proposals submitted with a comprehensive Management Plan.	100% of large-scale purpose-built shared living proposals submitted with a comprehensive Management Plan.
KH6: Houses in Multiple Occupations (1)	Percentage of large HMOs proposals submitted with a detailed Management Plan.	100% of large HMOs proposals to be submitted with a detailed Management Plan.
KH6: Houses in Multiple Occupations (2)	Percentage of large HMOs proposals submitted with a Rapid Health Impact Assessment.	100% of large HMOs proposals to be submitted with a Rapid Health Impact Assessment.
KH6: Houses in Multiple Occupations (3)	Number of new student accommodation units completed.	No target.
KH7: Community-Led, Self-Build and Custom Homes (1)	Number of individuals and associations accepted onto the Self-build and Custom Housebuilding Register.	Increase in number of individuals and associations accepted onto the Self-build and Custom Housebuilding Register.
KH7: Community-Led, Self-Build and Custom Homes (2)	Number of plots sought from individuals and associations accepted onto the Self-build and Custom Housebuilding Register.	Increase in number of plots sought from individuals and associations accepted onto the Self-build and Custom Housebuilding Register.
KH8: Gypsy and Traveller Accommodation (1)	Net additional gypsy and traveller pitches delivered.	Deliver 52 net additional gypsy and traveller pitches by 2032.
KH8: Gypsy and Traveller Accommodation (2)	Percentage of new gypsy and traveller pitch proposals submitted with a Management Plan.	100% of new gypsy and traveller pitch proposals to be submitted with a Management Plan.
KH8: Gypsy and Traveller Accommodation (3)	Percentage of major residential developments exceeding 2 hectares which contribute a portion of land to permanent traveller pitch provision.	100% of major residential developments exceeding 2 hectares to contribute a portion of land to permanent traveller pitch provision.
KH8: Gypsy and Traveller Accommodation (4)	Number of approved gypsy and traveller site proposals which are less than 400 square metres.	0 approved gypsy and traveller site proposals which are less than 400 square metres.

Chapter 7: Economy and Town Centres



Implementation and Monitoring

Policies	Key Performance Indicators	Targets
KE1: Supporting the Borough's Economy and Town Centres	Total amount of additional employment floorspace (sqm).	Deliver 59,050 sq.m of additional employment floorspace by 2041.
KE2: Protecting Employment Uses (1)	Amount of B2/B8 and viable employment floorspace lost to non-employment uses.	0 net loss of B2/B8 floorspace in designated employment sites without an equivalent re-provision, or robust 18-month marketing evidence annually.
KE2: Protecting Employment Uses (2)	Total amount of floorspace for "town centre uses" (comparison goods) within town centres.	Maintain or increase the proportion of floorspace dedicated to comparison goods floorspace as a percentage of all main town centre uses within designated town centres.
KE3: Affordable Workspace	Number of secured affordable workspace provided at or below 70% of the market rate for a 20-year continuous period.	Annual net-increase in affordable workspace within the borough.
KE4: Securing employment and training opportunities	Percentage of major developments implementing an approved Local Employment and Training Strategy (LETS).	100% of major developments to implement an approved LETS.
KE5: Strategic Industrial Locations	Number of non-industrial developments permitted in Strategic Industrial Locations (SIL) that are not small-scale/ancillary or part of a council-led masterplan.	0 non-industrial developments permitted in SILs annually.
KE6: Locally Significant Industrial Sites	Net change in industrial floorspace capacity within designated LSIS areas.	Achieve a minimum 40% net uplift in employment floorspace on the St John's Industrial Area LSIS through a masterplan approach. Achieve 0 net loss of industrial capacity across all other LSIS annually.
KE7: Development in Town Centres (1)	Vacancy rates of main town centre uses at ground floor in primary shopping areas.	Maintain vacancy rates strictly below 10% over the Plan period.
KE7: Development in Town Centres (2)	The proportion of main town centre uses (class E) at ground floor in primary shopping areas.	Ensure 0 net loss of main town centre uses (class E) at the ground floor within primary shopping areas annually.
KE8: Visitor Accommodation	Number of net additional C1 (including hotel) bedrooms.	Net increase in the number of C1 (including hotel) bedrooms over the Plan period.



Policies	Key Performance Indicators	Targets
KE10: Hot Food Takeaways	Number of hot food takeaways approved breaching the 10% unit limit in designated centres or the 400-metre exclusion zone outside designated centres.	0 new hot food takeaways approved within a 400-metre walking distance of an existing takeaway outside designated centres, or breaching the 10% limit within designated centres annually.
KE11: Betting Shops and Other Gambling-Related Uses	Number of betting shops/gambling uses approved within a 400-metre radius of an existing facility or sensitive use.	0 new betting shops or gambling uses approved within a 400-metre radius of an existing facility or sensitive use annually.
KE12: Strategic Freight Site	Maintain number of Strategic Freight Sites	No developments within or near Strategic Freight Sites
Chapter 8: Social Infrastructure		
KS2: Community Facilities	Net loss of existing community buildings and facilities.	0 net loss of community buildings and facilities, annually.
KS3: Health and Social Care Facilities (1)	Net change in health and social care facilities (such as hospitals, GP practices, community pharmacists and mental health services)	0 net loss of health and social care facilities unless there is no longer an identified need.
KS3: Health and Social Care Facilities (2)	Male and female life expectancy at birth.	Increase in male and female life expectancy across the borough at birth.
KS4: Education Facilities (1)	Number of additional primary and secondary school places provided.	Provide 100% of the required additional school places identified as critical in the IDP need.
KS4: Education Facilities (2)	Number of permanent school expansion schemes completed.	Expansion of schools in line with need.
KS4: Education Facilities (3)	Number of schools that have a school travel Plan.	Increase in the number of schools that have a School Travel Plan.
KS5: Arts and Cultural Facilities	Net change in arts and cultural Facilities.	Maintain or increase the number of arts and cultural facilities annually.



Implementation and Monitoring

Policies	Key Performance Indicators	Targets
KS6: Sports and Recreational Facilities (1)	Net change in indoor and outdoor sports facilities, including playing pitches.	Maintain or increase the number of sports facilities annually, unless supported by regional and/or national policy.
KS6: Sports and Recreational Facilities (2)	Percentage of development proposals involving sports and recreational facilities accompanied by a Community Use Agreement.	100% of development proposals involving sports and recreational facilities to be accompanied by a Community Use Agreement.
KS7: Play and Informal Recreation (1)	Net change in the number of children's playspace.	0 net loss of existing children's playspace, unless there is no longer a demand.
KS7: Play and Informal Recreation (2)	Percentage of major residential developments (with family homes) providing on-site play space.	100% of major residential developments (with family homes) to provide high-quality on-site play space.
KS8: Public Houses	Number of public houses lost to alternative uses.	0 loss of public houses, unless robust marketing evidence demonstrates market interest for a continuous 24-month period.
Chapter 9: Natural Environment		
KN2: Public Open Spaces (1)	GiGL's Areas of Deficiency in Access to Public Open Space (or equivalent, if replaced).	Annual reduction in GiGL's Areas of Deficiency in Access to Public Open Space (or equivalent, if replaced).
KN2: Public Open Spaces (2)	Percentage of proposals which result in a net reduction of public open spaces that provide an Open Space Assessment.	100% of proposals which result in a net reduction of public open spaces to provide an Open Space Assessment.
KN2: Public Open Spaces (3)	Number of Local Nature Reserves.	Maintain or increase the number of Local Nature Reserves in the borough.
KN3: Biodiversity (1)	Net change in quantity or size of designated Sites of Importance for Nature Conservation in the borough.	No reductions in the quantity or size of designated Sites of Importance for Nature Conservation in the borough.
KN3: Biodiversity (2)	Percentage of Biodiversity Net Gain (BNG) reported from relevant developments.	100% of qualifying major developments to achieve at least a 10% BNG. 100% of Strategic Site Allocations to achieve a minimum 20% BNG uplift.



Policies	Key Performance Indicators	Targets
KN4: Urban Greening and Trees	Urban Green Factor (UGF) scores reported from relevant major developments.	All major residential developments to achieve a UGF score of 0.6 or more. All major commercial developments (excluding B2 and B8 uses) to achieve a UGF score of 0.4 or more.
KN5: Food Growing/ Allotments	Number and area of allotments and community gardens.	0 net loss of existing allotments and community gardens in the borough annually.
KN6: Green Belt (1)	Number of inappropriate developments granted permission in the Green Belt.	0 planning permissions granted for inappropriate development in the Green Belt annually.
KN6: Green Belt (2)	Number of Green Belt applications complying with the 'Golden Rules'.	100% of major residential developments on Green Belt or 'Grey Belt' release sites to deliver 50% affordable housing, necessary infrastructure improvements, and accessible public green space.
KN7: Rivers and River Corridors	Percentage of developments alongside river corridors providing an 8-metre set-back and avoiding the culverting of main river channels.	100% of riverside developments maintain a minimum 8-metre setback from riverbanks, with 0 main river channels culverted annually.
KN9: Metropolitan Open Land	Number of permissions granted resulting in the loss of or inappropriate development on Metropolitan Open Land.	0 permissions granted resulting in the loss of or inappropriate development on Metropolitan Open Land.
Chapter 10: Transport		
KT1: Strategic Approach to Transport	Proportion of all trips in the borough made by active travel (walking, cycling) or public transport.	75% of all trips in the borough to be made by walking, cycling, or public transport by 2041 (in line with the Mayor's Transport Strategy).
KT2: Sustainable Travel and Healthy Streets (1)	Number of new cycle parking spaces in on-street locations and at train stations.	Maintenance or increase in the number of new cycle parking spaces in on-street locations and at train stations.
KT2: Sustainable Travel and Healthy Streets (2)	Healthy Streets Score (out of 8).	Increase in Healthy Streets Score.
KT2: Sustainable Travel and Healthy Streets (3)	Number of electric vehicle charging points.	Increase in the number of electric vehicle charging points.



Implementation and Monitoring

Policies	Key Performance Indicators	Targets
KT3: Assessing, Managing and Mitigating the Transport Impacts of Development (1)	Percentage of major developments submitting a transport statement/assessment/travel plan.	100% of major developments to submit a transport statement/assessment/travel plan.
KT3: Assessing, Managing and Mitigating the Transport Impacts of Development (2)	Percentage of Transport Assessments submitted with a Healthy Streets Assessment.	100% of Transport Assessments to be submitted with a Healthy Streets Assessment.
KT4: Car Parking and Car Free Development	Percentage of development proposals that include parking submitted with a Parking Design and Management Plan (PDMP).	100% of development proposals that include parking to be submitted with a Parking Design and Management Plan (PDMP).
KT6: River Transport, Moorings and Floating Structures	Number of new residential moorings or permanent floating structures approved adjacent to Canbury Gardens Metropolitan Open Land (MOL).	0 new residential moorings, houseboats, or permanent floating structures approved adjacent to Canbury Gardens MOL annually.
Chapter 11: Implementation and Monitoring		
KI1: Infrastructure and Planning Obligations (1)	Percentage of approved major developments that secure their required infrastructure mitigations on-site or via signed Section 106 agreements or via CIL.	100% of approved major developments to secure their required infrastructure mitigations on-site or via signed Section 106 agreements or via CIL.
KI1: Infrastructure and Planning Obligations (2)	Percentage of major applications that engaged in the Council's paid pre-application advice service prior to formal submission.	100% of major applications to have engaged in the Council's paid pre-application advice service prior to formal submission.
KI2: Health Impact Assessments	Percentage of relevant development proposals submitting a Rapid or Full Health Impact Assessment (HIA).	100% of relevant development proposals to submit a Rapid HIA, and 100% of GLA-referable proposals to submit a Full HIA annually.



12 Site allocations





Policies in this chapter:

■ Strategic Policy KSA1: Site Allocations

- 12.1 This chapter sets out the Local Plan's Site Allocations strategy and establishes the overarching framework for managing development across site allocations in the borough.
- 12.2 Strategic Policy KSA1 ensures new developments make the best use of the borough's finite land while setting out the foundations required to create high-quality, sustainable communities. To provide planning certainty to local communities and developers, this chapter includes site proforma detailing the suitable land uses, primary planning considerations, and development guidelines for each location.

Strategic Policy KSA1

- 12.3 Strategic Policy KSA1 establishes the overarching framework for managing allocated sites across the borough. By directing growth toward specific site allocations, the strategic policy provides planning certainty to our communities, developers, and infrastructure providers, ensuring that developments create sustainable communities, deliver high-quality design, and make the best use of land.
- 12.4 Applicants are required to demonstrate that their proposal positively addresses the site guidelines and is in accordance with wider policies, unless material considerations show otherwise. Where the Council has

prepared or adopted a Supplementary Plan, guidance, masterplan, design codes, or site-specific framework, which applies to a site allocation or the area, these documents will be considered a key material consideration in determining any planning application.



Policy KSA1: Site Allocations

- A. Planning permission will be granted on allocated sites where the proposed development:
 - 1. Positively addresses the development uses, site-specific requirements and development guidelines for the site allocation (as set out within the site proforma); and
 - 2. Would be in accordance with all other relevant policies within the Development Plan, unless material considerations indicate otherwise.
- B. Development proposals that relate to part of a larger allocated site are required to demonstrate how the development forms part of a comprehensive scheme for the entire allocation and that it will not prejudice or fetter the development capacity, layout or access arrangements for the remaining parts of the allocation.
- C. Developers and landowners of allocated sites, particularly those with multiple ownerships, will be expected to work collaboratively to ensure a comprehensive and cohesive approach to the planning and delivery of allocations.



- D. Development proposals must provide proportionate and timely contributions toward necessary infrastructure to meet the needs of the development.

- 12.5** Several allocated sites involve complex and fragmented landownership boundaries. Uncoordinated, piecemeal development on subdivided parcels within a single allocation can lead to poor layout configurations and compromised access, and can ultimately fetter the development capacity of adjacent plots. To prevent this, applicants proposing development on a part of a larger allocated site must demonstrate how their scheme integrates into a comprehensive, cohesive, site-wide strategy. Landowners and developers of allocated sites are expected to work collaboratively to ensure a unified approach to site planning and delivery prior to the submission of any formal planning application. This includes investigating the preparation and production of joint masterplans, design codes and planning frameworks to provide greater security of delivery of development and infrastructure.
- 12.6** To support the delivery of sustainable communities, new development must not outpace the capacity of local services and must be supported by the timely delivery of necessary physical, social, and environmental infrastructure. Development proposals are required to be supported by adequate and proportionate contributions towards local infrastructure upgrades to meet the needs of the development, consistent with Policy KI1. To secure these developer contributions, the Council will employ Section 106 legal agreements and planning conditions. When required, the occupation of developments will be phased to guarantee that the full range of essential infrastructure is provided for and remains operationally functional and appropriate before the occupation of the corresponding phase of development.

Site Allocation Proforma

- 12.7** To support the delivery of site allocations, detailed site allocation proforma have been provided to highlight the primary planning considerations, site-specific requirements, and development guidelines for each allocated site. These profiles supplement Strategic Policy KSA1 but are not intended to be all-encompassing; planning applications are required to comply with all other applicable policies within the Development Plan, including from the London Plan and wider Local Plan, regardless of whether those policies are explicitly referenced in the site proforma.
- 12.8** The site proforma outlines the land uses considered appropriate for each allocated site. If a proposal includes uses that deviate from these allocations, the applicant should provide evidence demonstrating that the scheme remains consistent with all other relevant Development Plan policies.
- 12.9** The development capacity estimated for each site allocation in the Local Plan is derived from its specific location and indicative height and massing. Rather than serving as rigid minimums or maximums, these figures intend to provide an underlying baseline for the allocated sites. All applications are required to demonstrate a robust and successful design-led response following Policy KD1 and other applicable policies within the Development Plan (including Policy D3 of the London Plan), proving that the development capacity can be sustainably achieved, supported by necessary infrastructure, while delivering a positive contribution to the location's local character.
- 12.10** To ensure that development is sensitive to its surroundings and to manage the character, density, and design quality of development across the Borough, the site allocations are guided by "Character Area" typologies derived from the GLA Characterisation and Growth Strategy



guidance. Proposals should be guided by these typologies to ensure that the density, scale, and built form are appropriate for the specific surrounding context.

- Transform Areas: Applied to areas characterised by underutilised land or ill-defined character, with the capacity to accommodate significant physical change, increased densities, and new spatial identities.
- Enhance Areas: Applied to areas of mixed design quality where moderate change should actively reinforce, complement, and improve the quality of the existing townscape, public realm, and residential character. New development should respond sensitively to the scale, height, and rhythm of surrounding buildings.
- Conserve Areas: Reserved for highly sensitive ecological or historic locations or sensitive low-density residential areas. Growth in these areas demands a highly sympathetic, design-led response to conserve and enhance the existing urban fabric.

12.11 To support a high-quality, design-led process that successfully addresses the challenges allocated sites, the proforma includes development guidelines detailing the Council's long-term vision and expectations for development schemes. Applicants are encouraged to engage with the Council through the pre-application advice service at the earliest stage of development.

Development capacity between 2028/29 and 2042/43

12.12 The Local Plan's housing supply for the 15-year requirement period (from 1 April 2028 to 31 March 43) is summarised in Table 12.1 and shown in Figure 12.1.

Housing Supply Source (2028/29 to 2042/43)	Additional Homes	Percentage of Total Provision
Planning Permissions	125	1%
Expected Windfalls	4,375	26%
Site Allocation: Non-Green Belt/MOL	9,935	58%
Site Allocation: Green Belt releases	1,730	10%
Site Allocation: MOL releases	875	5%
Total	17,010	100%

Table 12.1: Local Plan Housing Supply

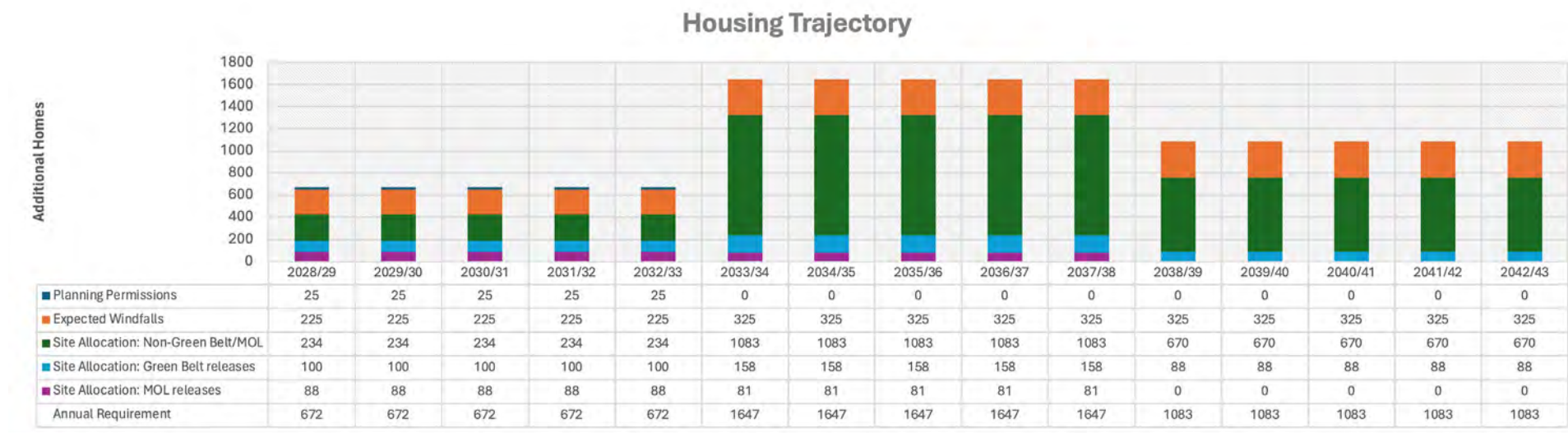


Figure 12.1: Local Plan Housing Trajectory





Site Allocations

KNK01: Seven Kings Car Park, Skerne Road, Kingston

Canbury Gardens Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service (Class E).

- **Number of additional homes:** 225
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform

- **Site area:** 0.49 ha
- **Current uses:** Multi-storey car park
- **Ownership:** Public and private
- **PTAL:** 6 | **Rail Access:** Within 400m of Kingston station

The 0.49-hectare site is currently occupied by a multi-storey car park located in the Surrey Basin area of Kingston Town Centre. It is bordered by residential housing to the west, with further mixed-use residential and commercial developments situated immediately to the south and east. Directly to the north, the site transitions into additional residential areas and a large retail space housing a Sainsbury's store and a Nuffield Health Fitness & Wellbeing Gym.

The site is located 150 metres from the priority habitat at Canbury Gardens and approximately 200 metres from the River Thames.

Planning considerations

- Flood Zones 2 & 3 (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Kingston Town Centre area (KE7)

Site-specific requirements

- Affordable housing 50% (KH2)
- Parking capacity study (KT3)

Development guidelines

The vision for this site allocation is to deliver a high-density, residential-led development that ensures a sympathetic transition to surrounding residential areas, while creating a positive interface with Surrey Basin.

- Building heights may accommodate higher density compact urban development, including the potential for moderate scale Tall Buildings to complement the existing developments at Surrey Basin.
- Development should deliver buildings of varied height to contribute to a dynamic skyline profile. Building heights should step down towards the lower scale historic context along, and to the east of, Richmond Road.
- Local views should be carefully considered; development should avoid/minimise harm to the local view from Canbury Park to the north-west and the Very Highly Important View from Richmond Park.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Development should enhance the visual



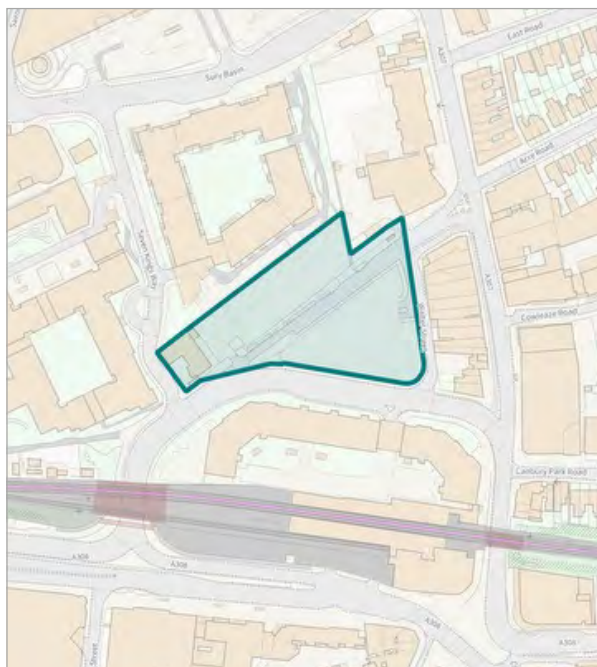
quality of the area through the introduction of new plantings (including green drainage solutions) and active frontages, creating an attractive environment that encourages greater footfall and improves the level of amenity for future residents.

- To manage flood risk, more vulnerable developments should be directed away from the western boundary of the site where there is a risk of fluvial flooding. Site access and egress routes should be directed towards the part of Sury Basin or Seven Kings Way which is at the lowest risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3, and 4.5.



KNK02: Canbury Place Car Park and 12-52 Kingsgate Road, Kingston

Canbury Gardens Ward & Kingston Gate Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service uses (Class E).

- **Number of additional homes:** 265
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform

- **Site area:** 0.75 ha
- **Current uses:** Surface car park, business uses, and vacant land
- **Ownership:** Public and private
- **PTAL:** 6 | **Rail Access:** Within 400m of Kingston station

The 0.75-hectare site currently comprises a surface car park, various business uses, and areas of vacant land within a highly accessible part of Kingston Town Centre. It is bordered by residential areas to the east and south, and mixed residential and commercial developments to the west. To the north lies Kingston College alongside additional mixed-use areas.

The site sits within the setting of numerous heritage assets, including the locally listed Former School Board building and the Grade II listed Former Regal Cinema.

Planning considerations

- Flood Zones 2 (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Kingston Town Centre area (KE7)
- Deficiency in access to POS (KN2)
- North Kingston Development Brief SPD

Site-specific requirements

- Affordable housing 50% (KH2)
- Parking capacity study (KT3)

Development guidelines

The vision for this site allocation is to deliver a comprehensive, high-density residential-led mixed-use scheme that transitions between the historic low-scale, fine-grain character to the east, and more recent residential development to the west.

- Building heights may accommodate higher density compact urban development, including the potential for moderate scale Tall Buildings.
- Development should deliver buildings of varied height to contribute to a dynamic skyline profile. Building heights should step down towards the lower scale historic context along Richmond Road.
- Local views should be carefully considered; development should avoid/minimise harm to the local view from Canbury Park Road to the north-west and the Very Highly Important View from Richmond Park.
- Development should enhance the setting of nearby heritage assets, including the locally listed Former School Board building and the Grade II listed Former Regal Cinema.

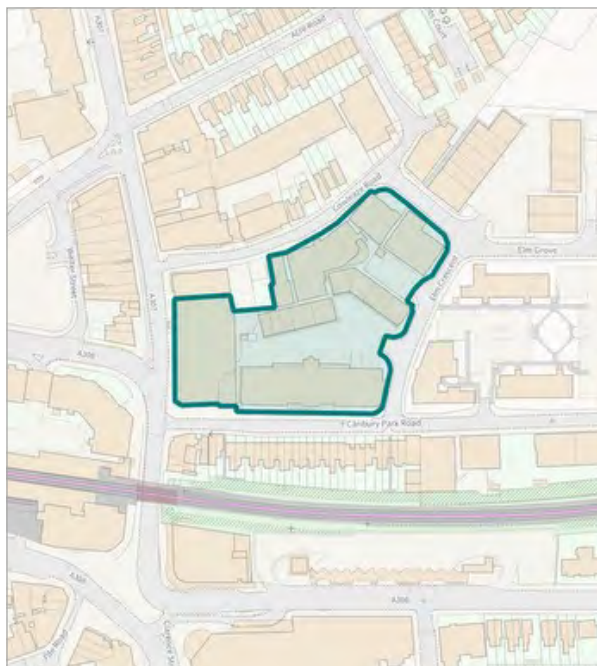


- To foster a safe environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should introduce additional landscaping and tree planting to enhance the current public realm, improving the visual landscape, and increasing local biodiversity to provide natural capital.
- Development should improve active travel routes along Kingsgate Road and Sopwith Way. Vehicular access should be directed to Kingsgate Road, and proposals are required to contribute to improvements in local traffic circulation.



KNK03: Canbury Business Park and Former Regal Cinema, Kingston

Kingston Town Ward



Site allocation

Suitable for offices and general workspaces (Class E(g)), and residential uses (Class C3).

- **Number of additional homes:** 250
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform

- **Site area:** 0.94 ha
- **Current uses:** Commercial businesses, and car park (LSIS)
- **Ownership:** Private
- **PTAL:** 6 | Rail Access: Within 400m of Kingston station

The 0.94-hectare site is a designated Locally Significant Industrial Site situated in a prominent edge-of-centre location. It is currently occupied by commercial businesses, a car park, Kingston University Engineering, and the Former Regal Cinema. The site is bordered by residential areas to the south and east (which notably includes two-storey terraced housing on Canbury Park Road), mixed-use properties to the west, and commercial uses to the north

The site occupies a highly sensitive heritage location, containing the Grade II listed Former Regal Cinema (included on the Heritage at Risk Register), and sitting within the setting of several Grade II listed buildings closely tied to the borough's aviation heritage, including the Former Sopwith Aviation Company Factory and the Former Hawker Aircraft Experimental Shop.

Planning considerations

- Potentially suitable for Tall Buildings (KD9)
- Grade II listed, Former Regal Cinema (KD11)

- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- Locally Significant Industrial Sites (KE6)
- Kingston Town Centre area (KE7)

Site-specific requirements

- Non-industrial developments will only be supported where it would maintain or deliver net gains in industrial floorspace capacity on site (KE6).

Development guidelines

The vision for this site allocation is to deliver a residential-led mixed-use scheme that responds positively to the area's rich industrial heritage, sensitively conserves and integrates the Grade II listed Former Regal Cinema, and provides a sensitive transition to the adjacent two-storey terraced housing.

- Building heights may accommodate higher density compact urban development, including the potential for moderate scale Tall Buildings.
- Massing should be carefully scaled. Building heights should step down towards the surrounding lower scale context.
- Local views should be carefully considered; development should avoid/



minimise harm to the local view from Canbury Park Road and the Very Highly Important View from Richmond Park.

- Development should conserve, retain, and integrate the Grade II listed Former Regal Cinema, while enhancing the setting of nearby heritage assets, including the Former Sopwith Aviation Company Factory and the Former Hawker Aircraft Experimental Shop.
- Proposals should contribute to a new residential community with shared amenities, incorporating new courtyard gardens at the heart of the scheme to provide secure and sheltered green space.
- Development should improve the quality of landscaping and tree coverage along Canbury Park Road to support its function as a key active travel route, and improve the street environment along Cowleaze Road.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



Site Allocations

KNK04: Murray House, 142 Acre Road, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 45
- **Local Plan timescale:** Within years 1-5

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Minor Enhance
- **Site area:** 0.36 ha
- **Current uses:** Vacant care home

- **Ownership:** Public
- **PTAL:** 2 | Rail Access: Within 400m of Kingston station

The 0.36-hectare council-owned site is located within a fine-grain suburban residential area. It comprises a former residential care home that has remained vacant since March 2020. The site is entirely surrounded by existing properties, including Victorian terraced houses, and is bordered by the garden of The Wych Elm public house.

The site sits within the setting of heritage assets, specifically the Grade II listed St. Luke's Church.

Planning permission (24/02071/CREG3) has been approved for the site to deliver affordable council homes specifically designed for older residents and adults with learning disabilities.

Planning considerations

- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to deliver an affordable residential development for older

residents and adults with learning disabilities.

- Building heights should be sensitive to the surrounding suburban residential context.
- Local views should be carefully considered; development should avoid/minimise harm to the Very Highly Important View from Richmond Park.
- Development should enhance the setting of the Grade II listed St. Luke's Church.
- Development should incorporate a public thoroughfare across the site to improve east-west pedestrian links, consistent with the approved planning permission.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, more vulnerable developments should be directed away from the southern, eastern, and northern sides of the site where there is a risk of surface water flooding. Site access and egress routes should be directed towards the south-western parts of Acre Road which are at the lowest risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3, and 4.5.



KNK05: Bentall Centre Car Parks A and B, Steadfast Road, Kingston

Kingston Town Ward



Site allocation

Suitable for commercial, business and service uses (Class E), residential uses (Class C3), and multi-storey car parking (SG).

- Number of additional homes: 175
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: Kingston & North Kingston

- Character Area: Enhance
- Site area: 0.77 ha
- Current uses: Multi-storey car park, commercial, business, and service uses
- Ownership: Private
- PTAL: 6 | Rail Access: Within 400m of Kingston station and 800m of Hampton Wick station

The 0.77-hectare site is located in the Kingston Town Ward and is currently occupied by the Bentall Centre's multi-storey car parks alongside associated commercial, business, and service uses. It is bordered by high-density commercial developments to the west, south, and east, with the Kingston railway line running immediately along the northern boundary. The site is located 70 metres east of the River Thames.

The site is located within the Thames Policy Area and is situated between the Kingston Old Town and Riverside South Conservation Areas. It also sits within the sensitive setting of the Grade II listed Former Bentalls Department Store.

Planning considerations

- Flood Zones 2 & 3 (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Thames Policy Area (KD10)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)

- Local Views (KD13)
- Kingston Town Centre area (KE7)

Site-specific requirements

- Parking capacity study (KT3)

Development guidelines

The vision for this site allocation is to deliver a high-density, mixed-use scheme incorporating commercial, business, and service uses, alongside residential uses and multi-storey car parking, that integrates seamlessly with the town centre's retail core.

- Building heights may accommodate comprehensive high-density compact development, including the potential for moderate scale Tall Buildings.
- Building heights should step down towards the River Thames, avoiding overshadowing of the water and preventing the creation of a wall of development overlooking the river when viewed from the western riverbank, Kingston Bridge, and the Barge Walk.
- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Market Place, Bushy Park, Kingston Bridge, and Richmond Park, as well as in local views from and towards



Site Allocations

the River Thames and within the centre. Development should ensure the silhouette of All Saints Church and Market Hall is not disrupted in views from Market Place.

- Development should enhance the setting of nearby heritage assets, including the Grade II listed Former Bentalls Department Store, and respect its prominent location within the Thames Policy Area and between the Kingston Old Town and Riverside South Conservation Areas.
- Proposals should deliver significant improvements to the quality, safety, and active travel environments along Steadfast Road, Horsefair, and Water Lane.
- Development should seek to incorporate new tree planting and sustainable urban drainage systems (SuDS) to improve visual landscaping, manage surface water runoff, and protect the water quality of the nearby River Thames from pollutants.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, more vulnerable developments should be directed away from the western area of the site. Site access and egress routes should be directed towards the northern part of

Steadfast Road which is at the lowest risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK06: Cromwell Road Bus Station, Cromwell Road, Kingston

Kingston Town Ward



Site allocation

Suitable for bus station facilities (SG), residential uses (Class C3), and commercial, business and service uses (Class E).

- Number of additional homes: 90
- Local Plan timescale: Within years 11-15/+

Site context

- Neighbourhood: Kingston & North Kingston

- Character Area: Enhance
- Site area: 0.4 ha
- Current uses: Bus station
- Ownership: Public
- PTAL: 6 | Rail Access: Within 400m of Kingston station

The 0.40-hectare site is currently occupied by the active Cromwell Road Bus Station, which underwent extensive upgrades in 2024 to improve local sustainability, accessibility, and passenger amenities. It is bordered by the A307 to the south and the Kingston railway line to the north. The immediate surrounding area comprises a mix of high-density residential and commercial uses, with residential areas to the east and further north beyond the railway line, and a mix of residential and commercial spaces to the west.

The site sits within the setting of multiple Grade II listed buildings, including the Former Sopwith Aviation Company Factory, Bentall's Depository, the Former Hawker Aircraft Experimental Shop, and the Former Regal Cinema.

Planning considerations

- Flood Zone 2 (KC3)
- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- Kingston Town Centre area (KE7)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to deliver a mixed-use scheme incorporating bus station facilities, residential uses, and commercial, business, and service uses. Development will require the re-location of existing bus station uses, with potential for the co-location of bus station facilities with residential developments.

- Building heights and massing should respond positively to the surrounding context.
- Local views should be carefully considered; development should avoid/minimise harm to the Very Highly Important View from Richmond Park.
- Development should enhance the setting of nearby heritage assets, including the multiple Grade II listed buildings which include the Former Sopwith Aviation Company Factory, Bentall's Depository, the Former Hawker Aircraft Experimental Shop, and the Former Regal Cinema.
- Development should carefully mitigate local environmental constraints from the adjacent railway line and road, including noise and air quality impacts.



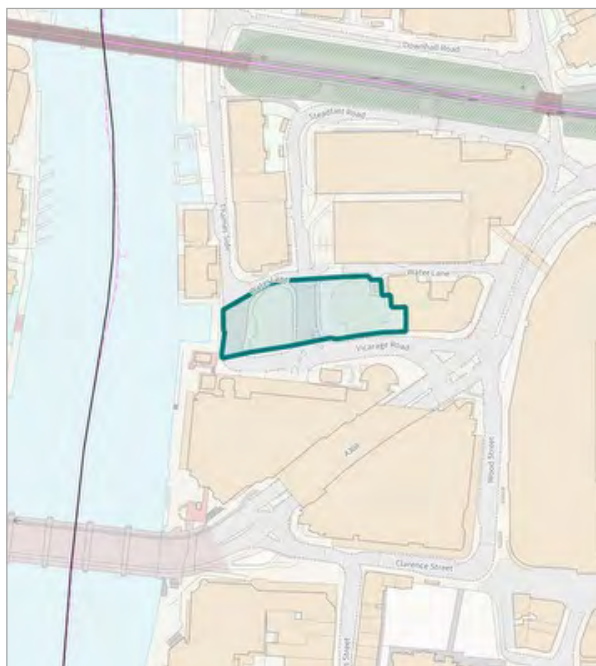
Site Allocations

- Proposals should seek to introduce public realm improvements, including new open spaces and tree planting, to improve visual landscaping, and increase local natural capital.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, more vulnerable developments should be directed away from the south and western edge of the site. Site access and egress routes should be directed towards the south-east of the site onto parts of Cromwell Road which are at the lowest risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3, and 4.5.



KNK07: Thames Side Wharf, Vicarage Lane, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service (Class E).

- **Number of additional homes:** 95
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Enhance

- **Site area:** 0.28 ha
- **Current uses:** Vacant cleared brownfield plot
- **Ownership:** Private
- **PTAL:** 4-6 | Rail Access: Within 800m of Kingston station and Hampton Wick station

The 0.28-hectare site is a vacant, cleared brownfield plot consisting mainly of hardstanding. It occupies a prominent riverside location within Kingston Town Centre, bordered directly by the River Thames to the west, with commercial buildings located to the north, south, and east, and the South Western railway line running along the north of the site.

The site sits within the Thames Policy Area and the River Strategic Area of Special Character, and is situated between the Kingston Old Town and Riverside South Conservation Areas. Furthermore, it occupies a highly sensitive location within the setting of significant heritage assets, including the Grade I listed All Saints Church, the Grade II* listed Kingston Bridge, and the Grade II listed Former Bentalls Department Store.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Thames Policy Area (KD10)
- Within the setting of heritage assets (KD11)

- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Kingston Town Centre area (KE7)

Site-specific requirements

- 16-metre setback from the river (KD10)

Development guidelines

The vision for this site allocation is to deliver a residential-led mixed-use development of exemplary design quality that enhances the riverfront and responds to its highly sensitive historic context.

- Building heights may accommodate comprehensive high-density compact development, including the potential for moderate scale Tall Buildings.
- Building heights should step down towards the River Thames, avoiding overshadowing of the water and preventing the creation of a wall of development overlooking the river when viewed from the western riverbank, Kingston Bridge, and the Barge Walk.
- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Market Place, Bushy Park, Kingston Bridge, and Richmond Park, as well as local views from and towards



Site Allocations

the River Thames and within the centre. Development should ensure the silhouette of All Saints Church and Market Hall is not disrupted in views from Market Place.

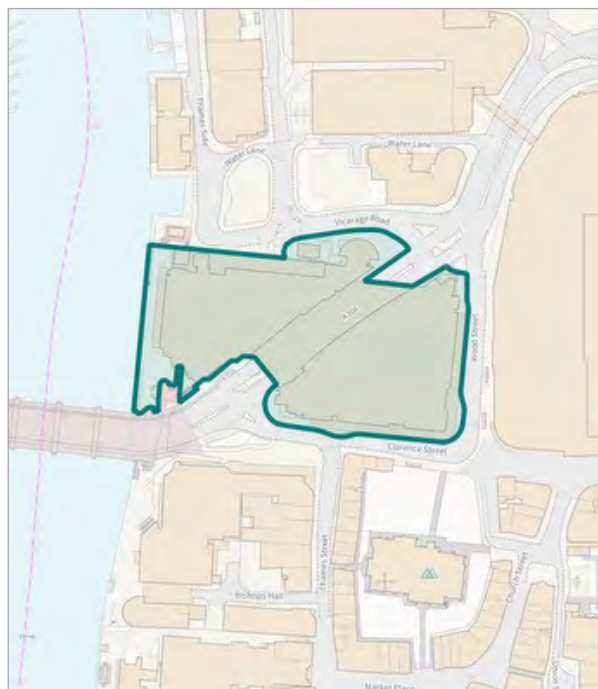
- Development should enhance the setting of nearby heritage assets, including the Grade I listed All Saints Church, the Grade II* listed Kingston Bridge, and the Grade II listed Former Bentalls Department Store, and respect its prominent location within the Thames Policy Area and between the Kingston Old Town and Riverside South Conservation Areas.
- Proposals should improve the public realm by creating a continuous, publicly accessible riverside walk, incorporating active frontages along Water Street and Vicarage Road.
- Development should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff and protect the water quality of the adjacent River Thames from potential pollutants.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, buildings are required to be setback 16-metre from the River Thames. More vulnerable

developments should be directed away from western parts of the site. Site access and egress routes should be directed towards Vicarage Road which is at a very low risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK08: John Lewis, Wood Street, Kingston

Kingston Town Ward



Site allocation

Suitable for commercial, business and service uses (Class E), residential uses (Class C3), and multi-storey car parking (SG).

- **Number of additional homes:** 285
- **Class E floorspace:** 29,400 sqm (GIA)
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Enhance
- **Site area:** 1.32 ha
- **Current uses:** Department store, supermarket, businesses, and car park
- **Ownership:** Private
- **PTAL:** 4-6 | Rail Access: Within 800m of Kingston station and Hampton Wick station

The 1.32-hectare site currently operates as the main John Lewis department store, a Waitrose supermarket, business workspaces, and associated parking facilities. It occupies a highly accessible location within the Primary Shopping Area of Kingston Town Centre, bordered by the Bentalls Shopping Centre to the east, the River Thames to the west, and commercial properties directly to the north and south.

The site is situated adjacent to the River Thames and is in close proximity to mature trees subject to Tree Preservation Orders (TPOs) on Thames Street and Church Street. The site is situated within the Thames Policy Area and lies adjacent to the Kingston Old Town Conservation Area. It occupies a highly sensitive location within the setting of numerous Grade I, Grade II*, and Grade II listed buildings, including All Saints Church and Kingston Bridge.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Thames Policy Area (KD10)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T1 & T2 (KD12)
- Local Views (KD13)
- Kingston Town Centre area (KE7)
- Primary Shopping Area (KE7)

Site-specific requirements

- Parking capacity study (KT3)
- 16-metre setback from the river (KD10)
- To preserve and improve interpretation of the medieval undercroft and the Kingston Bridge remains located within the basement (KD12)

Development guidelines

The vision for this site allocation is to redevelop the northwest block to deliver a comprehensive mixed-use development scheme, while retaining the main 'front of house' John Lewis department store retail space, Waitrose supermarket, and existing affordable business workspaces.

- Building heights may accommodate comprehensive high-density compact development, including the potential for moderate scale Tall Buildings.
- Building heights should step down towards



Site Allocations

the River Thames, avoiding overshadowing of the water and preventing the creation of a wall of development overlooking the river when viewed from the western riverbank, Kingston Bridge, and the Barge Walk.

- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Market Place, Bushy Park, Barge Walk, Kingston Bridge, and Richmond Park, as well as in local views from and towards the River Thames and within the centre. Development should ensure that the silhouette of All Saints Church and Market Hall is not disrupted in views from Market Place.
- Development should enhance the setting of nearby heritage assets, including the Grade I listed All Saints Church, the Grade II* listed Kingston Bridge, and multiple listed and locally listed buildings on Thames Street and Church Street, and respect its prominent location within the Thames Policy Area and adjacent to the Kingston Old Town Conservation Area.
- Proposals are required to preserve and improve public access to, and interpretation of, the medieval undercroft and the Kingston Bridge remains located within the basement.
- Proposals should deliver an improved

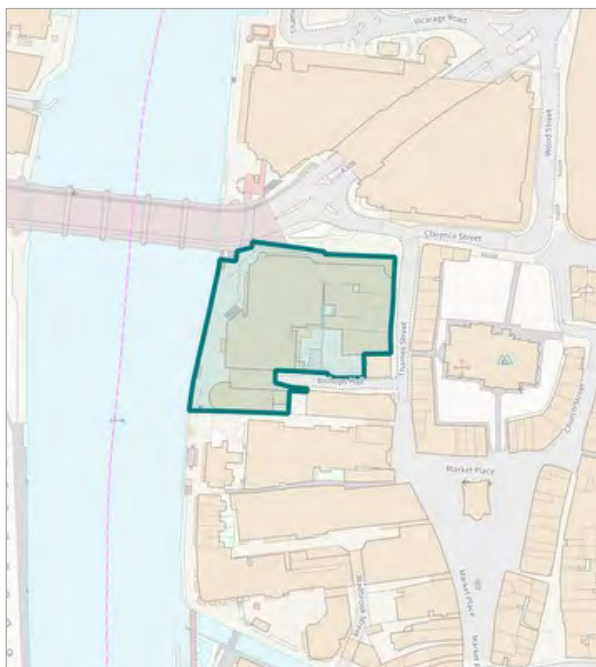
public realm along the Thames Path with the introduction of new active frontages.

- Development should improve the riverfront by increasing greening and enhancing connectivity between the town centre and the river.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff and protect the water quality of the adjacent River Thames from potential pollutants.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, buildings should be setback 16-metre from the River Thames. More vulnerable developments should be directed away from western parts of the site where there is a higher risk of flooding. Site access and egress routes should be directed to the south-east of the site towards Union Street where there is a lower risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK09: Bishops Palace House and 19-31 Thames Street, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3), hotels (Class C1), and commercial, business and service uses (Class E).

- **Number of additional homes:** 135
- **Class E floorspace:** 975 sqm (GIA)
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North

Kingston

- **Character Area:** Enhance
- **Site area:** 0.70 ha
- **Current uses:** Commercial and business uses
- **Ownership:** Private
- **PTAL:** 4-6 | Rail Access: Within 800m of Kingston station and Hampton Wick station

The 0.70-hectare site is currently in commercial, business, and service use. It occupies a prominent location approximately 20 metres east of the River Thames and immediately south of the A308 at Horse Fair and Kingston Bridge. It is bordered by residential properties and All Saints Churchyard to the east, with additional commercial and business spaces located to the south. The site features a tree subject to a Tree Preservation Order (TPO) on its western boundary.

The site is situated within the Thames Policy Area and the Kingston Old Town Conservation Area. It occupies a highly sensitive location within the setting of numerous Grade I, Grade II*, and Grade II listed buildings, including All Saints Church, Kingston Bridge, the Former Bentalls Department Store, and multiple listed and locally listed buildings on Thames Street. Furthermore, the site itself includes historic frontages and buildings along Thames Street that positively contribute to the significance of the Kingston Old Town

Conservation Area.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Thames Policy Area (KD10)
- Kingston Old Town Conservation Area (KD11)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T1 & T2 (KD12)
- Local Views (KD13)
- Kingston Town Centre area (KE7)
- Primary Shopping Area (KE7)
- Deficiency in access to POS (KN2)

Site-specific requirements

- 16-metre setback from the river (KD10)

Development guidelines

The vision for this site allocation is to deliver a heritage-led, residential mixed-use development that conserves and enhances its sensitive historic and ecological context.

- Building heights should ensure that the form and scale of any new buildings step down to the River Thames, remain subordinate to All Saints Church, and contribute positively to the historic street frontage of Thames Street.
- Local views should be carefully considered; development should respect the highly



Site Allocations

sensitive historic context and ensure that the scale and form do not disrupt the setting of All Saints Church or views from the riverside.

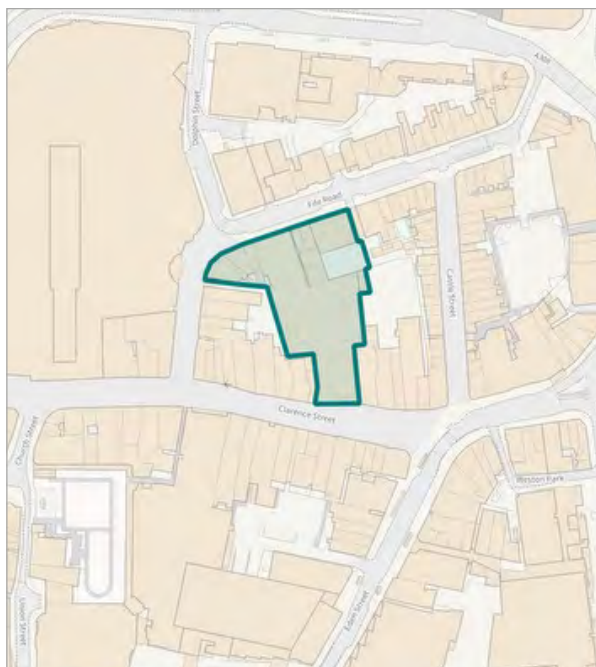
- While the redevelopment of Bishops Palace House may be supported, proposals should seek to retain and sensitively integrate the existing buildings on Thames Street that positively contribute to the significance of the Kingston Old Town Conservation Area. Proposals should also enhance the wider setting of All Saints Church and Kingston Bridge.
- Proposals should improve the route to the riverfront, enhance the public realm and provide active frontages along the Riverside Walk.
- Development should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, safeguard the TPO tree on the western boundary, and protect the water quality of the adjacent River Thames from potential pollutants.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, buildings should be setback 16-metre from the River Thames. More vulnerable developments should

be directed away from the southern area of the site where there is a risk of surface water flooding. Site access and egress routes should be directed towards Thames Street and Clarence Street, which are at low risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK10: 67-76 Clarence Street and 14-42 Fife Road, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service uses (Class E).

- Number of additional homes: 100
- Class E floorspace: 725 sqm (GIA)
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: Kingston & North Kingston

- Character Area: Enhance
- Site area: 0.43 ha
- Current uses: Commercial and business uses
- Ownership: Private
- PTAL: 6 | Rail Access: Within 400m of Kingston station

The 0.43-hectare site comprises a parade of commercial and retail properties located in a pedestrianised retail location on Clarence Street and Fife Road. Situated in the heart of Kingston Town Centre, it occupies a key location between the primary retail core and pedestrian routes towards the railway station. The surrounding area features a wide range of similar development types, including residential, office, and retail uses.

The site is situated within the setting of the Kingston Old Town Conservation Area and the Castle Street Local Area of Special Character. It occupies a sensitive location within the setting of the Grade II listed Former Bentalls Department Store, alongside numerous locally listed buildings on Clarence Street.

Planning considerations

- Flood Zone 2 (KC3)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)

- Kingston Town Centre area (KE7)
- Primary Shopping Area (KE7)
- Deficiency in access to POS (KN2)

Development guidelines

The vision for this site allocation is to deliver a comprehensive mixed-use scheme that intensifies the use of upper floors for housing while enhancing the prime retail character of the ground floor.

- Building heights and massing should respond positively to the surrounding historic townscape.
- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Clarence Street, Kingston Bridge, Barge Walk, and Richmond Park, as well as in local views from and towards the River Thames and within the centre.
- Development should enhance the setting of nearby heritage assets, including the Kingston Old Town Conservation Area, Castle Street Local Area of Special Character, the Grade II listed Former Bentalls Department Store, and numerous locally listed buildings located on Clarence Street.
- Proposals should seek to introduce



Site Allocations

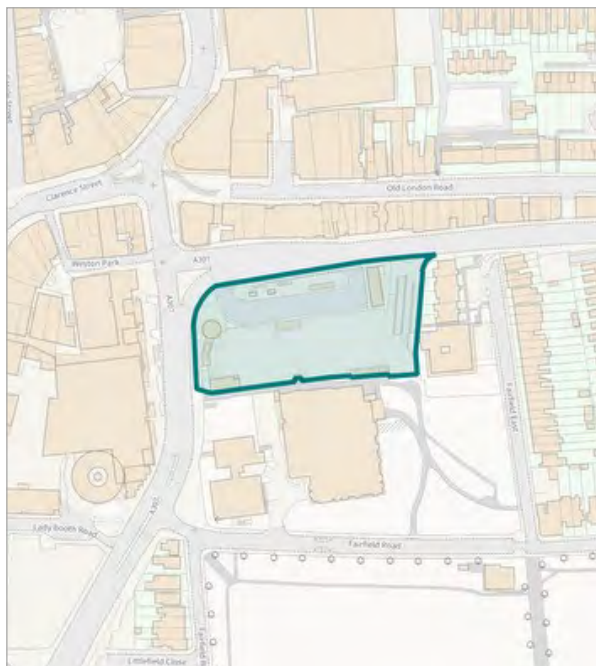
green elements and sustainable urban drainage systems (SuDS) to improve visual landscaping, increase local biodiversity, and manage surface water runoff, as portions of the site are within a Critical Drainage Area.

- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, more vulnerable developments should be directed away from northwestern areas of the site. Site access and egress routes should be directed to the east of the site, towards Castle Street or Fife Road where there is a lower risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK11: Cattle Market Car Park and Fairfield Bus Station, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3), and bus station facilities (SG).

- Number of additional homes: 300
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: Kingston & North Kingston
- Character Area: Transform

- Site area: 0.66 ha
- Current uses: Surface car park & bus station
- Ownership: Public
- PTAL: 5-6 | Rail Access: Within 800m of Kingston station

The 0.66-hectare site is located south of the town centre and is currently occupied by the Fairfield Bus Station and the Cattle Market surface car park. It is bordered by residential areas and the Kingston Quaker Centre to the east, commercial properties and the A307 to the west and north, and Kingston Museum, a children's playground, and a community leisure centre with open space to the south.

The site is situated within the immediate setting of the Fairfield/Knights Park Conservation Area and the Old London Road Local Area of Special Character. It is also located within the sensitive setting of several Grade II* and Grade II listed buildings, including the Kingston Public Library, Museum and Art Gallery, alongside properties at 22, 24, 30, and 43-47 Old London Road.

Planning considerations

- Flood Zones 2 (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)

- Kingston Town Centre area (KE7)
- Eden Quarter Development Brief SPD

Site-specific requirements

- Affordable housing 50% (KH2)
- Parking capacity study (KT3)

Development guidelines

The vision for this site allocation is to deliver a comprehensive, high-density, mixed-use development. The scheme should seamlessly integrate new homes and a modern bus station, interfacing positively with the new community leisure centre to create a vibrant cultural and leisure quarter that respects its sensitive heritage context.

- Building heights may accommodate comprehensive high-density compact development, including the potential for Tall Buildings.
- Building heights should step down towards the lower scale historic context of the Kingston Old Town Conservation Area and the Fairfield/Knights Park Conservation Area.
- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Bushy Park, Kingston Bridge, Barge Walk, Richmond



Site Allocations

Park, and Portsmouth Road, as well as local views within the centre, from and towards the River Thames, and from the Fairfield open space. Development should avoid intruding adversely on the setting of All Saints Church, The Guildhall, and Market Hall in these views.

- Development should enhance the setting of nearby heritage assets, including the Fairfield/Knights Park Conservation Area, the Old London Road Local Area of Special Character, and several Grade II* and Grade II listed buildings (including the Kingston Public Library, Museum and Art Gallery, and properties at 22, 24, 30, and 43-47 Old London Road).
- Proposals should connect directly with the new community leisure centre, promote activity to the rear of the leisure centre, and capitalise on the removal of the surface car park to encourage a modal shift towards sustainable transport.
- Development should seek to introduce green elements, tree planting, and sustainable urban drainage systems (SuDS) to improve visual landscaping, manage surface water runoff, and reduce the urban heat island effect.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher

floors to maximise overlooking onto the streets.



KNK12: Eden Quarter, Lady Booth Road, Kingston

Kingston Town Ward



Site allocation

Suitable for commercial, business and service uses (Class E), hotels (Class C1) and residential uses (Class C3).

- **Number of additional homes:** 645
- **Class E floorspace:** 8,200 sqm (GIA)
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** Kingston & North

Kingston

- **Character Area:** Transform
- **Site area:** 1.92 ha
- **Current uses:** Commercial, retail and parking
- **Ownership:** Public and private
- **PTAL:** 6 | Rail Access: Within 800m of Kingston station

The 1.92-hectare site is a major commercial block located on the eastern side of Kingston Town Centre, situated to the east of Eden Street. Operating on brownfield land with currently limited biodiversity value, it comprises a dense mix of retail, commercial, and town centre uses, alongside parking facilities. The site is bounded by Clarence Street to the north, the A307 to the east, Lady Booth Road to the south, and Eden Street to the west. The immediate surrounding context is characterised primarily by office and retail development on all sides, and the location provides good access to local healthcare, leisure services, parks, and sports facilities.

The site is in the setting of the Fairfield/Knights Park Conservation Area. It is also in the setting of numerous heritage assets, specifically the Grade II listed Kingston Public Library, Museum and Art Gallery, alongside several other listed and locally listed buildings on Clarence Street and Old London Road.

Planning considerations

- Flood Zones 2 & 3 (KC3)
- Kingston Town Centre area (KE7)
- Primary Shopping Area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Eden Quarter Development Brief SPD

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to deliver a comprehensive town centre redevelopment incorporating retail, hotel, leisure, and residential uses.

- Building heights may accommodate comprehensive high-density compact development, including the potential for Tall Buildings and Very Tall Buildings to mark key locations within the centre. Development should deliver varied skyline compositions.
- Building heights should step down towards the lower scale historic context of the Kingston Old Town Conservation Area, and the Fairfield/Knights Park Conservation Area and lower scale residential context.



Site Allocations

Taller elements should step back away from the Eden Street and Wheatfield Way frontages to preserve the human scale of the street and avoid creating a canyon effect.

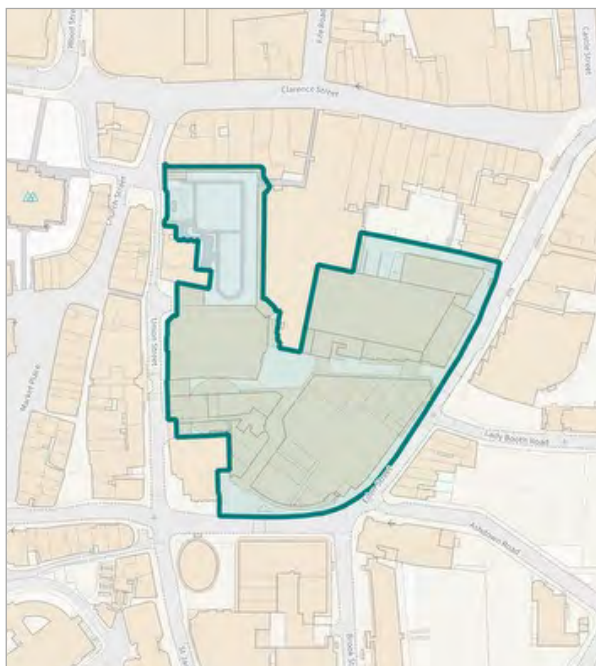
- Development should enhance the setting of nearby heritage assets, including the Fairfield/Knights Park Conservation Area, the Grade II listed Kingston Public Library, Museum and Art Gallery, and locally listed buildings on Clarence Street and Old London Road.
- Proposals should create new street blocks and public spaces that improve pedestrian connectivity.
- Development should enhance greening, and create a pedestrian-friendly environment along Wheatfield Way and Eden Street. Additionally, development should improve active travel links to the Fairfield open space along Lady Booth Road.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, mitigate flood risk, and improve overall climate

resilience.



KNK13: Eden Walk Shopping Centre, Eden Walk, Kingston

Kingston Town Ward



Site allocation

Suitable for commercial, business and service uses (Class E), hotels (Class C2), residential uses (Class C3), and multi-storey car parking (SG).

- **Number of additional homes:** 560
- **Class E floorspace:** 7,200 sqm (GIA)
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** Kingston & North Kingston

- **Character Area:** Transform
- **Site area:** 1.84 ha
- **Current uses:** Retail shopping center, commercial, and multi-storey car park
- **Ownership:** Private
- **PTAL:** 6 | Rail Access: Within 800m of Kingston station

The 1.84-hectare site is a major commercial block located in the heart of Kingston Town Centre. It is currently occupied by the 1960s-era Eden Walk Shopping Centre, alongside commercial spaces and a multi-storey car park. The site is bordered by primarily office and retail development on all sides, with retail frontages and the Fairfield Recreation Ground located nearby to the east.

The site is situated within the Thames Policy Area and the Kingston Old Town Conservation Area. It contains the Grade II* listed Kingston upon Thames War Memorial and the locally listed 18 Church Street. Furthermore, the site occupies a highly sensitive location within the immediate and wider setting of several listed and locally listed buildings.

The site is the subject of an extant regeneration scheme (15/13063/FUL) to provide new retail, leisure, office space, new homes, a new public square, and refurbished parking.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Kingston Town Centre area (KE7)
- Primary Shopping Area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Thames Policy Area (KD10)
- Kingston Old Town Conservation Area (KD11)
- Grade II* listed, War Memorial (KD11)
- Locally listed, 18 Church Street (KD11)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Eden Quarter Development Brief SPD

Site-specific requirements

- Affordable housing 50% (KH2)
- Parking capacity study (KT3)

Development guidelines

The vision for this site allocation is to deliver a landmark high-density, compact mixed-use redevelopment that integrates retail, residential, and multi-storey parking uses.

- Building heights may accommodate comprehensive high-density compact development, including the potential for Tall Buildings and Very Tall Buildings to mark key locations within the heart of



Site Allocations

the centre on Eden Street / Eden Walk.

Development should deliver varied skyline compositions.

- Building heights should step down towards the lower scale historic context of the Kingston Old Town Conservation Area and the Fairfield/Knights Park Conservation Area. Taller elements should step back away from the Eden Street frontage to preserve the human scale of the street and avoid creating a canyon effect.
- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Bushy Park, Kingston Bridge, Barge Walk, Richmond Park, and Portsmouth Road, as well as local views within the centre, from and towards the River Thames, and from the Fairfield open space. Development should ensure the silhouette of All Saints Church, The Guildhall, and Market Hall is not disrupted in these views.
- Development should enhance the setting of nearby heritage assets, including the Grade II* listed Kingston upon Thames War Memorial and the locally listed 18 Church Street, alongside the wider setting of several other listed and locally listed buildings.
- Development should respect its location within the Thames Policy Area and the

Kingston Old Town Conservation Area, and enhance the setting of the conservation area by improving the frontages along Union Street.

- Proposals should deliver varied skyline compositions and a new public square that improves pedestrian connectivity
- Development should seek to incorporate green elements and sustainable urban drainage systems (SuDS) to improve visual landscaping, increase local biodiversity, and manage surface water runoff.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, more vulnerable developments should be directed away from north-eastern areas of the site where there is a higher risk of flooding. Site access and egress routes should be directed to the south of the site towards Union Street where there is a lower risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK14: Conquest House and Kings Place, Wood Street, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service (Class E).

- **Number of additional homes:** 130
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Enhance
- **Site area:** 0.51 ha

- **Current uses:** Commercial offices and ground floor retail spaces
- **Ownership:** Public
- **PTAL:** 6 | Rail Access: Within 400m of Kingston station

The 0.51-hectare site currently comprises commercial office buildings with ground-floor retail spaces. It occupies a highly prominent position within Kingston Town Centre, fronting onto Wood Street directly opposite Kingston Railway Station. Sitting at the intersection of North Kingston, the Eden Quarter, and the Station Quarter, it is situated adjacent to the Bentall Centre. The site is bordered by the A308 to the north, Dolphin Street to the west, and commercial and residential properties along Fife Road to the south.

The site occupies a sensitive location within the setting of numerous heritage assets.

Planning considerations

- Flood Zones 2 (KC3)
- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- Kingston Town Centre area (KE7)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to deliver a residential-led development.

- Building heights and massing should respond positively to the surrounding context.
- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Clarence Street, Kingston Bridge, Barge Walk, and Richmond Park, as well as in local views from and towards the River Thames and within the centre.
- Development should enhance the setting of nearby heritage assets.
- Development should provide active retail frontages on ground floor and significantly enhance the overall arrival experience and public realm around Kingston Railway Station.
- Proposals should seek to incorporate the corner block to the east at Wood Street and Fife Road for comprehensive development.
- Development should improve the pedestrian and active travel experience along Dolphin Street, providing an appropriate setback and an enhanced street environment to support this key route for residents into the town centre.



Site Allocations

- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, mitigate flood risk, and improve overall climate resilience.



KNK15: Ashdown Road Car Park and 48-60 Eden Street, Kingston Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service (Class E).

- Number of additional homes: 270
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: Kingston & North Kingston
- Character Area: Transform

- Site area: 0.59 ha
- Current uses: Surface car park and commercial uses
- Ownership: Public and private
- PTAL: 6 | Rail Access: Within 800m of Kingston station

The 0.59-hectare site is located in the Kingston Town Ward and currently comprises the Ashdown Road surface car park alongside commercial properties at 48-60 Eden Street. The surrounding area to the north and west is predominantly in commercial and business use, with the A307 bordering the site to the east and the Royal Exchange development located directly to the south. The site contains a remnant of Eden Walk's historic shopping parade at nos. 48-60 (evens).

The site occupies a sensitive location within the setting of the Fairfield/Knights Park Conservation Area and numerous listed buildings, including the Grade II listed Public Library, the Head Post Office, and the Kingston Sorting Office.

Planning considerations

- Flood Zones 2 & 3 (KC3)
- Kingston Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)

- Eden Quarter Development Brief SPD

Site-specific requirements

- Affordable housing 50% (KH2)
- Parking capacity study (KT3)

Development guidelines

The vision for this site allocation is to deliver a comprehensive, high-density residential-led development.

- Building heights may accommodate comprehensive high-density compact development, including the potential for Tall Buildings and Very Tall Buildings.
- Building heights should step down towards the lower scale historic context of the Kingston Old Town Conservation Area and the Fairfield/Knights Park Conservation Area. Taller elements should step back away from the Eden Street frontage to preserve the human scale of the street and avoid creating a canyon effect.
- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Bushy Park, Kingston Bridge, Barge Walk, Richmond Park, and Portsmouth Road, as well as local views within the centre, from and towards the River Thames, and from the Fairfield



Site Allocations

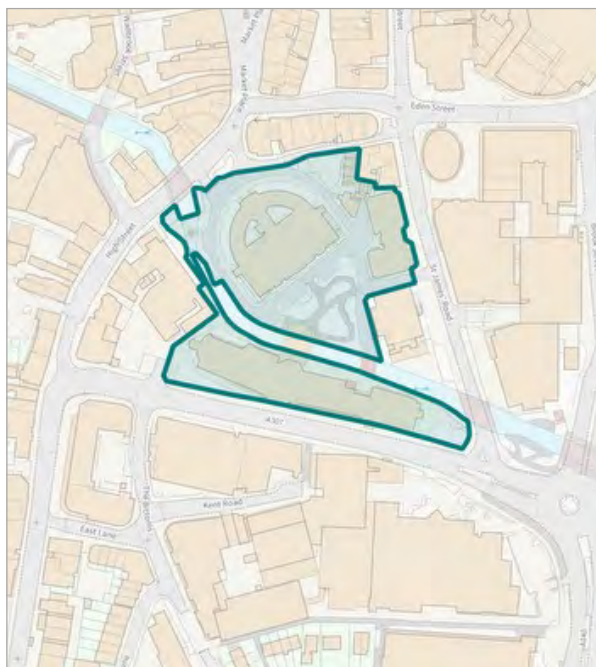
open space. Development should ensure the silhouette of All Saints Church, The Guildhall, and Market Hall is not disrupted in these views.

- Development should enhance the setting of nearby heritage assets, including the Fairfield/Knights Park Conservation Area, the Grade II listed Public Library, the Head Post Office, and the Kingston Sorting Office
- Proposals should seek to retain and reuse the historic buildings on Eden Walk (including the remnant of the historic shopping parade at nos. 48-60 evens) and establish a strong synergy with the Royal Exchange development to the south.
- Development should improve pedestrian connectivity in the area and provide active commercial street frontages. Development should improve active travel links to the Fairfield open space along Lady Booth Road; retain and enhance greening, and create a pedestrian-friendly environment along Wheatfield Way and Eden Street.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff and improve climate resilience.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



KNK16: Guildhall 1 and Guildhall 2, High Street, Kingston

Kingston Town Ward



Site allocation

Suitable for non-residential institutions uses (Class F1), residential uses (Class C3), and commercial, business and service (Class E).

- **Number of additional homes:** 320
- **Local Plan timescale:** Within years 1-5 for Guildhall 1, and years 6-10 for Guildhall 2

Site context

- **Neighbourhood:** Kingston & North Kingston

- **Character Area:** Transform / Enhance
- **Site area:** 1.27 ha
- **Current uses:** Civic administrative offices
- **Ownership:** Public
- **PTAL:** 6 | Rail Access: Within 800m of Kingston station

The 1.27-hectare site is located at the southern edge of the town centre. It is currently occupied by civic administrative offices, encompassing the 1930s Guildhall main building alongside the 1970s-era Guildhall 1 and 2 extensions. The site is bounded by the High Street to the west, St James' Road to the east, and the A307 (Kingston Hall Road) to the south, with the Hogsmill River physically intersecting the site. The immediate surrounding area primarily consists of retail, commercial, and administrative land uses.

The site is situated within the Thames Policy Area and the Kingston Old Town Conservation Area (which is characterised by its medieval street pattern). It is a highly sensitive location that contains the Grade I listed Coronation Stone and the Grade II listed Guildhall. Furthermore, it sits within the immediate setting of the Grade I listed Clattern Bridge (also a Scheduled Monument) and All Saints Church, alongside several listed and locally listed buildings on the High Street and Market Place.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Kingston Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Thames Policy Area (KD10)
- Kingston Old Town Conservation Area (KD11)
- Grade 1 listed, Coronation Stone (KD11)
- Grade 2 listed, The Guildhall (KD12)
- Within the setting of heritage assets, incl. Clattern Bridge, and All Saints Church (KD11)
- Archaeological Priority Area T1 & T2 (KD12)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Borough SINC, Hogsmill River (KN3)
- BAP habitats (KN3)
- Eden Quarter Development Brief SPD

Site-specific requirements

- 8-metre setback from the river (KC3)
- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to deliver a comprehensive, heritage-led mixed-use regeneration development.

- Building heights may accommodate higher density compact urban development, including the potential for moderate scale



Site Allocations

Tall Buildings.

- Building heights should ensure a suitable transition to the north and respond to the setting and views towards the Guildhall. Taller elements should step back from St James Road to avoid creating a canyon effect, and development should improve greening, including the planting of trees, along this route.
- Local views should be carefully considered; development should avoid/minimise harm to the Very Highly Important View from Bushy Park, Barge Walk, as well as in local views including from Penrhyn Road and residential streets. Development should also contribute to a harmonious skyline composition and avoid intruding adversely on the setting of All Saints Church, The Guildhall, and Market Hall in these views.
- Development should sensitively integrate the highly significant heritage assets on the site, including the Grade I listed Coronation Stone and the Grade II listed Guildhall.
- Development should enhance the setting of nearby heritage assets, including the Grade I listed Clattern Bridge and All Saints Church, and respect its location within the Thames Policy Area and the Kingston Old Town Conservation Area.
- Proposals should seek to replace the modern Guildhall 1 and 2 extensions and naturalise the Hogsmill River to create a

highly permeable, activated public space.

- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff and mitigate flood risk.
- To manage flood risk, buildings should be setback 8-metre from the Hogsmill river. More vulnerable developments should be directed away from central areas of the site where there is a higher risk of surface water flooding. Site access and egress routes should be directed to the south-west of the site towards Kingston Hall Road where there is a lower risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK17: Lever House, 3 St James Road, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service (Class E).

- **Number of additional homes:** 155
- **Local Plan timescale:** Within years 1-5

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform

- **Site area:** 0.31 ha
- **Current uses:** Business offices
- **Connectivity:** PTAL 6
- **Ownership:** Private
- **PTAL:** 6

The 0.31-hectare site is located at a highly prominent headland junction where St James's Road, Brook Street, and Wheatfield Way (A307) converge. It is currently occupied by the Lever House office building, which is scheduled to be vacated by Unilever in 2026 as they relocate to the adjacent new Eden Campus.

The Hogsmill River physically intersects the southern portion of the site, while the wider surrounding context features a mix of traditional housing alongside emerging high-density town centre developments.

The site sits within a Local Area of Special Character, occupies a sensitive location adjacent to the Kingston Old Town Conservation Area and within the setting of the Fairfield/Knights Park Conservation Area, and is in close proximity to the Grade II listed Guildhall.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Kingston Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)

- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Borough SINC, Hogsmill River (KN3)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)

Site-specific requirements

- 8-metre setback from the river (KC3)

Development guidelines

The vision for this site allocation is to deliver a landmark residential development replacing the existing office tower.

- Building heights may accommodate comprehensive high-density compact development, including the potential for Tall Buildings and Very Tall Buildings to provide a landmark building at the junction of St James Road and Wheatfield Way, marking this key southern arrival point into the town centre.
- Building heights should step down towards the lower scale historic context of the Kingston Old Town Conservation Area to the west and the Fairfield/Knights Park Conservation Area to the east.
- Local views should be carefully considered; development should avoid/minimise harm to Very Highly Important Views from Hampton Court Palace, Bushy Park,



Site Allocations

Kingston Bridge, Barge Walk, Richmond Park, and Portsmouth Road, as well as local views within the centre, from and towards the River Thames, and from the Fairfield open space. Development should ensure the silhouette of All Saints Church, The Guildhall, and Market Hall is not disrupted in these views.

- Development should enhance the setting of nearby heritage assets, including its close proximity to the Grade II listed Guildhall and the Grade II* listed former Surrey County Hall building on Penrhyn Road. Furthermore, development should respect its location adjacent to the Kingston Old Town Conservation Area and the setting of the Fairfield/Knights Park Conservation Area, positively contributing to the skyline behind these areas.
- Proposals should provide an animated street frontage on both Wheatfield Way and St James Road. Development should create a new public space alongside a naturalised Hogsmill River, providing east-west links and improving public access. Buildings should establish a positive relationship with the river, providing gaps between buildings to increase pedestrian permeability and bring light to the riverscape.
- To foster a safe and secure environment, development should incorporate public

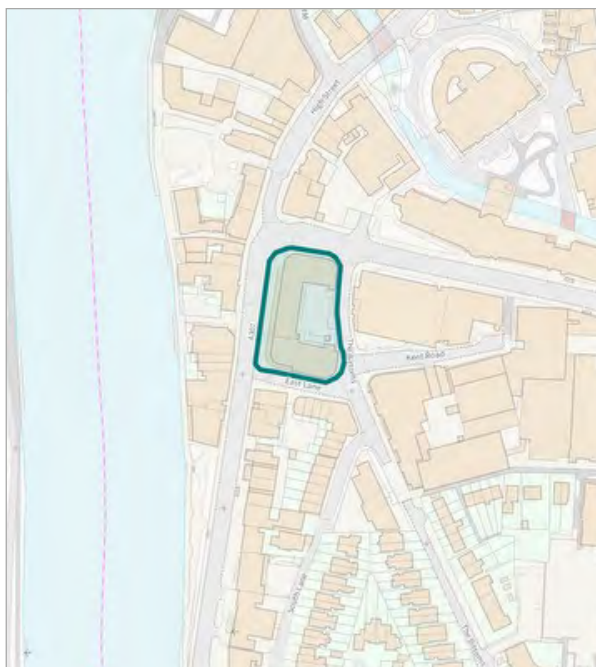
realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.

- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, mitigate flood risk, and protect the water quality of the adjacent river from potential pollutants.
- To manage flood risk, buildings should be setback 8-metre from the Hogsmill river.



KNK18: The Malthouse and River Reach, 25-35 High Street, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service uses (Class E).

- **Number of additional homes:** 60
- **Class E floorspace:** 875 sqm (GIA)
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston

- **Character Area:** Transform
- **Site area:** 0.26 ha
- **Current uses:** Commercial and business uses
- **Connectivity:** PTAL 5-6
- **Ownership:** Private
- **PTAL:** 5-6 | **Rail Access:** Within 800m of Kingston station

The 0.26-hectare site is currently in commercial, business, and retail use, comprising office space and a restaurant. It occupies a prominent gateway position into Kingston Old Town on the High Street, situated at a key interchange of north-south and east-west routes through the town centre. It is bordered by The Bittoms to the east and the A307 to the west, with the immediate surrounding area featuring commercial and retail land uses. It is located approximately 40 metres east of the River Thames.

The site is situated within the Thames Policy Area and the Kingston Old Town Conservation Area (which is characterised by its medieval street pattern). Furthermore, it sits within the sensitive setting of several Grade II* and Grade II listed buildings (including 17, 37-41, 40, and 52 High Street) alongside other locally listed buildings.

Planning considerations

- **Flood Zones** 2 & 3 (KC3)

- **Thames Policy Area** (KD10)
- **Kingston Old Town Conservation Area** (KD11)
- **Within the setting of heritage assets** (KD11)
- **Archaeological Priority Area T2** (KD12)
- **Local Views** (KD13)
- **Kingston Town Centre area** (KE7)
- **Primary Shopping Area** (KE7)
- **Deficiency in access to POS** (KN2)

Development guidelines

The existing building is identified as a detractor from the character and appearance of the Kingston Old Town Conservation Area. The vision for this site allocation is to sensitively redevelop the site to deliver a residential-led development that enhances the conservation area and the setting of nearby listed buildings.

- **Building heights** should respond to the historic low scale, fine grain character of the High Street, provide a gradual transition in scale from the riverside, and create active street-level uses.
- **Local views** should be carefully considered; development should avoid/minimise harm to the Very Highly Important View from Bushy Park, as well as local views from and towards the River Thames and residential streets.
- **Development** should enhance the setting



Site Allocations

of nearby heritage assets, including several Grade II* and Grade II listed buildings (including 17, 37-41, 40, and 52 High Street) alongside other locally listed buildings. Development should respect its highly sensitive location within the Thames Policy Area and the Kingston Old Town Conservation Area.

- Proposals should seek to introduce tree planting and landscaping to improve the visual townscape, and protect the water quality of the nearby River Thames from potential pollutants during construction and operation.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, and improve climate resilience.
- To manage flood risk, buildings should be setback 8-metre from the Hogsmill river. More vulnerable developments should be directed away from the central and western areas of the site where there is a higher risk of flooding. Site access and egress routes should be directed to the southwest of the site towards South Lane where there is a lower risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK19: Bittoms Car Park, The Bittoms, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 235
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Enhance
- **Site area:** 0.52 ha

- **Current uses:** Multi-storey car park and surface car park
- **Ownership:** Public
- **PTAL:** 4-6

The 0.52-hectare site is located in the Kingston Town Ward and is currently occupied by both a single-level surface area and a multi-storey car park. It is bounded by Wheatfield Way (A240) to the west, The Bittoms to the east, and Oaklea Passage, with the immediate surrounding area predominantly characterised by commercial and retail uses. The site is located approximately 190 metres from the River Thames.

The site features mature trees protected by Tree Preservation Orders (TPOs) along the A240 (Wheatfield Way) boundary outside the Kingston upon Thames Crown Court.

The site occupies a sensitive heritage location, situated between the Riverside North and The Groves Conservation Areas, and approximately 100 metres east of the Kingston Old Town Conservation Area. Furthermore, it sits within the immediate setting of the Grade II listed 4 and 5-6 Oaklea Passage and the Grade II* listed former Surrey County Hall.

Planning considerations

- Flood Zones 2 & 3 (KC3)
- Kingston Town Centre area (KE7)

- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Affordable housing 50% (KH2)
- Parking capacity study (KT3)

Development guidelines

The vision for this site allocation is to deliver a high-density residential development.

- Building heights may accommodate higher density compact urban development, including the potential for moderate scale Tall Buildings.
- Building heights should sensitively step down to respect the lower-scale context along Oaklea Passage and The Bittoms, enhancing the setting of listed buildings, while simultaneously contributing to a landmark gateway along Wheatfield Way. Development adjacent to the former Surrey County Hall building should not detract from its setting in the wider streetscape.
- Local views should be carefully considered; development should avoid/minimise



Site Allocations

harm to the Very Highly Important View from Bushy Park, as well as in local views including from Penrhyn Road and residential streets.

- Development should enhance the setting of nearby heritage assets, including the Grade II* listed former Surrey County Hall and the Grade II listed 4 and 5-6 Oaklea Passage, and respect its location between the Riverside North and The Groves Conservation Areas.
- Proposals should enhance the frontage and activity along Oaklea Passage, maintaining appropriate separation distances to improve natural lighting and visibility along the pathway. Development should retain and enhance greening across the site, specifically safeguarding and improving the setting of the TPO trees on Wheatfield Way.
- As the site contains large areas of hardstanding and is within a Critical Drainage Area, proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve climate resilience, and protect the water quality of the nearby River Thames from potential pollutants during construction and operation.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages,

with residential uses positioned on higher floors to maximise overlooking onto the streets.

- To manage flood risk, more vulnerable developments should be directed away from central and eastern areas of the site. Site access and egress routes should be directed to the south of the site towards The Bittoms and Penrhyn Road where there is a lower risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK20: Bryson House (Hogsmill Yard), Horace Road, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 60
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform
- **Site area:** 0.26 ha
- **Current uses:** Office, storage, and industrial workshop space

- **Ownership:** Private
- **PTAL:** 1-2

The 0.26-hectare site currently comprises office, storage, and industrial workshop spaces, including the vacated Bryson House (formerly used by a funeral directors' business). It is located on Horace Road, approximately one mile south-east of Kingston Town Centre, and is set within a mixed-use context of suburban residential dwellings and commercial buildings. The site is bounded by the Hogsmill River to the north, the adjacent Middle Mill University site to the west, Princess House to the south, and Horace Road to the east.

The site is situated adjacent to the Grove Lane Local Area of Special Character and is in close proximity to the Grove Crescent and Fairfield/Knights Park Conservation Areas.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Within the setting of heritage assets (KD11)
- Deficiency in access to nature (KN3)

Site-specific requirements

- 8-metre setback from the river (KC3)

Development guidelines

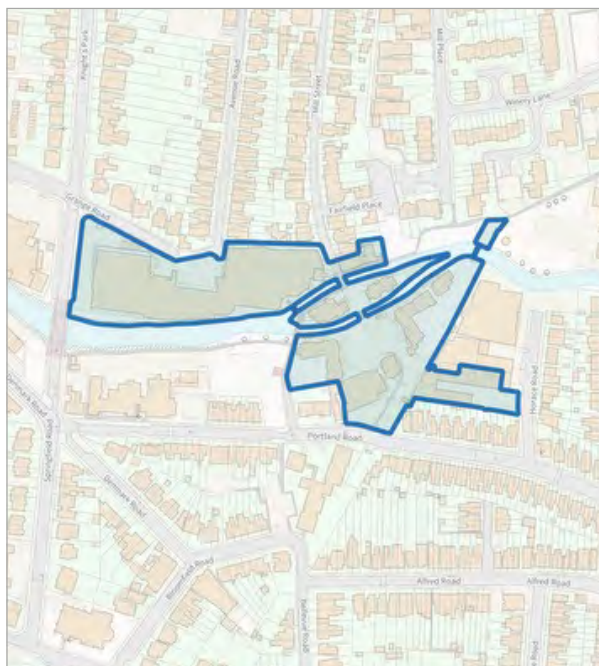
The vision for this site allocation is to deliver a residential development that regenerates the commercial/industrial workshop site.

- Building heights may accommodate mid-rise development providing increased density at a human scale. Massing should provide a sensitive transition and step down in scale to its low-rise residential surroundings.
- Development should enhance the setting of nearby heritage assets, including the adjacent Grove Lane Local Area of Special Character and the nearby Grove Crescent and Fairfield/Knights Park Conservation Areas.
- Proposals should reintroduce a landscaped river edge along the Hogsmill River to improve connectivity between residents and natural assets, while delivering a significant biodiversity net gain.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, mitigate flood risk, and protect the water quality of the adjacent Hogsmill River from potential pollutants.



KNK21: Kingston University Knights Park and Middle Mill Campus

Kingston Town Ward



Site allocation

Suitable for learning institutions (Class F1), and ancillary uses related to its operation (SG).

- **Local Plan timescale:** Within years 1-5

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Enhance
- **Site area:** 2.01 ha

- **Current uses:** Academic buildings, student halls, and offices
- **Ownership:** Educational
- **PTAL:** 1-5

The 2.01-hectare site comprises Kingston University's Knights Park Campus (which is home to the Kingston School of Art), alongside the Middle Mill Halls of Residence and Princess Mews. It currently contains a mix of academic buildings, student halls, and offices. Set in a riverside location, the site is closely integrated with the Hogsmill River and bordered by a low-scale residential context on all sides.

The site is situated within the Fairfield/Knights Park and Grove Crescent Conservation Areas. It also sits within the Grove Lane Local Area of Special Character and contains locally listed bollards at the junction of College Walk and Mill Street.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- Borough SINC, Hogsmill River (KN3)
- BAP habitats (KN3)
- Deficiency in access to nature (KN3)

Site-specific requirements

- 8-metre setback from the river (KC3)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to support the consolidation and sustainable growth of the campus, delivering modern educational facilities that enhance the campus's architectural quality for the rapidly expanding School of Art.

- Building heights should provide a sensitive transition in scale to the low-rise residential surroundings, and any taller elements should be carefully sited to ensure they do not impact adversely on the residential environment within the surrounding area.
- Local views should be carefully considered; development should avoid/minimise harm to the Important View from Portland Road, as well as local views from surrounding residential streets, notably Avenue Road and Mill Street from the north, and Springfield Road and Bellevue Road from the south.
- Development should enhance the setting of nearby heritage assets, including the locally listed bollards at the junction of College Walk and Mill Street, and respect its location within the Fairfield/Knights Park



and Grove Crescent Conservation Areas, and the Grove Lane Local Area of Special Character.

- Proposals should seek to improve public access along the riverfront and naturalise the Hogsmill River to create a highly permeable, activated public space.
- Development should seek to incorporate naturalised on-site solutions and sustainable urban drainage systems (SuDS) to manage surface water runoff and mitigate climate risks.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages.
- To manage flood risk, buildings should be setback 8-metre from the Hogsmill river. More vulnerable developments should be directed away from the southern and south-western edges of the site where there is a higher risk of surface water flooding. Site access and egress routes should be directed to the north of the site towards Avenue Road or to the west of the site onto Springfield Road where there is a lower risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK22: Taverner House and Telephone Exchange, Birkenhead Avenue

Norbiton Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 470 homes
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform
- **Site area:** 1.24 ha

- **Current uses:** Telephone exchange offices
- **Ownership:** Private
- **PTAL:** 4-6 | Rail Access: Within 800m of Kingston station and Hampton Wick station

The 1.24-hectare site is currently occupied by a BT office building and an operational telephone exchange. It is located on Birkenhead Avenue and bounded by Gordon Road. The site is bordered by the railway line to the north, with high-density residential housing beyond it, while further residential dwellings are situated directly to the west and south. Tiffin School and a sports centre are located to the south-west, and Kingston Town Centre is approximately 500 metres to the west. The site is bounded to the east and west (towards Tithe Barn Close and the adjacent car park) by mature trees subject to a high number of Tree Preservation Orders (TPOs).

The site contains the locally listed Telephone Exchange building, sits within the setting of the locally listed Norbiton Hall Estate, and is located less than 10 metres from the Park Road Conservation Area.

Planning considerations

- Potentially suitable for Tall Buildings (KD9)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)
- Locally listed, Telephone Exchange (KD11)

- Within the setting of heritage assets (KD11)
- Local Views (KD13)

Development guidelines

The vision for this site allocation is to deliver a high-density, compact residential development.

- Building heights may accommodate high-density compact urban development, including the potential for Tall Buildings.
- Building heights should step down towards the lower scale residential areas to the south and west to respond to the local context.
- Local views should be carefully considered; development should avoid/minimise harm to local views, specifically respecting the setting and views towards St. Peter's Church located at the junction of London Road and Cambridge Road.
- Proposals should seek to retain and sensitively integrate the locally listed Telephone Exchange building while complementing the architecture of the Norbiton Hall Estate. Development should respect the nearby Park Road Conservation Area and the mature trees subject to Tree Preservation Orders.
- Proposals should seek to provide a north-south route through the site to improve permeability, introduce linear parks



alongside public open spaces, enhanced street greening, and tree coverage.

- Development should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff and improve climate resilience.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- To manage flood risk, more vulnerable developments should be directed away from north-western areas of the site. Site access and egress routes should be directed to the south-west of the site towards Tithe Barn Close where there is a lower risk of flooding. Proposals are required to comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



KNK23: 129-137 London Road, Kingston Norbiton Ward



Site allocation

Suitable for learning institutions (Class F1), offices and general workspaces (Class E(g)), and residential uses (Class C3).

- Number of additional homes: 50 homes
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: Kingston & North Kingston

- Character Area: Enhance
- Site area: 0.28 ha
- Current uses: Commercial workshops and business use
- Ownership: Private
- PTAL: 4-6 | Rail Access: Within 800m of Kingston station and Hampton Wick station

The 0.28-hectare site is located in the Norbiton Ward, approximately 500 metres east of Kingston Town Centre. It is a designated Locally Significant Industrial Site currently comprising commercial workshops and business uses. Situated on London Road, the site is bordered by adjacent residential properties and is set within an area featuring a variety of non-residential uses.

The site itself includes buildings of local architectural and historic interest, specifically 135 London Road and 133 London Road, which is a former tram station. Furthermore, it sits within the setting of the Grade II listed 143 London Road, as well as other nearby Grade II and locally listed buildings.

Planning considerations

- Flood Zones 2 (KC3)
- Within the setting of heritage assets (KD11)
- Locally Significant Industrial Sites (KE6)
- Kingston Town Centre area (KE7)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Non-industrial developments will be supported where it would maintain or deliver net gains in industrial floorspace capacity on site (KE6).

Development guidelines

The vision for this site allocation is to deliver a mixed-use development, successfully integrating learning institutions, commercial and business spaces, and residential uses while respectfully responding to its urban setting.

- Building heights may accommodate mid-rise development providing increased density at a human scale. Massing should step down in height towards the lower scale residential areas to the south and east of the area and respond to the local context.
- Local views should be carefully considered; development should respect the setting and avoid/minimise harm to local views towards St. Peter's Church located at the junction of London Road and Cambridge Road.
- Development should enhance the setting of nearby heritage assets, including the Grade II listed 143 London Road, alongside other Grade II listed and locally listed



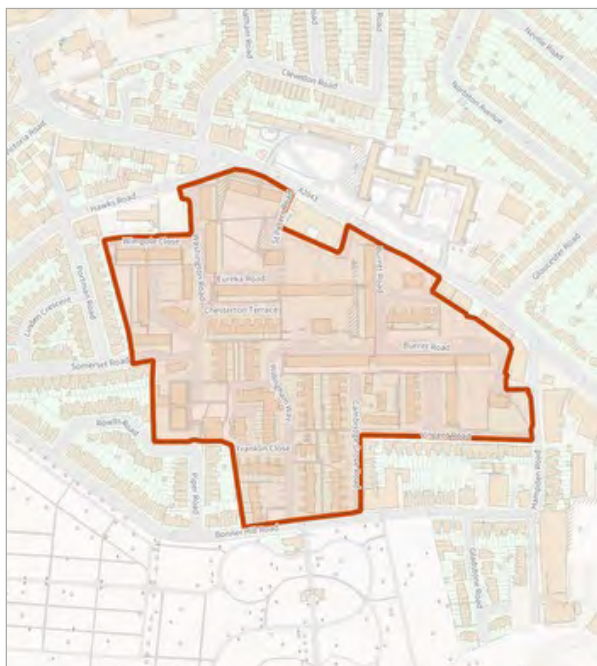
buildings in its proximity.

- Proposals should seek to retain and sensitively integrate the heritage assets located on the site, specifically the buildings of local architectural and historic interest at 133 London Road (the former tram station) and 135 London Road.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, mitigate flood risk, and improve overall water quality and climate resilience.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



KNK24: Cambridge Road Estate, Cambridge Road

Norbiton Ward



Site allocation

Suitable for residential uses (Class C3), and local community facilities (Class F2).

- **Number of additional homes:** 1,335
- **Local Plan timescale:** Within years 1-15

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform

- **Site area:** 9.01 ha
- **Current uses:** Residential housing estate
- **Ownership:** Public
- **PTAL:** 0-5 | Rail Access: Within 800m of Norbiton station

The substantial 9.01-hectare site is located in Norbiton and is currently occupied by the Cambridge Road residential housing estate. It is bounded by Cambridge Road to the north and sits in close proximity to Kingston Cemetery and football grounds to the south. The site is set within a context of lower-scale residential areas, including inter-war housing to the north and Victorian or Edwardian properties to the east and west. The site features mature trees subject to Tree Preservation Orders.

The site is in the setting of heritage assets associated with Kingston Cemetery, including the Grade II listed Mortuary Chapels and the Grade II listed Burton Tomb.

The site is currently undergoing a large-scale housing estate regeneration project to replace the aging housing stock, with planning permission previously granted for new homes, commercial floorspace, and community facilities (20/02942/FUL).

Planning considerations

- Potentially suitable for Tall Buildings (KD9)

- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Affordable housing 50% (KH2)
- Permanent traveller pitch provision (KH8)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to deliver a comprehensive residential estate regeneration that replaces the aging housing stock alongside the provision of new local community facilities.

- Building heights may accommodate high-density compact development, including the potential for a number of Tall and Very Tall Buildings.
- Building heights should step down towards the lower-scale residential areas and ensure a sensitive transition to the south.
- Local views should be carefully considered; development should avoid/minimise harm to local views from surrounding areas. Given the lower-scale setting in the wider context of the site, the visibility of development proposals should be carefully identified, tested, and mitigated.



- Development should create a dynamic skyline with varying building heights and clear sky views between buildings.
- Development should enhance the setting of nearby heritage assets, including those associated with Kingston Cemetery, the Grade II listed Mortuary Chapels, and the Grade II listed Burton Tomb
- Proposals should also respect and protect the adjacent mature trees which are subject to Tree Preservation Orders.
- Development should be delivered as part of street blocks that provide positive frontage to the street network, particularly along the southern side of Cambridge Road. Proposals should seek to establish a highly connected network of streets, linear parks, and public squares to improve permeability.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should seek to reduce the level of hardstanding and incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve drainage, and mitigate overall climate risks.



KNK25: Kingston College, Kingston Hall Road, Kingston

Kingston Town Ward



Site allocation

Suitable for residential uses (Class C3).

- Number of additional homes: 95
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: Kingston & North Kingston
- Character Area: Enhance
- Site area: 0.21 ha

- Current uses: Higher and further education
- Ownership: Educational
- PTAL: 6

The 0.21-hectare site is currently occupied by higher and further education college buildings forming part of Kingston College. Occupying an edge-of-college parcel, it is bounded by the A307 (Kingston Hall Road) to the north, the A240 (Wheatfield Way/Kent Road) to the east, Oaklea Passage and The Bittoms Car Park to the south, and existing Kingston College buildings and Draper's Public Car Park to the west. The immediate surrounding area features commercial and retail land uses.

The site occupies a sensitive location within the setting of numerous heritage assets; specifically, the Kingston Old Town, Fairfield/Knights Park, and Grove Crescent Conservation Areas. Furthermore, it is situated within the immediate setting of the Grade II listed 4 and 5-6 Oaklea Passage and the Guildhall, as well as the Grade II* listed former Surrey County Hall.

Planning considerations

- Flood Zones 2 & 3 (KC3)
- Kingston Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)

- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to optimise this edge-of-college land parcel to deliver a residential-led development.

- Building heights may accommodate higher density compact urban development, including the potential for moderate scale Tall Buildings.
- Building heights should be sensitive to the surrounding setting and step down towards the lower scale Grove Crescent Conservation Area to the east. Heights should respond to the setting of the former Surrey County Hall building on Penrhyn Road, and should not detract from its setting in the wider streetscape.
- Local views should be carefully considered; development should avoid/minimise harm to the Very Highly Important View from Bushy Park, as well as in local views including from Penrhyn Road and residential streets.
- Development should enhance the setting

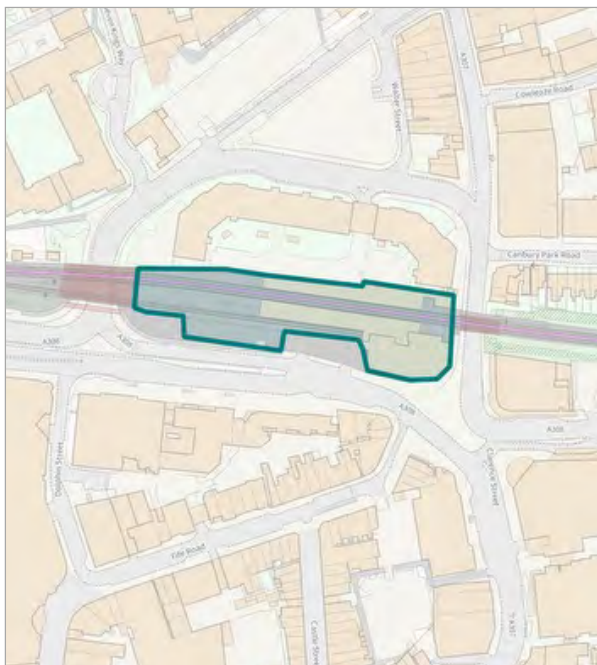


of nearby heritage assets, specifically the Grade II listed 4 and 5-6 Oaklea Passage and the Guildhall, and the Grade II* listed former Surrey County Hall. Development should respect its location in close proximity to the Kingston Old Town, Fairfield/Knights Park, and Grove Crescent Conservation Areas.

- Proposals should maintain active street frontages and enhance the frontage and activity along Oaklea Passage, maintaining appropriate separation distances to improve natural lighting and visibility along the pathway. Development should retain and enhance greening across the site, specifically safeguarding and improving the setting of the TPO trees on Wheatfield Way.
- As the site contains large areas of hardstanding and is within a Critical Drainage Area, proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve climate resilience, and mitigate flood risk.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



KNK26: Kingston Railway Station, Kingston Kingston Town Ward & Kingston Gate Ward



Site allocation

Suitable for railway station facilities (SG), residential uses (Class C3), and commercial, business and service uses (Class E).

- **Number of additional homes:** 310
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** Kingston & North Kingston

- **Character Area:** Transform / Enhance
- **Site area:** 0.57 ha
- **Current uses:** Mainline railway station
- **Ownership:** Public
- **PTAL:** 6 | Rail Access: Kingston station

The 0.57-hectare site is currently occupied by the mainline Kingston Railway Station and its associated transport infrastructure. It occupies a highly prominent town centre position on Wood Street and is bordered by primarily office and retail development on all sides, including Conquest House, the Bentall Centre, and surrounding commercial cores.

The site sits within the setting of the Grade II listed Former Regal Cinema, alongside a range of other designated and non-designated heritage assets.

Planning considerations

- Flood Zones 2 (KC3)
- Kingston Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- BAP habitats (KN3)

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to deliver a transformational, integrated station gateway development that combines modernised rail station facilities with new homes.

- Building heights may accommodate further higher density compact urban development, including the potential for moderate scale Tall Buildings and a Very Tall Building to mark the station.
- Building heights should step down towards the lower scale historic context along, and to the east of, Richmond Road, and deliver buildings of varied height to contribute to a dynamic skyline profile.
- Local views should be carefully considered; development should avoid/minimise harm to the Very Highly Important View from Richmond Park, as well as local views from Canbury Park.
- Development should enhance the setting of nearby heritage assets, including the Grade II listed Former Regal Cinema, and respect its location in proximity to a range of designated and non-designated heritage assets.
- Development should capitalise on its location, enhance the overall sense of arrival, and significantly improve active



travel access around the station area.

- Proposals should carefully mitigate local environmental constraints from the railway line and road, including noise and air quality impacts.
- Development should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, mitigate flood risk, and improve climate resilience.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



KNK27: Kingston University, Kingston Hill Campus

Coombe Hill Ward



Site allocation

Suitable for learning institutions (Class F1), and ancillary uses related to its operation (SG).

Orange Areas (Land at Coombehurst Quarter):
Suitable for residential developments (Class C3).

- **Number of additional homes:** 120
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North

Kingston

- **Character Area:** Conserve
- **Site area:** 15.72 ha
- **Current uses:** University campus and student accommodation
- **Ownership:** Educational
- **PTAL:** 1-2

The substantial 15.72-hectare site is located to the south-east of the A308 Kingston Hill in Coombe, approximately 3km north-east of Kingston Town Centre. It currently functions as Kingston University's Kingston Hill Campus, comprising a wide variety of modern and historic higher education facilities, offices, student accommodation, and ancillary buildings set within densely wooded grounds. This includes some under-utilised, outdated buildings, particularly within the area known as the Coombehurst Quarter.

The self-contained campus is situated within a leafy suburban area characterised by large detached houses and substantial green cover, and is bordered by predominantly residential dwellings and a primary school immediately to the east, with protected woodland to the south. The site features several mature trees subject to Tree Preservation Orders (TPOs).

The campus grounds are safeguarded as Site of Importance for Nature Conservation, and provide

significant biodiversity and amenity value.

The site occupies a sensitive heritage location within the Kingston Hill Conservation Area. It contains the Grade II listed Kenry House retaining wall, as well as the locally listed Kenry House and its former stable block.

Planning considerations

- Kingston Hill Conservation Area (KD11)
- Grade 2 listed, Retaining wall to the south of main house Kenry House (KD11)
- Locally listed, Former stable block to Kenry House, and Kenry House (KD11)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Borough SINC, University grounds (KN3)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to deliver a landscape-led enhancement of the university campus, replacing and redeveloping outdated buildings to provide state-of-the-art facilities, and introducing sensitive residential uses specifically at the Coombehurst Quarter (following the planned



relocation of Music courses to the Knights Park campus).

- Building heights and massing should respect the low-scale suburban context and the campus's unique woodland character, ensuring a sensitive transition to the surrounding residential areas.
- Development should sensitively integrate the heritage assets located on the site, specifically the Grade II listed Kenry House retaining wall, and the locally listed Kenry House and its former stable block, and respect its setting within the Kingston Hill Conservation Area.
- Proposals should be landscape-led, retaining and protecting the mature trees across the site which are subject to Tree Preservation Orders. Development should carefully manage construction impacts to prevent harm to the adjacent protected woodland, BAP habitats, and the Borough SINC.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve overall climate resilience, and protect the surrounding natural landscape.



KNK28: Kingston University, Penrhyn Road Campus, Kingston Kingston Town Ward



Site allocation

Suitable for learning institutions (Class F1) and ancillary uses related to its operation (SG).

- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Enhance
- **Site area:** 3.34 ha

- **Current uses:** University campus
- **Ownership:** Educational
- **PTAL:** 1-4

The substantial 3.34-hectare site is located off Penrhyn Road, approximately 600 metres south of Kingston Town Centre, and currently functions as the main Kingston University campus. It is bordered by residential neighbourhoods and civic office complexes. The site is situated adjacent to the Borough's Strategic Cycling and Walking Network.

The site is situated within the Grove Crescent Conservation Area. Furthermore, it occupies a sensitive location within the setting of numerous locally listed buildings, as well as the Grade II* listed former County Hall building.

Planning considerations

- Kingston Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Grove Crescent Conservation Area (KD11)
- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to support the ongoing enhancement of the university campus, including improvements to the public realm and the retrofit of existing buildings to deliver improved and more sustainable facilities.

- Building heights may accommodate higher density compact urban development, including the potential for moderate scale Tall Buildings associated with educational and civic campuses.
- Building heights should step down towards the setting of the lower scale Grove Crescent Conservation Area, as well as providing an appropriate transition to the surrounding lower scale residential areas. New buildings adjacent to the Grade II* listed former Surrey County Hall building on Penrhyn Road should not detract from its setting in the wider streetscape.
- Local views should be carefully considered; development should avoid/minimise harm to the Very Highly Important View from Bushy Park, as well as in local views including from Penrhyn Road and residential streets.
- Development should enhance the setting of nearby heritage assets, including the Grade II* listed former County Hall building



on Penrhyn Road, and the numerous locally listed buildings in its vicinity. Development should respect its location within the Grove Crescent Conservation Area.

- Proposals should deliver active frontages at the ground floor, and increase permeability to integrate with the surrounding open spaces.
- Development proposals should incorporate sustainable design measures to mitigate temporary construction impacts (such as noise, dust, and vibration) on local air quality and nearby residents.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



KNK29: Land to the West of Kingston College, Richmond Road, Kingston

Canbury Gardens Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 140
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform
- **Site area:** 0.31 ha

- **Current uses:** Educational car park and commercial land
- **Ownership:** Educational
- **PTAL:** 6 | **Rail Access:** Within 400m of Kingston station

The 0.31-hectare site is currently occupied by an educational car park, an area of hardstanding, a small green space, and a temporary classroom for the Kingston College Creative Industries Centre. Bounded by Richmond Road, it serves as a key connecting space between the residential blocks and mixed-use developments to the west (including Queenshurst Square) and the Kingston College Creative Industries Centre to the south. The surrounding context features a retail space (housing a Sainsbury's and a Nuffield Health gym) to the north, and further residential areas to the east.

The site occupies a sensitive location within the setting of heritage assets, sitting directly behind the locally listed Victorian School Board building that forms part of Kingston College.

Planning considerations

- Kingston Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)

- Deficiency in access to POS (KN2)
- North Kingston Development Brief SPD

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to deliver a high-density, residential-led development that optimises this land. It should create a prominent key corner building that provides a thoughtful transition from the College buildings.

- Building heights may accommodate further higher density compact urban development, including the potential for moderate scale Tall Buildings.
- Building heights should ensure a careful transition with the heights of Queenshurst Square, step down towards the heights of Queenshurst Square and avoid the creation of a canyon effect.
- Local views should be carefully considered; development should avoid harm to the Very Highly Important View from Richmond Park, as well as local views from Canbury Park.
- Development should enhance the setting of nearby heritage assets, specifically the locally listed Victorian School Board building located adjacent to the site,

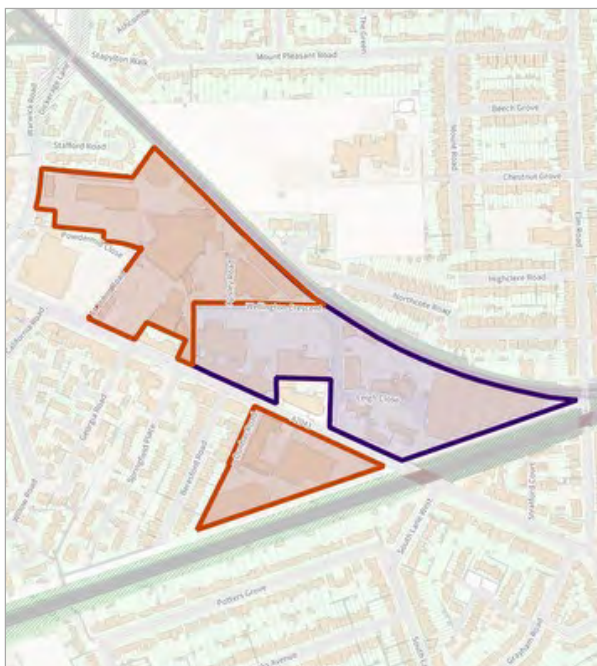


ensuring that new development does not detract from its historic setting.

- Proposals should address and enhance the relationship with the linear park to the west and provide public space to the south to widen the linear park. Development should seek to incorporate new landscaping and tree planting to offset the loss of the existing green space, increase local biodiversity, and improve the visual townscape.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



KNK30: St John's Industrial Estate, Kingston Road, New Malden Green Lane and St James Ward & Norbiton Ward



Site allocation

Purple Areas: Suitable for industrial uses (Class B), offices and general workspaces (Class E(g)).

Orange Areas: Suitable for residential uses (Class C3), offices and general workspaces (Class E(g)).

- **Number of additional homes:** 585
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Transform
- **Site area:** 9.10 ha
- **Current uses:** Industrial estate (LSIS)
- **Ownership:** Public and Private
- **PTAL:** 0-2 | Rail Access: Within 800m of New Malden station

The substantial 9.10-hectare site is situated in the Green Lane and St James ward in the centre of the Borough, currently functioning as a designated Locally Significant Industrial Site. It comprises an industrial estate featuring a mix of commercial businesses, industrial workshops, vehicle repair businesses, an ambulance station, and parking facilities, alongside some recent residential developments. The site is bounded by the A2043 (Kingston Road) to the west and the railway lines between Berrylands and New Malden stations to the south. The surrounding context features modest-scaled suburban housing areas to the north, west, and south, alongside Victorian and Edwardian housing to the east. The Hogsmill River is located approximately 500 metres to the west.

Certain portions of the site occupies a location within the setting of heritage assets, including The Groves Conservation Area to the north-east, along

with the Elm Road and Lime Grove Local Areas of Special Character.

Planning considerations

- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- Locally Significant Industrial Sites (KE6)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Development should achieve a minimum 40% net uplift in the existing employment floorspace capacity across the site (KE6)
- Affordable housing 50% (KH2)
- Permanent traveller pitch provision (KH8)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to support the comprehensive mixed-use development of the site, successfully intensifying and co-locating employment spaces alongside residential neighbourhoods.

- Building heights may accommodate compact mid-rise developments, with the potential for modest scale Tall Buildings in key locations along the Kingston Road



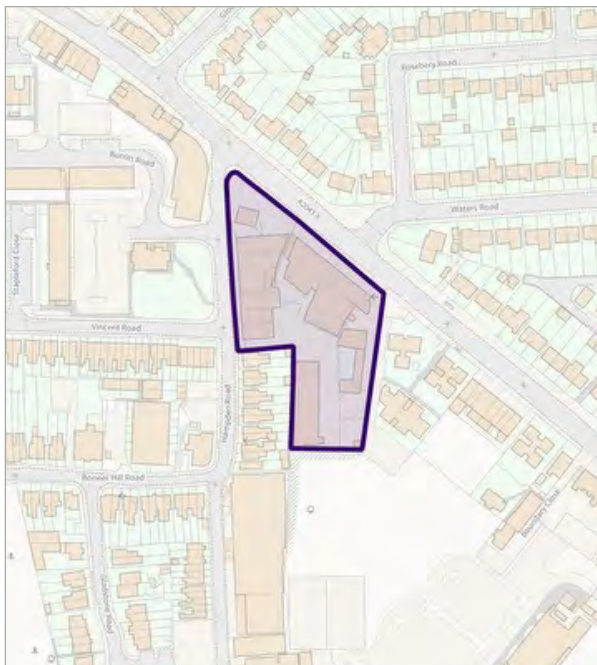
frontage.

- Building heights should step down towards the lower scale suburban residential areas in the wider context of the site. Heights along the main street should vary to avoid creating a canyon effect, with upper floors stepped back away from the street space.
- Local views should be carefully considered; development should avoid/minimise harm to the Important View along Potters Grove, as well as local views from Kingston Road and nearby residential areas.
- Development should enhance the setting of nearby heritage assets, including The Groves Conservation Area to the north-east, along with the Elm Road and Lime Grove Local Areas of Special Character.
- Development across the site should achieve a minimum 40% net uplift in the existing employment floorspace capacity across the site. Because the site will co-locate industrial and residential uses, developments are required to carefully segregate these areas using landscape buffers, acoustic barriers, and separate access routes for commercial vehicles to protect the amenity of future residents.
- Proposals should carefully mitigate local environmental constraints from the railway line and road, including significant noise and air quality impacts.
- Development should deliver new open

space as an amenity for residents, enhance the site with substantial greening and tree coverage.

- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages (notably along Kingston Road) to enhance pedestrian connectivity, with residential uses positioned on higher floors to maximise overlooking onto the streets.

KNK31: Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton



Suitable for industrial uses (Class B), and offices and general workspaces (Class E(g)).

- **Local Plan timescale:** Within years 6-10

- **Neighbourhood:** Kingston & North Kingston
- **Character Area:** Enhance
- **Site area:** 0.71 ha

- Current uses: Light industrial estate (LIS)
- Ownership: Private
- PTAL: 1-2 | Rail Access: Within 800m of Norbiton station.

The 0.71-hectare site is located in Norbiton, currently functioning as a light industrial estate and designated as a Locally Significant Industrial Site (LSIS). It is bounded by Hampden Road and Cambridge Road, and is surrounded by a high number of residential dwellings to the north, east, and west. To the south of the site are Kingsmeadow Pre-school, Kingstonian Football Club Grounds, Chelsea Football Women's Club, and the Hogsmill River. Kingston Cemetery and Crematorium is located to the west.

The site is adjacent to a Tree Preservation Order (TPO) group containing oak species along Hampden Road, as well as the Kingston Cemetery, which is safeguarded as Site of Importance for Nature Conservation.

Planning considerations

- Locally Significant Industrial Sites (KE6)
- Potentially suitable for Tall Buildings (KD9)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Non-employment related developments will be supported where it would maintain or deliver net gains in industrial floorspace capacity on site (KE6)

Development guidelines

The vision for this site allocation is to support the retention and intensification of its business and light industrial capacity to provide modern, flexible commercial workspaces to support the local economy. Proposals for commercial uses can also be supported where the development maintains or delivers net gains in industrial floorspace capacity on site.

- Building heights may accommodate comprehensive mid-rise development around the junction of Cambridge Road with Hampden Road, with Tall Buildings located at the north corner of the site.
- Building heights should sensitively step down towards the adjacent lower-scale residential areas to respond to the local context.
- Local views should be carefully considered; development should avoid/minimise harm to local views from surrounding areas.
- Development should enhance the setting of nearby heritage assets. Development



should enhance local biodiversity, carefully managing demolition and construction impacts to prevent harm to the adjacent TPO oak trees.

- Development should provide positive frontage to the street network along Cambridge Road and Hampden Road and enhance the pedestrian environment.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to reduce surface water runoff, improve local drainage, and enhance overall climate resilience.



SUR01: Chiltern Works, Berrylands

Berrylands Ward



Site allocation

Suitable for offices and general workspaces (Class E(g)) and residential uses (Class C3).

- **Number of additional homes:** 50
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Surbiton
- **Character Area:** Transform
- **Site area:** 0.34 ha

- **Current uses:** Commercial and light industrial
- **Ownership:** Private
- **PTAL:** 2 | Rail Access: Within 400m of Berrylands station

The 0.34-hectare site is currently in commercial, storage, and light industrial use. It is bounded by Chiltern Drive and Camellia Lane, and sits immediately adjacent to the southern side of Berrylands Railway Station. The site is physically enclosed and separated from the Hogsmill Valley by the elevated railway line to the north, and is set within a wider context of modest-scale suburban housing to the south and east. The site is situated adjacent to the Borough's Strategic Cycling and Walking Network.

Planning permission was granted for a mixed use development, including retention of the building at 127 Chiltern Drive for employment purposes, and delivering new residential units and flexible commercial spaces (21/03876/FUL).

Planning considerations

- Flood Zones 2 & 3 (KC3)
- Deficiency in access to POS (KN2)

Development guidelines

The vision for this site allocation is to deliver a residential-led mixed use development alongside

flexible modern workspaces.

- Building heights may accommodate mid-rise development to provide increased density at a human scale.
- Building heights should step down towards the adjacent lower-scale residential homes and not impact adversely on the amenity of existing residents.
- Proposals should carefully mitigate local environmental constraints from the railway line and road, including significant noise and air quality impacts.
- Development should capitalise on the proximity to the station, enhance the overall sense of arrival, and significantly improve active travel access around the station area.
- Proposals should seek to retain and provide modern, flexible business and commercial workspaces to support the local economy.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve climate resilience, and mitigate flood risk.



SUR02: Land at Clayhill Halls of Residence, Burney Road

St Marks and Seething Wells Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 135
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** Surbiton
- **Character Area:** Conserve
- **Site area:** 0.89 ha
- **Current uses:** University student

- **Ownership:** Educational
- **PTAL:** 0-1 | Rail Access: Within 800m of Berrylands station

The 0.89-hectare site is located in Surbiton and bounded by Burney Avenue. It is currently occupied by Kingston University student accommodation alongside its associated open grounds, which consist of managed grassland. The site is nestled within a quiet, low-scale residential context, and sits to the south of Surbiton Cemetery and adjacent to the Hogsmill Sewage Treatment Works.

The site is situated immediately adjacent to a Site of Importance for Nature Conservation and Local Nature Reserve (Surbiton Cemetery).

Planning considerations

- Low-scale residential areas (KD1)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)
- BAP habitats (KN3)

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

To unlock this site, development proposals should be landscape-led and work collaboratively with

the adjacent allocation SUR06 (Land at Hogsmill Sewage Treatment Works, Site 2).

The vision for this site allocation is to deliver a high-quality, landscape-led residential scheme that responds successfully to the landscape and its surrounding ecological constraints.

- Building heights and massing should transition sensitively to the surrounding lower-scale residential context to the south and to the west, respecting its setting within a low-scale residential neighbourhood.
- Local views should be carefully considered; development should avoid/minimise harm to the Important View towards Surbiton Cemetery on the northern side of the railway line.
- Proposals should work collaboratively with the adjacent allocation SUR06 (Land at Hogsmill Sewage Treatment Works, Site 2) to optimise both sites and their relationship with the Hogsmill river corridor.
- Development should significantly improve site access, and establish new access points from Burney Avenue and Lower Marsh Lane (coordinating with the SUR06 development to ensure the Lower Marsh Lane route is made safe and accessible).
- Development should increase permeability



Site Allocations

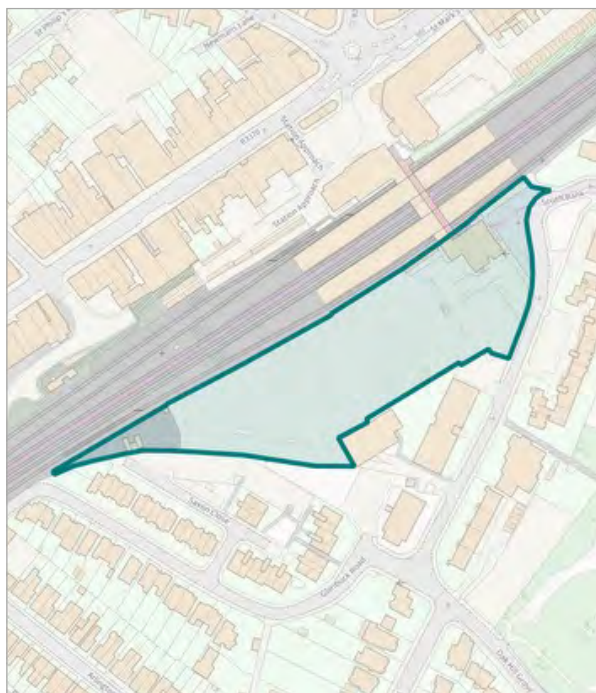
to integrate with the surrounding spaces, and provide active travel routes to Berryland station (that is overlooked and safe for pedestrians).

- Development should significantly improve active travel connections to Berrylands Station (including lighting, wayfinding, step-free access, and secure cycle parking) and implement measures to promote sustainable transport, such as car clubs, EV charging, and enhanced bus provisions.
- Proposals should carefully mitigate local environmental constraints from the railway line, including significant noise and air quality impacts.
- Proposals should be sensitively designed to ensure the preservation of local nature assets, carefully managing demolition and construction impacts so the development does not compromise the adjacent SINC, Local Nature Reserve and Priority Habitats.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.



SUR03: Land at Surbiton Station Car Park, Glenbuck Road, Surbiton

Surbiton Hill Ward



Site allocation

Suitable for railway station facilities (SG), residential uses (Class C3), and commercial, business and service uses (Class E).

- Number of additional homes: 175
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: Surbiton

- Character Area: Enhance
- Site area: 1.23 ha
- Current uses: Station surface car park
- Ownership: Public
- PTAL: 3-6 | Rail Access: Surbiton station

The 1.23-hectare site is currently occupied by the surface-level car park for Surbiton Railway Station. It is bounded by the railway line to the north, the remaining station car park to the east, residential properties on Saxon Close to the south, and a Network Rail Maintenance Delivery Unit to the west. As the site comprises an existing surface car park, its redevelopment represents an efficient reuse of brownfield land. The site features numerous mature trees that are subject to Tree Preservation Orders (TPOs).

The site occupies a sensitive heritage location, as it includes part of the Grade II listed Surbiton Station (which is characterised by its Art Deco architecture) and sits immediately adjacent to the Surbiton Town Centre Conservation Area.

Planning considerations

- Potentially suitable for Tall Buildings (KD9)
- Grade 2 listed, Surbiton Station (KD11)
- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to deliver a residential-led development at the station car park, including commercial, business, and railway station facilities.

- Building heights may accommodate mid-rise development providing increased density at a human scale. There may also be potential for a modest scale Tall Building delivered as part of a comprehensive redevelopment of the station car park or part of the station car park.
- Building heights should step down towards the adjacent lower-scale residential areas and should not rise above or disrupt the roof profile of the Surbiton Station main facade and tower against the skyline. Taller building elements should step back from the listed Surbiton station.
- Local views should be carefully considered; development should avoid/minimise harm to the Important Views towards the listed station particularly from Claremont Road, and minimise any visual impacts on the listed Surbiton station, and surrounding heritage assets.



Site Allocations

- Development should enhance the setting of nearby heritage assets, specifically responding positively to the architecture of the Grade II listed Surbiton Station, and the settings of adjacent Surbiton Town Centre and Oakhill Conservation Areas.
- Proposals should ensure that sufficient surface-level car parking is retained to serve rail station passengers.
- Development should improve active travel links around the station area, and enhanced pedestrian access from the station through to Saxon Close, Glenbuck Road, and Oak Hill Grove.
- Proposals should carefully mitigate local environmental constraints from the railway line and road, including significant noise and air quality impacts.
- Proposals should carefully integrate the existing TPO trees into development, and deliver a new enhanced public realm.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Development should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience against future flood risks.



SUR04: Surbiton Telephone Exchange, Surbiton

Surbiton Hill Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 120
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** Surbiton
- **Character Area:** Enhance
- **Site area:** 0.47 ha
- **Current uses:** Telephone exchange

- **Ownership:** Private
- **PTAL:** 3-5 | **Rail Access:** Within 800m of Surbiton station

The 0.47-hectare site is located on Ewell Road in the Surbiton Hill Ward and is currently occupied by an operational telephone exchange. The site is bounded by existing residential developments on all sides.

The site contains the architecturally imposing historic Surbiton Telephone Exchange, which is considered a potential heritage asset.

Furthermore, it is situated within the immediate setting of the Oakhill Conservation Area, numerous Grade II listed buildings, and an Area of Special Character.

Planning considerations

- Deficiency in access to POS (KN2)

Development guidelines

The vision for this site allocation is to deliver a residential-led development and the sensitive retrofit of the Surbiton Telephone Exchange building.

- Building heights may accommodate mid-rise development providing increased density at a human scale. Massing should provide a sensitive transition in scale

to respect the surrounding residential context, stepping down towards adjacent lower-scale residential areas to ensure it does not impact adversely on the amenity of existing residents.

- Proposals should seek to prioritise a retention and retrofit approach to sensitively integrate the Surbiton Telephone Exchange building (a potential heritage asset).
- Development should enhance the setting of nearby heritage assets, including the adjacent Oakhill Conservation Area, the Area of Special Character, and nearby Grade II listed buildings.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.
- Proposals should carefully mitigate local environmental constraints from the railway line, including significant noise and air quality impacts.
- Development should incorporate public realm improvements.



SUR05: Tolworth Tower, Tolworth Broadway

Alexandra Ward



Site allocation

Suitable for residential uses (Class C3), and commercial, business and service uses (Class E).

- **Number of additional homes:** 360
- **Class E floorspace:** 3,500 sqm (GIA)
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** Surbiton
- **Character Area:** Enhance

- **Site area:** 1.32 ha
- **Current uses:** Office and retail tower, hotel, and car park
- **Ownership:** Private
- **PTAL:** 3 | Rail Access: Within 400m of Tolworth station

The 1.32-hectare site fronts onto the Tolworth Broadway. It is bordered by residential areas to the north, east, and west, with the A3 bypass dominating the land to the south, alongside a railway line.

The site is occupied by the Tolworth Tower complex, which includes a vacant 22-storey high-rise office and retail tower, alongside surface car parking. The Broadway also includes commercial and retail developments.

Tolworth Tower itself is an iconic local landmark on the skyline and it is considered a potential heritage asset.

Planning considerations

- Tolworth Town Centre area (KE7)
- Primary Shopping Area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Local Views (KD13)
- Deficiency in access to POS (KN2)

Development guidelines

The vision for this site allocation is to bring back into use the vacant Tolworth Tower complex to deliver a high-density, residential-led mixed-use development that includes modern workspaces and improves public spaces.

- Building heights may accommodate further Tall Buildings. However, any additional tall buildings should create a distinctive break from the free-standing Tolworth Tower to maintain its singularity as a landmark in local views.
- Local views should be carefully considered; proposals should be tested in local, mid-range, and long-range views to ensure that Tolworth Tower retains its distinctiveness on the skyline and that new development complements its setting.
- Proposals should deliver new and improved public realms, alongside substantial street greening and tree coverage, to enhance the pedestrian environment and improve the access to public open spaces.
- Proposals should provide an active frontage at ground level on Tolworth Broadway and explore opportunities to improve east-west pedestrian connectivity.
- As the site is bordered by the A3 bypass



and main roads, development should implement robust measures to carefully address and mitigate local environmental constraints, notably significant air quality and noise issues from the road infrastructure.

The high level of hardstanding means it is at risk of surface water flooding and climate and heat risks. Proposals should seek to significantly reduce the level of hardstanding and incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.

To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



SUR06: Land at Hogsmill Sewage Treatment Works, Site 2

St Marks and Seething Wells Ward



Site allocation

Suitable for residential uses (Class C3).

- Number of additional homes: 205
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: Surbiton
- Character Area: Enhance area
- Site area: 4.14 ha
- Current uses: Redundant area of sewage treatment works

- Ownership: Private
- PTAL: 1 | Rail Access: Within 800m of Berrylands station

The 4.14-hectare site is located south of Lower Marsh Lane in Surbiton. It is mainly a redundant area of the Surbiton Sewage Treatment Works, including disused tanks and structures, though a portion remains in active use as a depot.

The site itself is highly enclosed, bordered by the main sewage treatment facilities to the north, a reservoir/waterbody to the east, a railway line to the south, and Surbiton Cemetery to the west. It is also directly adjacent to site allocation SUR02.

The site occupies a highly sensitive ecological location near the Hogsmill Chalk Stream, a Site of Importance for Nature Conservation, and a local nature reserve. The site also presents a high risk of land contamination due to its former and current uses.

Planning considerations

- De-designation from MOL
- Flood Zones 2 & 3, 3b (KC3)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)
- Permanent traveller pitch provision (KH8)

- Biodiversity Net Gain 20% (KN3)

Development guidelines

Development proposals should be landscaped and work collaboratively with the adjacent allocation SUR02 (Land at Clayhill Halls of Residence, Burney Avenue).

The vision for this site allocation is to deliver a landscape-led sensitive residential development that integrates significant green infrastructure, and respects the adjacent natural landscape.

- Building heights and massing should be sensitive to the adjacent Surbiton Cemetery and surrounding ecological assets.
- Local views should be carefully considered; development should avoid/minimise harm to the Important View towards Surbiton Cemetery.
- Proposals should work collaboratively with the adjacent SUR02 (Land at Clayhill Halls of Residence) to optimise both sites, and their relationship with the Hogsmill river corridor.
- Development should significantly improve site access, and establish new access points from Lower Marsh Lane (coordinating with the SUR02 development to provide a generous north-south route to unlock and



increase road access and active travel links to SUR02).

- Development should increase permeability to integrate with the surrounding spaces, and provide active travel routes to Berryland station (that is overlooked and safe for pedestrians).
- Development should significantly improve active travel connections to Berrylands Station (including lighting, wayfinding, step-free access, and secure cycle parking) and implement measures to promote sustainable transport, such as car clubs, EV charging, and enhanced bus provisions.
- Proposals should carefully mitigate local environmental constraints from the railway line and the adjacent sewage treatment works, including significant noise and air quality impacts.
- Proposals should be sensitively designed to ensure the preservation of local nature assets, carefully managing demolition and construction impacts so the development does not compromise the adjacent Hogsmill Chalk Stream, SINC, Local Nature Reserve and Priority Habitats.
- Provision for permanent Gypsy and Traveller pitches should be sustainably integrated into the scheme, informed by direct consultation with local communities and stakeholder groups.



NOM01: CI Tower & Car Park, Dukes Avenue, New Malden

New Malden Village Ward



Site allocation

Suitable for residential uses (Class C3), hotels (Class C1), and commercial, business and service uses (Class E).

- Number of additional homes: 90
- Class E floorspace: 580 sqm (GIA)
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: New & Old Malden
- Character Area: Enhance
- Site area: 0.43 ha
- Current uses: Commercial offices and car park
- Ownership: Private
- PTAL: 3-4 | Rail Access: Within 400m of New Malden station

The 0.43-hectare site is currently occupied by the 16-storey CI Tower commercial office building and its associated multi-storey car park. Situated on Dukes Avenue and Station Avenue, the site incorporates St. George's Square and sits immediately adjacent to New Malden Railway Station and the railway lines.

The site occupies a sensitive location within the setting of several heritage assets, including the Lime Grove Local Area of Special Character, the Grade II listed New Malden War Memorial, and the locally listed Former Adult Education Centre.

Planning considerations

- Kingston Town Centre area (KE7)
- Primary Shopping Area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- Local Views (KD13)

- Deficiency in access to POS (KN2)

Development guidelines

The vision for this site allocation is to support the conversion or redevelopment of the CI Tower to deliver new homes alongside an improved public realm at the station gateway.

- Building heights for any new development or alterations should respond sensitively to the lower-scale context of the wider area. There is potential for modest scale Tall Buildings adjacent to New Malden railway station.
- Local views should be carefully considered; development should avoid/minimise harm to local views from surrounding streets, open spaces, and nearby residential areas to ensure they do not harm the local townscape.
- Development should enhance the setting of nearby heritage assets, including the Lime Grove Local Area of Special Character, the Grade II listed New Malden War Memorial, and the locally listed Former Adult Education Centre.
- Proposals should significantly increase urban greening, actively improve and enhance the existing public square (St. George's Square) and wider public realm,



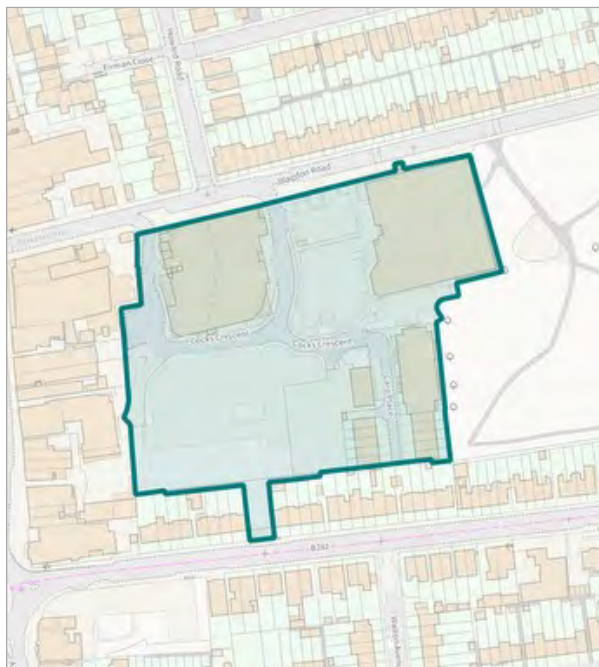
and create improved pedestrian routes connecting the High Street, the station, and surrounding neighbourhoods. Public realm proposals should specifically address microclimate and wind issues from taller structures.

- Development should capitalise on the proximity to the station, enhance the overall sense of arrival, and significantly improve active travel access around the station area.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should seek to reduce the level of hardstanding and incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.



NOM02: Cocks Crescent, New Malden

New Malden Village Ward



Site allocation

Suitable for local community facilities (Class F2), residential uses (Class C3), and commercial, business and service uses (Class E).

- **Number of additional homes:** 255
- **Class E floorspace:** 1,605 sqm (GIA)
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** New & Old Malden

- **Character Area:** Transform
- **Site area:** 2.37 ha
- **Current uses:** car park, residential, and leisure centre
- **Ownership:** Public and private
- **PTAL:** 3-4 | Rail Access: Within 800m of New Malden station

The substantial 2.37-hectare site is located centrally within New Malden town centre, situated directly behind the High Street and adjacent to the Blagdon Road Open Space. It currently comprises a mix of uses including the Malden Centre (a community leisure centre), a multi-storey car park, surface parking, residential properties, and commercial units. The site features mature trees protected by Tree Preservation Orders (TPOs).

The site is nestled among lower-scale residential developments to the north and south, and sits within the setting of the locally listed Former Police Station at 184 High Street.

To guide the future growth of this site, the Council has adopted a comprehensive masterplan for the site in 2017 (the Cocks Crescent Masterplan SPD).

Planning considerations

- New Malden Town Centre area (KE7)
- Primary Shopping Area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)

- Local Views (KD13)
- BAP habitats (KN3)
- Deficiency in access to nature (KN3)
- Cocks Crescent Masterplan SPD

Site-specific requirements

- Affordable housing 50% (KH2)
- Biodiversity Net Gain 20% (KN3)
- Permanent traveller pitch provision (KH8)

Development guidelines

The vision for this site allocation is to deliver a comprehensive mixed-use town centre regeneration that seamlessly integrates a modern leisure centre with new developments, and provides enhanced public spaces.

- Development should be delivered as part of a comprehensive proposal (consistent with the Council's Cocks Crescent masterplan SPD). A central priority for this regeneration is to deliver a modern Council-owned community sport (which will replace the existing leisure centre) and wellbeing hub, alongside a permanent, flexible new public town square capable of hosting community events and markets.
- Building heights should provide appropriate transitioning to the surrounding context, responding sensitively to the lower-scale residential



areas to the north and south. There is potential for modest scale Tall Buildings towards the south of the town centre within the Cocks Crescent area.

- Local views should be carefully considered; development should avoid/minimise harm to local views from surrounding streets, open spaces, and nearby residential areas to ensure they do not harm the local townscape.
- Development should enhance the setting of nearby heritage assets, including the locally listed Former Police Station at 184 High Street. Proposals should reflect the identity of the local character and history, ensuring that High Street frontages remain active.
- Development should significantly improve its relationship with both the adjacent Blagdon Road open space and Sungate House. Furthermore, proposals should retain the line of mature trees parallel to Burlington Road, and improve access to the open space.
- Development should significantly enhance pedestrian and cyclist connectivity across the site by enhancing through routes (both north-south and east-west), and delivering new, secure access routes connecting the High Street, the Blagdon Road Open Space, and Burlington Road.
- To foster a safe and secure environment,

development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.

- Proposals should seek to reduce the level of hardstanding and incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.
- Provision for permanent Gypsy and Traveller pitches should be sustainably integrated into the scheme, informed by direct consultation with local communities and stakeholder groups.



NOM03: Hays House (40-50 Coombe Road), New Malden

Coombe Vale Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 75
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** New & Old Malden
- **Character Area:** Enhance / Conserve
- **Site area:** 0.37 ha
- **Current uses:** Office building
- **Ownership:** Private
- **PTAL:** 3 | Rail Access: Within 800m of New Malden station

The 0.37-hectare site is located in the New Malden neighbourhood, close to the local shopping areas, and is currently occupied by an office building (Hays House) on Coombe Road. The site connects to the Borough's Strategic Cycling and Walking Networks.

The site occupies a sensitive heritage location, as it is situated within the Lime Grove Local Area of Special Character and sits in proximity to a Conservation Area.

Planning considerations

- Local Area of Special Character (KD11)
- Within the setting of heritage assets (KD11)
- Local Views (KD13)
- New Malden Town Centre area (KE7)
- Deficiency in access to POS (KN2)

Development guidelines

The vision for this site allocation is to deliver a residential-led development.

- Building heights may accommodate mid-rise development providing increased density at a human scale. Massing should provide a sensitive transition in scale to respect the surrounding context, stepping down towards adjacent lower-scale residential areas to ensure it does not impact adversely on the amenity of existing residents.

- Local views should be carefully considered; development should avoid/minimise harm to local views from surrounding streets, open spaces, and nearby residential areas to ensure they do not harm the local townscape.
- Development should enhance the setting of nearby heritage assets, specifically the Lime Grove Local Area of Special Character and the nearby Conservation Area. Proposals should reflect the identity of the local character and history.
- To improve the streetscape and pedestrian environment, proposals should remove the formal land parking and informal off-street parking on Coombe Road, while actively seeking to retain and enhance street greening.
- Proposals should seek to incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.
- Development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.



NOM4: Burlington Retail Park, Burlington Road

New Malden Village Ward



Site allocation

Suitable for commercial, business and service uses (Class E), and residential uses (Class C3).

- **Number of additional homes:** 205
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** New & Old Malden
- **Character Area:** Transform
- **Site area:** 1.24 ha

- **Current uses:** Retail and warehousing
- **Ownership:** Private
- **PTAL:** 2-3 | Rail Access: Within 800m of Motspur Park station

The 1.24-hectare site comprises the Burlington Retail Park, featuring retail warehousing and stores. The site is situated between Burlington Road to the north and Albert Road to the west, with its southern and eastern boundaries prominently bordered by the A3 dual carriageway (Malden Way). The surrounding area is predominantly residential to the north and west.

While the site itself is heavily developed, it sits close to the Beverley Brook corridor and Site of Importance for Nature Conservation.

Burlington retail park spans the administrative boundaries of Kingston and Merton Councils, with the eastern portion falling under the authority of Merton Council.

Planning considerations

- Flood Zones 2 (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Local Views (KD13)
- Deficiency in access to nature (KN3)

Development guidelines

The vision for this site allocation is to deliver a comprehensive mixed-use development

integrating modern commercial floorspace with new homes.

- Building heights may accommodate modest scale Tall Buildings on the site of the retail sheds on Burlington Road. Any proposals should be considered in the context of the adjacent land to the east in Merton, and respond sensitively to the predominantly residential context to the north and west of the site.
- Local views should be carefully considered; development should avoid/minimise harm to local views from surrounding streets, open spaces, and nearby residential areas to ensure they do not harm the local townscape.
- Proposals should reestablish a residential street on Albert Road, with active frontage and height at a human scale. Furthermore, development should retain and actively enhance street greening on both Burlington Road and Albert Road.
- As the site is prominently bordered by the A3 dual carriageway, development should effectively mitigate environmental constraints, notably significant noise and air quality impacts, to ensure a high-quality, comfortable living environment for future residents.



Site Allocations

- Proposals should actively protect the adjacent Beverley Brook SINC and green corridor, ensuring that construction and operation do not negatively impact the nearby habitats and species through noise or vibration.
- The site lacks clear existing drainage measures; proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience against future flood risks.
- To foster a safe and secure environment, development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets. Furthermore, development should incorporate a mix of uses at the ground floor level to ensure surrounding streets are activated and overlooked.



NOM05: Former Worcester Park Tavern

Old Malden Ward



Site allocation

Suitable for care homes (Class C2), and residential uses (Class C3).

- **Number of additional homes:** 45 (or the equivalent number of bedspaces)
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** New & Old Malden
- **Character Area:** Transform

- **Site area:** 0.24 ha
- **Current uses:** Vacant/derelict pub
- **Ownership:** Private
- **PTAL:** 3 | Rail Access: Within 400m of Worcester Park station

The 0.24-hectare site is located at Park Terrace, Malden Road, and is currently occupied by a vacant and long-derelict pub (the Former Worcester Park Tavern). The site is bounded by Hook Rise South and the A3 corridor to the north and east, a railway line to the south, and directly borders existing residential and commercial developments.

Planning considerations

- Flood Zones 2 (KC3)
- Local Views (KD13)
- Deficiency in access to nature (KN3)

Development guidelines

The vision for this site allocation is to revitalise this long-derelict gateway site to deliver a landscaped, high-quality care home or residential scheme that responds to its context.

- Building heights may accommodate mid-rise development providing increased density at a human scale. Massing should provide a sensitive transition in scale to respect the surrounding context, stepping

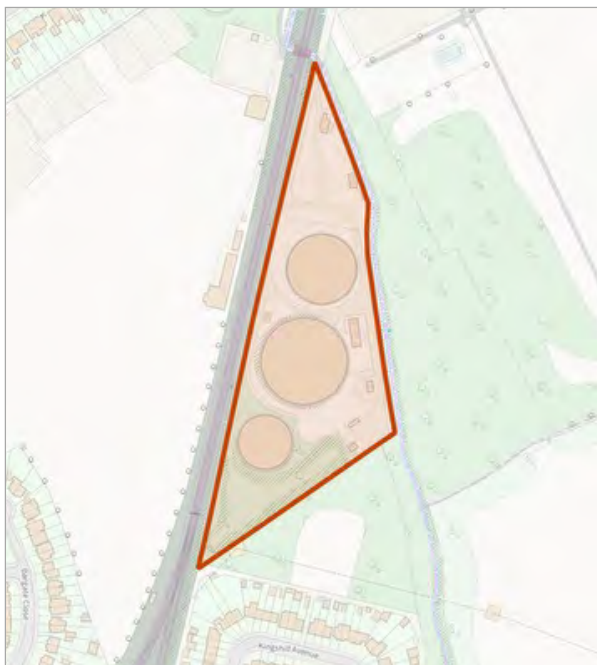
down towards adjacent lower-scale residential areas and ensuring a sensitive transition to the nearby preschool and ensure it does not impact adversely on the amenity of existing residents and users.

- Local views should be carefully considered; development should avoid/minimise harm to local views from surrounding streets, open spaces, and nearby residential areas to ensure they do not harm the local townscape.
- As the site is bordered by the A3 corridor and in close proximity to a railway line, development should effectively mitigate local environmental constraints, notably noise and air quality impacts, to ensure a high-quality, comfortable living environment for future residents.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.



NOM06: Gasholder, West Barnes Lane, Motspur Park

Motspur Park and Old Malden East Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 440
- **Local Plan timescale:** Within years 1-5

Site context

- **Neighbourhood:** New & Old Malden
- **Character Area:** Transform
- **Site area:** 2.22 ha
- **Current uses:** Redundant gasholders and

associated hardstanding

- **Ownership:** Private
- **PTAL:** 0-2 | Rail Access: Within 800m of Motspur Park station

The 2.22-hectare site is located on West Barnes Lane in the New and Old Malden neighbourhood (Motspur Park). It currently comprises redundant industrial gasholder structures and associated hardstanding. It is bounded by Fulham FC Training Ground and Sir Joseph Hood Memorial Fields to the west, with residential streets to the south and north.

The site occupies a highly sensitive ecological location; its southern portion is designated as a Site of Importance for Nature Conservation and borders a Local Nature Reserve, alongside the Beverley Brook corridor.

Planning considerations

- De-designation from MOL
- Flood Zones 2 (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Archaeological Priority Area T2 (KD12)
- Local Views (KD13)
- Borough SINC, Beverley Brook (KN3)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)
- Permanent traveller pitch provision (KH8)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to deliver a landscape-led residential development that replaces the industrial gasholder structures, establishes a naturalised edge to the Beverley Brook, and transitions sensitively to the surrounding open spaces.

- Building heights may accommodate high-density development. As identified in the Building Heights Study, there is potential to replace the existing gasholders with Tall Buildings or Very Tall Buildings.
- Building heights should step down towards the lower-scale residential areas to the north and ensure a sensitive transition to the residential areas to the south of the site.
- Local views should be carefully considered; development should avoid/minimise harm to local views from surrounding streets, open spaces, and nearby residential areas to ensure they do not harm the local townscape. Development should present a dynamic expression on the skyline with clear sky views between buildings and a



- variation in height of any taller elements.
- Prior to their removal, the comprehensive recording of the historic gasholders should take place, following Historic England guidance. Furthermore, the design should actively build on and retain links to the site's industrial heritage.
- Proposals should deliver new public open space to serve the community, and establish a naturalised edge to the Beverley Brook. Development should conserve and enhance the adjacent SINC and Local Nature Reserve, and actively improve connections to the SINC and local allotments.
- Development should improve pedestrian connections to Kingshill Avenue, enhance overall site access and integration with surrounding neighbourhoods, and deliver enhancements to walking and cycling routes to Motspur Park Railway Station (including lighting, crossings, and wayfinding). Proposals should actively support reduced car dependency through appropriate parking provision, car clubs, and thoughtful site design.
- To foster a safe and secure environment, development should incorporate public realm improvements and improve and deliver safe and overlooked routes into and through the site, with residential uses positioned on higher floors to maximise natural surveillance.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local water quality, and enhance overall climate resilience against future flood risks.
- Provision for permanent Gypsy and Traveller pitches should be sustainably integrated into the scheme, informed by direct consultation with local communities and stakeholder groups.



NOM07: Land at Hogsmill Sewage Treatment Works, Site 1

Norbiton Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 200
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** New & Old Malden
- **Character Area:** Conserve area
- **Site area:** 4.00 ha
- **Current uses:** Redundant area of sewage

treatment works

- **Ownership:** Private
- **PTAL:** 1-2

The 4.00-hectare site currently consists of a redundant area of the Hogsmill Sewage Treatment Works and associated infrastructure. The site is bordered by the active sewage treatment facilities to the south, a waterbody and the Hogsmill River to the south, and residential properties to the north and east.

The site occupies a highly sensitive ecological location. It sits directly adjacent to the Hogsmill Chalk Stream, and a Site of Importance for Nature Conservation.

Due to its history and proximity to the active treatment works, the site presents a high risk of land contamination.

Planning considerations

- De-designation from MOL
- Flood Zones 2 & 3 (KC3)
- Deficiency in access to POS (KN2)
- BAP habitats (KN3)
- Archaeological Priority Area T3 (KD12)

Site-specific requirements

- Affordable housing 50% (KH2)
- Permanent traveller pitch provision (KH8)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to deliver a landscape-led residential development that preserves the Hogsmill River ecological corridor, and enhances public access to open spaces.

- Building heights should respond sensitively and ensure a transition to the low-rise residential context to the north and east.
- Development should significantly improve the local landscape, while delivering new public open spaces and enhancing overall public access. Proposals should preserve and contribute to the ecological restoration and naturalisation of the Hogsmill River corridor.
- Proposals should significantly improve walking and cycling connections to Kingston Road. Development should enhance overall site access and integration with surrounding neighbourhoods, improve accessibility to bus stops, and consider opportunities for enhanced or extended bus provision.
- Proposals should carefully mitigate local environmental constraints from the adjacent sewage treatment works, including significant air quality impacts.
- Proposals should be sensitively designed to ensure the preservation of local nature



assets, carefully managing demolition and construction impacts so the development does not compromise the adjacent Hogsmill Chalk Stream, SINC, Local Nature Reserve and Priority Habitats.

- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, ensure construction and operation do not negatively impact the water quality of the adjacent Hogsmill River, and enhance overall climate resilience against future flood risks.
- Provision for permanent Gypsy and Traveller pitches should be sustainably integrated into the scheme, informed by direct consultation with local communities and stakeholder groups.



Site Allocations

NOM08: Kingston University, Tolworth Court

King George's and Sunray Ward & Old Malden Ward



Site allocation

Suitable for outdoor sport or recreation facilities (Class F2(c)).

- **Local Plan timescale:** Within years 1-15/+

Site context

- **Neighbourhood:** New & Old Malden
- **Character Area:** Minor Enhance
- **Site area:** 21.19 ha
- **Current uses:** University sports ground

- **Ownership:** Educational
- **PTAL:** 0-2 | Rail Access: Within 400m-800m of Tolworth station

The substantial 21.19-hectare site is located to the north of Worcester Park Road. The land currently functions as an extensive Kingston University sports ground, and playing fields. It is bordered by the Hogsmill River to the south, the Tolworth railway line to the north, and the Surbiton Town Sports Club to the east, alongside a mix of woodland and allotments.

The entire site is safeguarded as Metropolitan Open Land.

The site occupies a highly sensitive ecological and landscape context. It sits directly adjacent to the Hogsmill Local Nature Reserve, and a Site of Importance for Nature Conservation.

Planning considerations

- Flood Zones 2 & 3, 3b (KC3)
- Archaeological Priority Area T2 (KD12)
- BAP habitats (KN3)
- Sports playing pitches (KS6)
- Deficiency in access to POS (KN2)

Metropolitan Open Land (KN9)

Site-specific requirements

- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to support the continued use and enhancement of the site for outdoor sports, recreation, and playing pitches while enhancing the adjacent Hogsmill Local Nature Reserve and ecological habitats.

- Any ancillary structures and developments (for outdoor sport or recreation facilities) should be sensitive to the existing open, greenfield landscape and respect the Metropolitan Open Land designation.
- Development should preserve and enhance the highly sensitive ecological context and be carefully managed to avoid compromising the adjacent Local Nature Reserve, SINC, or Priority Habitats.
- Proposals should actively seek to improve pedestrian and cyclist accessibility, capitalising on the site's connection to the Strategic Cycling and Walking Networks to encourage sustainable travel to Tolworth Railway Station.



SOB01: Signal Park, 1 Hook Rise South, Tolworth

King George's and Sunray Ward



Site allocation

Suitable for residential uses (Class C3).

- Number of additional homes: 965
- Local Plan timescale: Within years 1-10

Site context

- Neighbourhood: South of the Borough
- Character Area: Transform
- Site area: 3.99 ha

- Current uses: Residential housing estate and hardstanding
- Ownership: Private
- PTAL: 1-3 | Rail Access: Within 400m of Tolworth station

The substantial 3.99-hectare site is located in Tolworth town centre, bounded by Hook Rise South and the A3 corridor to the north and east, and a railway line to the south. It comprises a residential housing development (known as the "Signal Park" development) and large areas of hardstanding, having formerly been occupied by government offices.

Phase One: Completed in early 2024, delivered 211 affordable and shared ownership 1, 2, and 3-bedroom apartments.

Phase Two: Approved by the Council in April 2026, granting detailed permission for 336 homes (in blocks up to 16 storeys) and outline permission for up to 629 more, alongside retail, commercial, and community spaces (24/02849/OUT).

Planning considerations

- Tolworth Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Biodiversity Net Gain 20% (KN3)
- Permanent traveller pitch provision (KH8)

Development guidelines

The vision for this site allocation is to complete the comprehensive development of this major brownfield site to create a landscape-led, high-density, residential-led neighbourhood with enhanced public spaces.

- Building heights may accommodate high-density compact development. There is potential for Tall Buildings and Very Tall Buildings, with building heights stepping up to a high point to the south-west of the Tolworth roundabout.
- Proposals should provide a strong synergy with the building heights in the adjacent development schemes (SOB02) and (SOB05). Development should avoid creating a wall of development along the A3 to the north or railway line.
- Development should enhance permeability and legible connections towards Tolworth Station, the Tolworth roundabout and Tolworth Broadway.
- Local views should be carefully considered; development should avoid/minimise harm to local views from Tolworth Broadway,



Site Allocations

the A3, Kingston Road (A240), and King George's Recreation Ground.

- Proposals should mitigate the significant noise and air quality impacts from the adjacent A3 Kingston Bypass, the railway line, and industrial uses south of the tracks, through innovative design, careful building orientation, advanced acoustic protection and substantial landscape buffers.
- To address the site's constrained pedestrian access, development should actively improve the Hook Rise South environment for active travel, and deliver enhanced permeability and legible connections towards Tolworth Station, the Tolworth roundabout, and Tolworth Broadway.
- Proposals should actively increase green cover in the local area, deliver new public open spaces and tree plantings.
- Development should incorporate public realm improvements and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets and public spaces.
- Provision for permanent Gypsy and Traveller pitches should be sustainably integrated into the scheme, informed by direct consultation with local communities and stakeholder groups.



SOB02: Hollywood Bowl, Kingston Road, Tolworth

King George's and Sunray Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 105
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** South of the Borough
- **Character Area:** Transform
- **Site area:** 0.36 ha
- **Current uses:** Bowling alley
- **Ownership:** Private
- **PTAL:** 3 | Rail Access: Within 400m of Tolworth station

The 0.36-hectare site is located within Tolworth Town centre on Kingston Road, positioned adjacent to the Signal Park development (SOB01) and the railway line. It currently functions as a leisure facility (the Hollywood Bowl ten-pin bowling alley) and associated car parking. The vision for this site allocation is to deliver a high-density, residential-led mixed-use development.

Planning considerations

- Tolworth Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Local Views (KD13)
- Deficiency in access to POS (KN2)

Development guidelines

The vision for this site allocation is to deliver a high-density, residential-led mixed-use development.

- Building heights may accommodate high-density compact development. There is potential for Tall Buildings. Building heights should step down towards any adjacent lower-scale housing.
- Proposals should provide a strong synergy with the building heights in the adjacent Signal Park (SOB01) scheme. Development should avoid creating a wall of development along the A3 to the north.
- Local views should be carefully considered; development should avoid/minimise harm

to local views from Tolworth Broadway, the A3, Kingston Road (A240), and King George's Recreation Ground.

- Development should enhance legible connections towards Tolworth Station, the Tolworth roundabout and Tolworth Broadway.
- Proposals should improve local active travel links, actively seeking to improve the pedestrian experience on Kingston Road and Toby Way.
- Development should mitigate the significant noise and air quality impacts from the adjacent road and railway infrastructure through innovative design, careful building orientation, advanced acoustic protection, and substantial landscape buffers.
- Proposals should actively increase green cover in the local area, deliver new public open spaces and tree plantings.
- Development should incorporate public realm improvements, street greening and active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local water quality, and enhance overall climate resilience.



SOB03: Kingston Business Park, Fullers Way South

Hook and Chessington North Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 55
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** South of the Borough
- **Character Area:** Transform
- **Site area:** 0.36 ha
- **Current uses:** Business park

- **Ownership:** Private

- **PTAL:** 1

The 0.36-hectare site currently functions as a business park containing industrial, storage, and distribution uses. The site is bounded by Fullers Way South and is set within a predominantly suburban context, surrounded by residential dwellings to the east, south, and west. Directly opposite the site to the north is the A3 Kingston Bypass.

The site occupies a sensitive heritage location situated within the setting of the Elmcroft Drive Local Area of Special Character (recognised for its example of inter-war housing development).

Planning considerations

- Deficiency in access to nature (KN3)
- Within the setting of heritage assets (KD11)

Development guidelines

The vision for this site allocation is to deliver a residential development.

- The scale, density, and character of the development should be sympathetic to the surrounding suburban area and provide a sensitive transition that enhances the setting of the adjacent Elmcroft Drive Local Area of Special Character.
- Development should effectively mitigate

the significant noise and air quality impacts from the A3 Kingston Bypass. Development should be set back from the A3, creating a landscape buffer to help mitigate noise and air pollution and improve the outlook for future residents.

- Proposals should actively seek to improve pedestrian and cycle connectivity.
- Proposals should incorporate sustainable urban drainage systems (SuDS) and tree planting to manage surface water runoff, improve local water quality, and enhance overall climate resilience.
- The central area within the site is at high risk of surface water flooding. To manage flood risk, more vulnerable developments should be directed away from northwestern areas of the site. Site access and egress routes should be directed to the southwest of the site towards Tithe Barn Close where there is a lower risk of flooding. Comply with SFRA Level 2 Report mitigation requirement numbers 4.2, 4.3 and 4.5.



SOB04: St Mary's Centre, Church Lane, Chessington

Chessington South and Malden Rushett Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 15
- **Local Plan timescale:** Within years 11-15/+

Site context

- **Neighbourhood:** South of the Borough
- **Character Area:** Minor Enhance
- **Site area:** 0.27 ha
- **Current uses:** Community hall, cafe and

associated parking

- **Ownership:** Private
- **PTAL:** 2 | Rail Access: Within 800m of Chessington North and Chessington South stations

The 0.27-hectare site is located on Church Lane in Chessington. It currently functions as a local community hall (known as St Mary's Centre or St Mary's Hall), and incorporates a cafe alongside associated parking facilities. The site is set within a predominantly low-scale residential context, and it is bordered by the St Mary's Church of England Primary School directly to the north, and local allotments to the west (rear of the community centre).

The site occupies a sensitive heritage location, as it sits within the immediate setting of the Grade II listed Church of St Mary the Virgin, which is located immediately to the south.

Planning considerations

- Low-scale residential areas (KD1)
- Within the setting of heritage assets (KD11)
- Archaeological Priority Area T2 (KD12)

Site-specific requirements

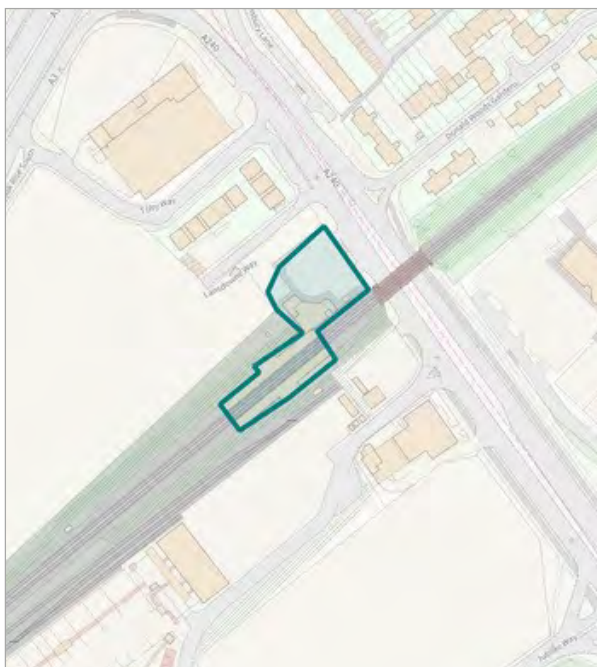
The vision for this site allocation is to deliver a residential development, including reprovision of the community hall facility.

- Building heights, massing, and design should respect the surrounding low-scale historic character of the residential neighbourhood and provide a sensitive transition to its context.
- Development should enhance the setting of the adjacent Grade II listed Church of St Mary the Virgin.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff and enhance overall climate resilience.
- Development should improve active travel links and pedestrian and cycle connectivity to the nearby railway stations and local services.
- Proposals should include the reprovision of the existing community hall facility.
- Development should incorporate public realm improvements and with residential uses positioned to maximise overlooking onto the streets.



SOB05: Tolworth Railway Station, Tolworth

King George's and Sunray Ward



Site allocation

Suitable for railway station facilities (SG), residential uses (Class C3), and commercial, business and service uses (Class E).

- Number of additional homes: 105
- Local Plan timescale: Within years 11-15/+

Site context

- Neighbourhood: South of the Borough
- Character Area: Transform

- Site area: 0.28 ha
- Current uses: Railway station, associated parking, industrial and commercial uses and vacant land
- Ownership: Public
- PTAL: 2-3 | Rail Access: Tolworth station

The 0.28-hectare site is situated on Hook Rise South in Tolworth Town Centre, it comprises Tolworth Railway Station, its related parking facilities, various industrial and commercial operations, and areas of vacant land. The location is bounded to the north by the A240, beyond which lie commercial and residential developments, while the railway line traverses the area from west to east. To the east, the site is bordered by the Signal Park development (SOB01) and the Hollywood Bowl site (SOB02), with industrial properties situated to the west.

Planning considerations

- Tolworth Town Centre area (KE7)
- Potentially suitable for Tall Buildings (KD9)
- Local Views (KD13)
- Deficiency in access to POS (KN2)
- Deficiency in access to nature (KN3)

Site-specific requirements

- Affordable housing 50% (KH2)

Development guidelines

The vision for this site allocation is to support the modernisation of station facilities, delivering an enhanced arrival experience and destination, and integrating new residential and commercial spaces.

- Building heights may accommodate high-density compact development. There is potential for Tall Buildings.
- Local views should be carefully considered; development should avoid/minimise harm to local views from Tolworth Broadway, the A3, Kingston Road (A240), and King George's Recreation Ground.
- Proposals should provide a strong synergy with the building heights in the adjacent Signal Park (SOB01) scheme. Development should avoid creating a wall of development along the A3 to the north.
- To establish a welcoming gateway, proposals should seek to remove the existing station parking to provide a dedicated drop-off and pick-up space and an enhanced arrival experience for station users.
- To address the site's constrained pedestrian access and boost active travel, development should deliver high-quality active travel links to the adjacent Signal



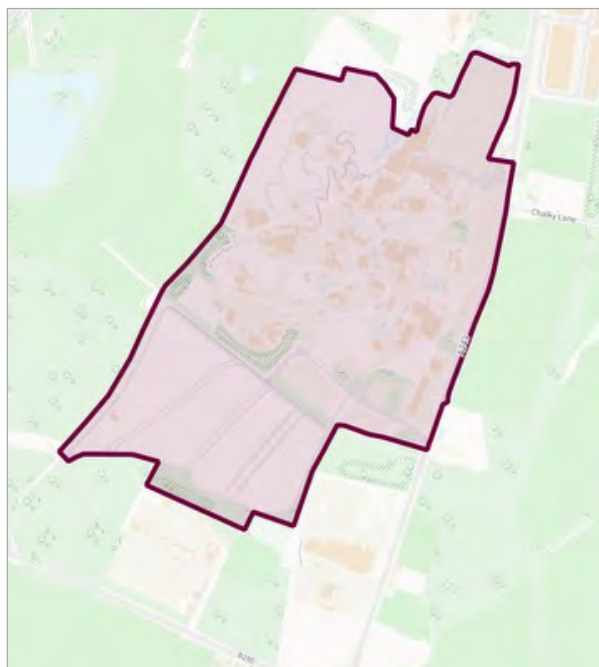
Park development and Tolworth district centre, alongside enhanced permeability and legible connections towards the Tolworth Broadway.

- Development should further enhance the public realm and greening improvements in the area, ensuring that these upgrades are integrated seamlessly into the new station approaches and street frontages.
- Development should mitigate the significant noise and air quality impacts from the adjacent road and railway infrastructure through innovative design, careful building orientation, advanced acoustic protection, and substantial landscape buffers.
- Proposals should actively increase green cover in the local area, deliver new public open spaces and tree plantings.
- Development should incorporate active frontages, with residential uses positioned on higher floors to maximise overlooking onto the streets and station approaches.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience against future overheating and flood risks.



SOB06: Chessington World of Adventures Resort, Chessington

Chessington South and Malden Rushett Ward



Site allocation

Suitable for theme park developments (SG), ancillary uses related to its operation (SG), and visitor accommodations (C1).

- **Local Plan timescale:** 1-15/+

Site context

- **Neighbourhood:** South of the Borough
- **Character Area:** Minor Enhance
- **Site area:** 43.40 ha

- **Current uses:** Theme park and resort
- **Ownership:** Private
- **PTAL:** 0-2 | Rail Access: Within 800m of Chessington South station

The substantial 40-plus hectare site is located in the South of the Borough on Leatherhead Road, Chessington. It is an extensive theme park and resort (the Chessington World of Adventures Resort), comprising rides, attractions, animal enclosures, catering establishments, visitor car parking, and overnight visitor accommodations. The site is bounded by agricultural fields, local woodlands, and suburban residential edges.

Chessington World of Adventures Resort is a strategically important leisure, tourism, and employment destination of Borough-wide and regional significance; it is London's only theme park, generating £79.4m GVA annually and supporting over 1,100 local jobs across full-time, part-time, and seasonal roles.

The site contains a Site of Importance for Nature Conservation, with a Local Nature Reserve located close by. Furthermore, the site contains the locally listed Burnt Stub and a Grade II listed milestone beside the car park, and is located within the setting of the Grade II listed Monks Cottage.

Planning considerations

- De-designation from the Green Belt

- Grade 2 listed, Milestone to the west side of the road beside the CWoAR car park (KD11)
- Locally listed, Burnt Stub CWoAR (KD11)
- Within the setting of heritage assets (KD11)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to support the continued evolution of the theme park, including visitor accommodation, and leisure infrastructure while managing its location within the Green Belt.

- To ensure the holistic and sustainable evolution of the resort, development should be guided by a detailed planning brief or comprehensive masterplan, endorsed by local communities and the Council.
- Development that supports the site's ongoing operational needs as a strategic destination, including new and replacement rides, themed lands, visitor facilities, hotels, and operational infrastructure, should be brought forward in accordance with the detailed planning brief or comprehensive masterplan.
- Development should be landscape-led and



respond sensitively to the site's constraints. Tall buildings should be handled with care to ensure a sensitive architectural transition to its surrounding context and landscape character, including the Green Belt's openness.

- Development should respect its sensitive historic context. It should not adversely impact the setting of the Grade II listed Monks Cottage, and should preserve and enhance the locally listed Burnt Stub and the Grade II listed milestone.
- Proposals should seek to enhance the visual landscape, and deliver significant net gain for local biodiversity. Development should enhance the public realm throughout the resort's expansion.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.
- Proposals should seek to enhance connectivity to Chessington South Station and the Borough's Strategic Cycling and Walking Network to facilitate sustainable active travel.
- Development should mitigate temporary construction impact, including noise, vibration, and dust, to ensure the integrity of the surrounding ecological and heritage assets are not compromised.



SOB07: Green Lane Farm Kennels, Green Lane, Chessington

Chessington South and Malden Rushett Ward



Site allocation

Suitable for residential uses (Class C3).

- **Number of additional homes:** 25
- **Local Plan timescale:** Within years 6-10

Site context

- **Neighbourhood:** South of the Borough
- **Character Area:** Minor Enhance
- **Site area:** 2.56 ha
- **Current uses:** Animal boarding kennels
- **Ownership:** Private

- **PTAL:** 1-2 | Rail Access: Within 800m of Chessington South station

The 2.56-hectare site is located within a low-scale residential area on Green Lane, on the outskirts of Chessington. It currently functions as animal boarding kennels.

The site is bounded by open space to the east, and low-density residential properties to the north, south, and west.

It occupies a sensitive ecological location bordered by an area of woodland priority habitat, and a Site of Importance for Nature Conservation.

Planning considerations

- De-designation from the Green Belt
- Low-scale residential areas (KD1)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)
- Permanent traveller pitch provision (KH8)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

To unlock this site, development proposals should work collaboratively with the landowner of the house currently left out fronting Green Lane to deliver a cohesive, well-integrated street frontage.

- Development should be sensitive to the adjacent open landscapes, respecting the surrounding low-scale residential context.
- Proposals should enhance site access and promote integration with the surrounding neighbourhoods and provide a new public open space to serve the new and existing community.
- Development should actively promote and enhance local biodiversity. Care should be taken to ensure that construction activities do not result in the loss or disturbance of the adjacent woodland priority habitat and SINC through noise and vibration.
- Proposals should encourage sustainable travel, development should improve pedestrian and cycle links to Chessington South Station and nearby services, this includes enhancements to route quality, lighting, and safe crossings.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to mitigate against potential flood risks, overheating, and to enhance overall climate resilience.
- Provision for permanent Gypsy and Traveller pitches should be sustainably integrated into the scheme, informed by direct consultation with local communities and stakeholder groups.



SOB08: Land at Clayton Road, Chessington

Hook and Chessington North Ward



Site allocation

Suitable for residential uses (Class C3).

- Number of additional homes: 1,440
- Local Plan timescale: Within years 1-15/+

Site context

- Neighbourhood: South of the Borough
- Character Area: Transform / Minor Enhance
- Site area: 21.34 ha
- Current uses: Commercial premises

(timber yard, car traders) and open field

- Ownership: Private
- PTAL: 0-1

The substantial 21.34-hectare strategic site is located on the western edge of Chessington. Bounded by the major A3 corridor to the west, Clayton Road to the south, and existing residential areas to the east, it currently comprises a mix of open grassland, broadleaved deciduous woodland, and commercial premises, including a timber yard, car traders, and an equestrian centre.

The site occupies a highly sensitive ecological location, containing mature broadleaved woodland.

The site is situated within the setting of locally listed buildings on Hook Road. Furthermore, the site forms part of Important Views looking westwards across King Edwards Recreation Ground and along Clayton Road towards the open countryside.

Planning considerations

- De-designation from the Green Belt
- Flood Zones 2 (KC3)
- Potentially suitable for Tall Buildings (KD9)
- Local Views (KD13)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)
- Permanent traveller pitch provision (KH8)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to deliver a comprehensive urban extension that integrates seamlessly with its surrounding landscape, providing new homes, community infrastructure, and extensive public open spaces.

- Development should be guided by a site-wide masterplan informed by direct consultation with local communities and stakeholder groups. Proposals should be brought forward in accordance with the site-wide masterplan.
- Building heights may accommodate mid-rise development to provide increased density at a human scale, with potential for modest scale Tall Buildings. Proposals should present a dynamic skyline with clear sky views between buildings.
- Massing and layout should seamlessly transition and knit in with the existing adjacent context, with building heights stepping down towards the lower-scale suburban residential areas to the south and east. Development should avoid creating



Site Allocations

a continuous “wall of development” along the A3 boundary.

- Local views should be carefully considered; development should avoid/minimise harm to local views from King Edwards Recreation Ground, Clayton Road, and surrounding streets.
- Development should be landscape-led and actively enhance local biodiversity, ensuring the existing woodland and mature trees form a core part of the green infrastructure, alongside dedicated habitat creation and continuous wildlife corridors across the site.
- Development should provide high-quality public realms and new public open spaces to serve both the new and existing community.
- Development should respect the local historic context and ensure it enhances the setting of nearby locally listed buildings.
- Proposals should include a mix of housing typologies that respond to local housing needs, including a high proportion of family housing (three or more bedroom dwellings), and permanent traveller pitch provision.
- Development should effectively mitigate the significant noise and air quality impacts from the adjacent A3 Kingston Bypass through innovative design, careful building orientation, advanced acoustic protection,

and substantial landscape buffers.

- Development should provide improved active travel and vehicular routes to the site, actively seek to enhance integration with surrounding neighbourhoods, and improve permeability and connectivity through active and overlooked routes to nearby services and Chessington North Station.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage flood risks, improve local drainage, and enhance overall climate resilience.
- Provision for permanent Gypsy and Traveller pitches should be sustainably integrated into the scheme, informed by direct consultation with local communities and stakeholder groups.



SOB09: Former Chessington Golf Course, Garrison Lane, Chessington

Chessington South and Malden Rushett Ward



Site allocation

Suitable for residential uses (Class C3).

- Number of additional homes: 265
- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: South of the Borough
- Character Area: Transform
- Site area: 10.61 ha
- Current uses: Vacant/derelict golf course

- Ownership: Private
- PTAL: 0-2 | Rail Access: Within 400m of Chessington South station

The substantial 10.61-hectare site is located south of Clayton Road in Chessington. It currently comprises a vacant and derelict golf course.

The site is bounded by residential developments to the north and east, commercial business uses, specifically the Barwell Business Park Strategic Industrial Location, to the west, and open Green Belt land to the south.

The site is situated near the Grade II listed Monks Cottage and the Grade II listed Church of St Mary the Virgin.

Planning considerations

- De-designation from the Green Belt
- Potentially suitable for Tall Buildings (KD9)
- Within the setting of heritage assets (KD11)
- BAP habitats (KN3)
- Deficiency in access to POS (KN2)

Site-specific requirements

- Affordable housing 50% (KH2)
- Permanent traveller pitch provision (KH8)
- Biodiversity Net Gain 20% (KN3)

Development guidelines

The vision for this site allocation is to deliver

a high-quality, comprehensive residential development that reclaims the derelict golf course, integrates extensive green infrastructure,

- Development should be guided by a site-wide masterplan informed by direct consultation with local communities and stakeholder groups. Proposals should be brought forward in accordance with the site-wide masterplan.
- Building heights may accommodate mid-rise development to provide increased density at a human scale, with potential for modest scale Tall Buildings.
- Building heights should step down towards the adjacent lower-scale residential areas and provide a sensitive transition towards the open settlement and countryside edge to the south.
- Local views should be carefully considered; proposals should be designed to protect a clear view to the Surrey Hills from the site and surrounding public vantage points, such as Green Lane.
- Development should be landscape-led and actively enhance local biodiversity, creating habitats and continuous wildlife corridors across the site. Care should be taken to ensure that construction activities do not result in the disturbance of the adjacent



Site Allocations

priority habitats to the south and west through noise and vibration.

- Development should provide high-quality public realms and new public open spaces to serve both the new and existing community.
- Proposals should respect the local historic context and ensure it does not adversely impact the settings of the Grade II listed Monks Cottage or the Grade II listed Church of St Mary the Virgin.
- Proposals should provide a well-landscaped buffer along the boundary with the adjacent Barwell Business Park to protect the residential amenity of future occupants.
- Proposals should include a mix of housing typologies that respond to local housing needs, including a high proportion of family housing (three or more bedroom dwellings), and permanent traveller pitch provision.
- Development should actively enhance site access and integration with surrounding neighbourhoods. This includes delivering active travel access from Green Lane, and enhancements to walking and cycling routes to Chessington South Station, improving lighting, crossings, and route legibility.
- Proposals should incorporate sustainable urban drainage systems (SuDS) and

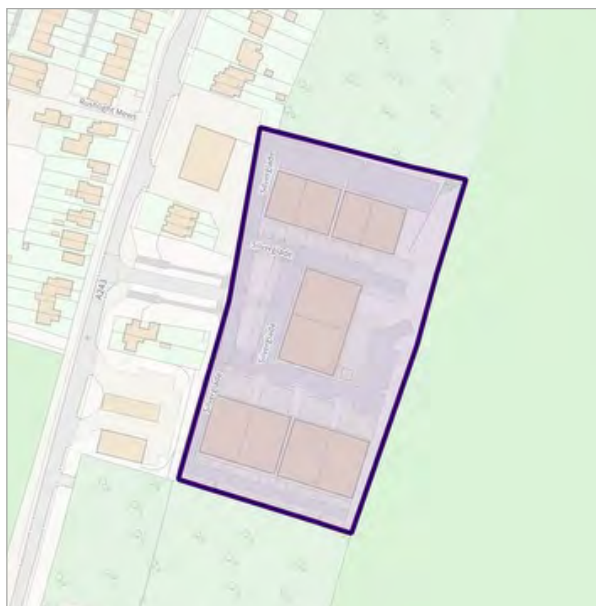
sensitive landscaping to manage surface water runoff, mitigate against potential flood risks, and enhance overall climate resilience.

- Provision for permanent Gypsy and Traveller pitches should be sustainably integrated into the scheme, informed by direct consultation with local communities and stakeholder groups.



SOB10: Silverglade Business Park, Leatherhead Road, Chessington

Chessington South and Malden Rushett Ward



Site allocation

Suitable for industrial uses (Class B), offices and general workspaces (Class E(g)).

- Local Plan timescale: Within years 6-10

Site context

- Neighbourhood: South of the Borough
- Character Area: Transform
- Site area: 1.92 ha
- Current uses: Business park (LSIS)
- Ownership: Private
- PTAL: 1

The 1.92-hectare site is located on Leatherhead Road in Chessington. It is designated as a Locally Significant Industrial Site and operates as a business park.

The site is bordered by agricultural fields and woodlands to the north, east, and south, with residential and commercial developments situated to the west.

It occupies a sensitive ecological location, sitting within close proximity of a Site of Importance for Nature Conservation, a Local Nature Reserve, a National Nature Reserve, and an SSSI.

Planning considerations

- De-designation from the Green Belt
- Locally Significant Industrial Sites (KE6)
- Deficiency in access to POS (KN2)

Development guidelines

The vision for this site allocation is to support the retention and intensification of the existing business park to deliver modern commercial and industrial workspaces to support the local economy.

- Proposals should ensure that the layout, yard space, servicing, and access arrangements meet the practical needs of modern industrial and business uses.
- Development should actively promote and

enhance local biodiversity. Development should incorporate appropriate landscape buffers to protect the adjacent ecologically sensitive habitats, ensuring that intensified commercial operations and construction do not negatively impact the nearby SINC and nature reserves and SSSI.

- Development should provide a sensitive architectural transition to the adjacent open agricultural fields and properties, ensuring the scale and massing of the industrial development does not adversely impact the surrounding landscape.
- Development should provide appropriate noise and air quality mitigations to ensure that intensified industrial activities do not negatively impact the amenity of the residential developments situated to the west.
- Proposals should incorporate sustainable urban drainage systems (SuDS) to manage surface water runoff, improve local drainage, and enhance overall climate resilience.
- Proposals should deliver improvements to pedestrian and cycle connectivity for employees, including safer crossings and upgraded active travel routes along Leatherhead Road.



Appendices

- **Appendix A:** Very Highly Important Views Identified in the 2018 Kingston Views Study
- **Appendix B:** Highly Important Views Identified in the 2018 Kingston Views Study
- **Appendix C:** Important Views Identified in the 2018 Kingston Views Study
- **Appendix D:** Housing Trajectory from 2019/20 to 2040/41
- **Appendix E:** Designated Industrial Sites
- **Appendix F:** Hierarchy of Designated Town Centres
- **Appendix G:** Cycle Parking
- **Appendix H:** Maximum Residential Parking Standards
- **Appendix I:** Maximum Office Parking Standards
- **Appendix J:** Maximum Retail Parking Standards
- **Appendix K:** Hotel and Leisure Use Parking
- **Appendix L:** Non-residential Disabled Persons Parking
- **Appendix M:** Charging Schedules for Development Contributions
- **Appendix N:** London Plan (2021) References Table



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

Views Study Reference	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 southeast 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: Highly Important Views Identified in the 2018 Kingston Views Study

Views Study Reference	Description of the View
3 & 139	View south of Richmond Park
4	Kingston Avenue Gate, All Saints Church Vista – HAMPTON COURT PALACE
4B	Hampton Court Palace 2nd Floor, All Saints Church Vista – HAMPTON COURT PALACE
4C, 5	East Park Entrance, Long Water Vista – HAMPTON COURT PALACE
4D2	Hampton Court Palace 2nd Floor Drawing Room, Long Water Vista – HAMPTON COURT PALACE
4E, 6	Ditton Avenue Gate, Talman Vista – HAMPTON COURT PALACE
4G	Hampton Court Palace 2nd Floor (Room currently closed to Public), Talman Vista – HAMPTON COURT PALACE
51	Kingston Bridge looking south down the River as far as Charter Quay.
51A	Kingston Bridge by 51 looking towards the built up edge of Kingston East.
53	Middle of Kingston Bridge looking as far as All Saints Church
55	Kingston Bridge looking East to RBK and towards All Saints Church.



Views Study Reference	Description of the View
63	Standing in Clarence Street outside the grounds of All Saints Church looking up and as far as All Saints Church's clock tower
86	Ancient Market (High Street entrance) looking towards Market House
86a	Ancient Market looking towards Market House within shop front curtilage
78(i)	Barge Walk within POS directly opposite Riverside and All Saints Church
78 (iiii)	View from landing stage directly opposite The Mill and Kingston College
91	Market Square looking towards All Saints Church
99	Ancient Market (High Street entrance) looking north west to entrance of Thames Street and vice versa (Facing north)
132	Epsom Downs Grandstand Drive. EPSOM
144	West side of the Diana Fountain in Bushy Park and looks east
186	View from Richmond Hill towards Kingston Town Centre.

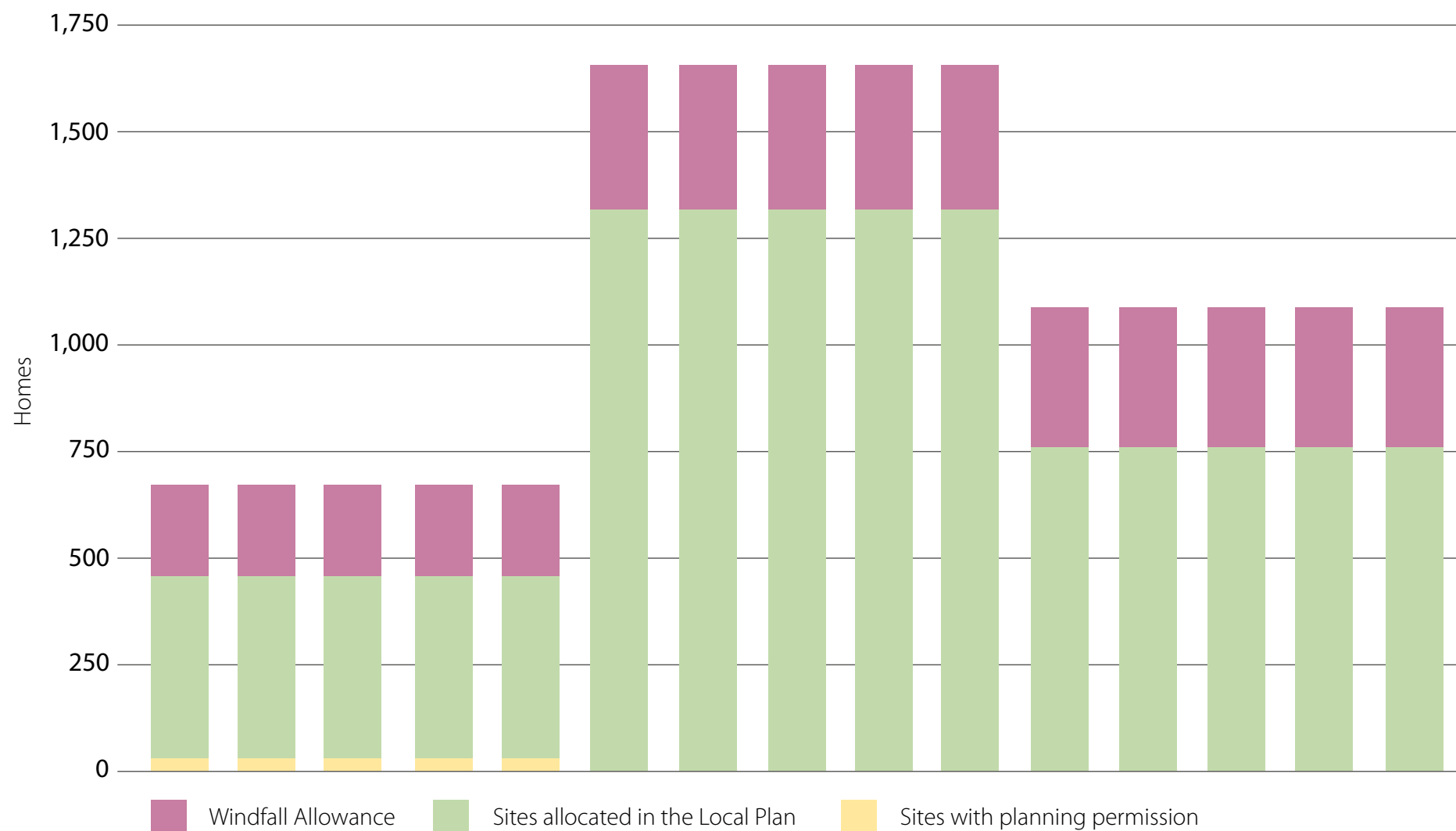
Appendix C: Important Views Identified in the 2018 Kingston Views Study

Important Views are listed in Appendix H of the [Views Study \(2018\)](#)

Important Views are all the remaining views identified in the High Level Appraisal except for Very Highly Important and Highly Important Views. Whilst these views are not 'Very Highly' or 'Highly Important', it is still acknowledged that these views are important in their own right as they have been previously identified as being of value to the borough.



Appendix D: Housing Trajectory which illustrates the expected rate of housing delivery for the period covered by the adopted Local Plan (from 2019/20 to 2042/43)





Appendices

	Years 1 to 5					Years 6 to 10					Years 11 to 15				
Housing delivery component	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	2042/43
Sites with planning permission	25	25	25	25	25	0	0	0	0	0	0	0	0	0	0
Sites allocated in the Local Plan	422	422	422	422	422	1,322	1,322	1,322	1,322	1,322	758	758	758	758	758
Windfall Allowance	225	225	225	225	225	325	325	325	325	325	325	325	325	325	325
Total housing delivery	672	672	672	672	672	1,647	1,647	1,647	1,647	1,647	1,083	1,083	1,083	1,083	1,083
Total housing delivery	3,360					8,235					5,415				
Annualised delivery for period	672					1,647					1,083				



Appendix E: Designated Industrial Sites

Designation	Site
Strategic Industrial Location	Chessington Industrial Estate
Strategic Industrial Location	Barwell Business Park
Locally Significant Industrial Site	Villiers Road
Locally Significant Industrial Site	Cambridge Road / Hampden Road
Locally Significant Industrial Site	Elm Crescent
Locally Significant Industrial Site	St. George's Industrial Estate
Locally Significant Industrial Site	St. John's Industrial Area
Locally Significant Industrial Site	Red Lion Road Business Park
Locally Significant Industrial Site	Silverglade Business Park



Appendix F: Hierarchy of Designated Town Centres

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.	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.	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.	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 / 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 and Villiers Avenue



Appendix G: Cycle Parking

Land use		Long-stay	Short-stay
A1	food retail	1 space per 175 sqm	first 750 sqm: 1 space per 20 sqm thereafter: 1 space per 150 sqm
	non-food retail	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 60 sqm; • thereafter: 1 space per 500 sqm (GEA)
A2-A5	financial / professional services	1 space per 175 sqm (GEA)	1 space per 20 sqm (GEA)
	cafes & restaurants		
	drinking establishments		
	take-aways		
B1	business offices	1 space per 75 sqm (GEA)	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm (GEA)
B1	light industry and research and development	1 space per 250Sqm (GEA)	1 space per 1000 sqm (GEA)
B2-B8	general industrial, storage or distribution	1 space per 500Sqm (GEA)	1 space per 1000 sqm (GEA)
C1	hotels (bars, restaurants, gyms etc open to the public should be considered individually under relevant standards)	1 space per 20 Bedrooms (GEA)	1 space per 50 bedrooms (GEA)
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 bedroom



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 beds
D1	nurseries/schools (primary and secondary)	1 space per 8 staff + 1 space per 8 students	
	universities and colleges	1 space per 4 staff + 1 space per 20 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. library, church, 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
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:			
■ 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 H: 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 I: Maximum Office Parking Standards

Location	Maximum parking provision
Opportunity Areas	Up to 1 space per 600m ² gross internal area (GIA)
Rest of borough	Up to 1 space per 100m ² (GIA)

Appendix J: 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 K: 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 L: Non-residential Disabled Persons Parking

Location	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%

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



Appendix M: Charging Schedules for Development Contributions

The Charging Schedules in this appendix set out the more common formulaic charging approaches stemming from the policies in this Plan. These contributions should not be seen as a substitution for complying with the associated requirements set out in the policies of the adopted Development Plan or relevant planning guidance.

It is not possible to cover the mitigation of every potential planning harm in this Plan, so additional custom contributions may be sought as and when required. However, any contributions sought will be required to meet the requirements regarding financial planning obligations as set out under [Regulation 122 of the Community Infrastructure Levy Regulations 2010 \(as amended\)](#) or those set out in any superseding legislation.

All stated financial values or amounts set out in this Charging Schedule will be subject to two stages of indexation as set out below:

Index: Means the [All Items Group of the Retail Prices Index](#) published by HM Government Office for National Statistics or (if such index shall cease to exist) the index which replaces the same or is the nearest equivalent thereto which shall be determined by the Council.

Indexation (Stage One): Means increased (if applicable) in proportion to movement in the Index between the date of adoption of the Local Plan and the date the deed securing the payment of the relevant contribution is signed.

Indexation (Stage Two): Means increased (if applicable) in proportion to movement in the Index between the date the deed securing the payment of the relevant contribution is signed and the date the relevant contribution is received by the Authority

Indexation (Stage one) will be applied when the agreement is drawn up and will account for inflation between the time when this Plan is adopted and when the agreement is drawn up/signed.

Indexation (Stage two) will be applied when the relevant contribution becomes due and will account for inflation between the time when the agreement is drawn up/signed and when the contribution is paid.

Additionally, Late Payment Interest will usually be charged above the Bank of England base rate on late payment of planning obligations from the date that the payment became due to the date that the payment is fully received.

Management And Monitoring Fee - Planning Deeds

All Planning Deed agreements (such as S106 Agreements and Unilateral Undertakings) will be subject to a management and monitoring fee. This fee will be charged to cover the various costs relating to the management and monitoring of the Deed agreement. This includes, but is not limited to, the following:

- All Database and IT Data Systems relevant to S106 (such as Exacom, Uniform, DMS) and any other related modules (such as the public-facing module).
- Processing, redacting and uploading the deed to the planning and S106 databases.
- Importing individual clauses to the S106 database for monitoring purposes.
- Monitoring compliance with clauses over the lifetime of a development.
- Generating S106 demand notices, calculating indexation, checking, coding and chasing payments.
- Engaging with stakeholders relevant to clauses (enforcement and allocation), setting up and running robust bid/allocation systems for allocation, spend and monitoring of financial contributions.
- Undertaking formal enforcement where financial and non-financial deed clauses have not been complied with.
- The size of this fee will be linked to the size and complexity of the deed agreement.



Appendices

Public Outdoor Space Contribution (London Plan Policy D6)

This contribution will be calculated as follows:

$$\begin{array}{r} \text{Total Gross Internal Area (GIA) underprovision of communal} \\ \text{and/or private amenity space (m2)} \\ \times \\ \text{GREENSPACE PROVISION RATE} \\ \times \\ \text{Indexation (Stage One)} \\ = \\ \text{Public Outdoor Space Contribution} \end{array}$$

Total GIA Underprovision means the total GIA of private and/or communal space provided below what is required by adopted Policy (in this Plan or elsewhere).

The **Greenspace Provision Rate** consists of a total of the following:

$$\begin{array}{r} \text{Costs of providing this public open space per m2 (£100 per square metre)}^1 \\ \text{PLUS} \\ \text{Maintenance costs per year per m2 for a period not exceeding 20 years}^2 \end{array}$$

Please note that these figures may be updated where required or necessary in a published technical advice note or equivalent.

Public Outdoor Space Contributions will be spent on the provision and/or improvement of public outdoor space within the local area.

Playspace Contribution (Policy KS7)

This contribution will be calculated as follows:

$$\begin{array}{r} \text{Total GIA 'underprovision' of Playspace (in square metres)} \\ \times \\ \text{PLAYSPACE PROVISION RATE} \\ \times \\ \text{Indexation (Stage One)} \\ = \\ \text{Playspace Contribution} \end{array}$$

Total GIA Underprovision means the total GIA of private and/or communal space provided below what is required by adopted Policy (in this Plan or elsewhere).

The **Playspace Provision Rate** consists of the following:

$$\begin{array}{r} \text{Costs of providing this Playspace (£250 per square metre)}^3 \\ \text{PLUS} \\ \text{Maintenance costs per year per square metre for a} \\ \text{period not exceeding 20 years}^4 \end{array}$$

Playspace Contributions will be spent on the provision and/or improvement of public playspaces within the local area.

Please note that these figures may be updated where required or necessary in a published technical advice note or equivalent.

¹ Derived from the most up to date Spon's External Works and Landscape Price Book (or equivalent if replaced)
² Derived from the unit rates of the most up to date Greenspace Grounds Maintenance Contract (or equivalent if replaced)
³ Derived from the most up to date Spon's External Works and Landscape Price Book (or equivalent if replaced)
⁴ Derived from the unit rates of the most up to date Greenspace Grounds Maintenance Contract (or equivalent if replaced)



Urban Greening Factor Contribution (Policy KN4)

This contribution will be calculated as follows:

$$\begin{aligned}
 & \text{(Target Urban Greening Factor MINUS Urban} \\
 & \text{Greening Factor to be achieved by development)} \\
 & \quad \times \\
 & \quad \text{Total Area of site (m2)} \\
 & \quad \times \\
 & \quad \text{BIODIVERSITY ENHANCEMENT RATE} \\
 & \quad \times \\
 & \quad \text{Indexation (Stage One)} \\
 & \quad = \\
 & \text{Urban Greening Factor Contribution}
 \end{aligned}$$

The Target Urban Greening factor means the Urban Greening Factor required to be met by the development as set out within the adopted Policy (in this Plan or elsewhere).

The **Biodiversity Enhancement Rate** consists of a total of the following:

$$\begin{aligned}
 & \text{Cost of providing Biodiversity Enhancements per m2} \\
 & \quad \text{ (£100 per square metre)⁵⁶$$

The Urban Greening Factor Contribution will be spent on biodiversity, greenspace and vegetation improvements within the local area.

Please note that the figures above may be updated where required or necessary in a published technical advice note or equivalent.

Local Employment and Training Contribution (Policy KE2 part C)

This below sets out the general methodology to be used when calculating this contribution:

$$\begin{aligned}
 & \text{Projected loss of full-time equivalent (FTE) workers resulting} \\
 & \quad \text{from the loss of employment floorspace⁷⁸$$

The **Local Employment and Training Contribution** will be paid to support the delivery of the Council's Skills and Employment Action Plan (and/or any such document which replaces or supersedes this).

Please note that the figures above may be updated where required or necessary in a published technical advice note or equivalent.

Skills and Employment Plan Contribution (Policy KE4)

This contribution will be calculated as follows:

$$\text{£2,500 per £1,000,000 of total construction costs⁹$$

The Skills and Employment Contribution will be paid to support the delivery of the Kingston Skills and Employment Action Plan (and/or any such document which replaces or supersedes this).

Please note that these figures may be updated where required or necessary in a published technical advice note or equivalent.

⁵ Derived from the most up to date Spon's External Works and Landscape Price Book (or equivalent if replaced)

⁶ Derived from the unit rates of the most up to date Greenspace Grounds Maintenance Contract (or equivalent if replaced)

⁷ Calculated using [Employment Density Guide, 3rd Edition](#) (or any study which replaces this)

⁸ Based upon industry figures from UKSPF-funded projects, ESF and the Gov's Work and Health Programme, in addition to a 15% management fee to cover administration and coordination costs.

⁹ Contribution benchmarked against comparable Policy figures with construction cost based off CITB standards (10 jobs per £10 million construction costs)



Off-site Cycle Parking Contribution (Policy KT2)

This contribution will be calculated as follows:

$$\begin{array}{r} \text{Number of Cycle Spaces being provided below that are required} \\ \text{by adopted Policy} \\ \times \\ \text{CYCLE SPACE PROVISION RATE} \\ \times \\ \text{Indexation (Stage One)} \\ = \\ \text{Off-site Cycle Parking Contribution} \end{array}$$

The **Cycle Space Provision Rate** consists of a total of the following:

$$\begin{array}{r} \text{Standard cost of materials and installation for a standard secure and covered} \\ \text{cycle storage space on the public highway (£4,000 per space)}^{10} \\ \text{PLUS} \\ \text{Costs of materials for maintenance and repair of each cycle storage} \\ \text{space over its lifetime (£150 per space)} \\ \text{PLUS} \\ \text{Costs of amendments to the associated Traffic} \\ \text{Management Order(s) (£1,200)}^{11} \\ \text{PLUS} \\ \text{Staffing Costs (£1,200 per space)}^{12} \end{array}$$

Please note that these figures may be updated where required or necessary in a published technical advice note or equivalent.

¹⁰ Derived from standard contractor costs of materials and installation for a standard issue (secure and covered) cycle space on the public highway

¹¹ Based on up to date RBK Costs of administering and publishing TMO notices

¹² Derived from RBK Staffing Costs associated with the procurement, installation, maintenance and repair of cycle parking over their lifetime.



Travel Plan Monitoring Fee (Policy KT2)

All Planning Deed agreements (eg S106s, UU's etc) requiring a Travel Plan (Statement or Full) which meet the thresholds below will be charged a Travel Plan Monitoring Fee as set out in the table below. This fee will be charged to cover the various costs relating to the management and monitoring of the Travel Plan. These include, but are not limited to, the following:

- On-site auditing of cycle parking provision, condition, suitability and usage.
- On-site monitoring of observed transport against the approved Travel Plan.
- Inputting of monitoring information to the highways database.
- Benchmarking of results against the original planning application and seeking Planning/Development Control input as necessary.
- Preparation of an annual Travel Plan Audit Report. Production of recommendations to encourage progress towards the [Mayor's Transport Strategy](#) goals.
- Other miscellaneous administration tasks (e.g. database management, miscellaneous enquiries).

The Charging Schedule for Travel Plan Monitoring Fees is set out below.

Development	Threshold	Requirement	Monitoring Fee
C3 Residential	10-39 dwellings	Travel Plan Statement	£2,000
C3 Residential	40 or more dwellings	Full Travel Plan	£3,040
All Planning Uses (except C3 and Education uses)	20-49 staff/visitors	Travel Plan Statement	£3,040
All Planning Uses (except C3 and Education uses)	50+ staff/visitors	Full Travel Plan	£4,560
Education Uses, All Schools, Colleges, Universities, Student Accommodation	20+ staff/pupils	Full Travel Plan	£4,560

Please also note that these figures may be updated where required or necessary in a published technical advice note or equivalent.



Appendix N: London Plan (2021) References Table

This table sets out how policies within the Local Plan relate to the policies in the London Plan 2021.

Kingston Local Plan Policy	London Plan 2021 Policy
3. Sustainable Development Strategy	
Kingston Policy K1	GG2 (Making the best use of land) SD1 (Opportunity Areas) SD6 (Town centres and high streets)
Kingston Policy K2	SD1 (Opportunity Areas) SD10 (Strategic areas for regeneration)
Kingston Policy K3	SD1 (Opportunity Areas) SD6 (Town centres)
4. Climate Change	
Kingston Policy KC1	GG6 (Increasing efficiency and resilience) SI2 (Minimising greenhouse gas emissions)
Kingston Policy KC2	SI1 (Improving air quality) D14 (Noise)
Kingston Policy KC3	SI12 (Flood risk management)
Kingston Policy KC4	SI13 (Sustainable drainage)

Kingston Local Plan Policy	London Plan 2021 Policy
Kingston Policy KC5	SI5 (Water infrastructure)
Kingston Policy KC6	SI4 (Managing heat risk)
Kingston Policy KC7	SI2 (Minimising greenhouse gas emissions)
Kingston Policy KC8	SI3 (Energy infrastructure)
Kingston Policy KC9	SD1 (Opportunity Areas)
Kingston Policy KC10	SI7 (Reducing waste and supporting the circular economy)
Kingston Policy KC11	SI7 (Reducing waste and supporting the circular economy) SI8 (Waste capacity and net waste self-sufficiency)
5. Design and Heritage	
Kingston Policy KD1	D1 (London's form, character and capacity for growth) D3 (Optimising site capacity through the design-led approach) D4 (Delivering good design)
Kingston Policy KD2	D8 (Public realm)



Kingston Local Plan Policy	London Plan 2021 Policy
Kingston Policy KD3	D5 (Inclusive design)
Kingston Policy KD4	D3 (Optimising site capacity through the design-led approach)
Kingston Policy KD5	D10 (Basement development)
Kingston Policy KD6	H2 (Small sites)
Kingston Policy KD7	SD6 (Town centres and high streets)
Kingston Policy KD8	SI6 (Digital connectivity infrastructure)
Kingston Policy KD9	D9 (Tall buildings)
Kingston Policy KD10	SI14 (Waterways - strategic role) SI17 (Protecting and enhancing London's waterways) HC1 (Heritage conservation and growth)
Kingston Policy KD11	HC1 (Heritage conservation and growth) HC2 (World Heritage Sites)
Kingston Policy KD12	HC1 (Heritage conservation and growth)

Kingston Local Plan Policy	London Plan 2021 Policy
Kingston Policy KD13	HC3 (Strategic and Local Views) HC4 (London View Management Framework)
6. Housing	
Kingston Policy KH1	H1 (Increasing housing supply)
Kingston Policy KH2	H4 (Delivering affordable housing) H5 (Threshold approach to applications) H6 (Affordable housing tenure)
Kingston Policy KH3	H10 (Housing size mix)
Kingston Policy KH4	H12 (Supported and specialised accommodation) H13 (Specialist older persons housing)
Kingston Policy KH5	H16 (Large-scale purpose-built shared living)
Kingston Policy KH6	H9 (Ensuring the best use of stock)
Kingston Policy KH7	H2 (Small sites)
Kingston Policy KH8	H14 (Gypsy and traveller accommodation)



Kingston Local Plan Policy	London Plan 2021 Policy
7. Economy and Town Centres	
Kingston Policy KE1	GG5 (Growing a good economy) E1 (Offices) SD6 (Town centres and high streets)
Kingston Policy KE2	E1 (Offices) E2 (Providing suitable business space) E4 (Land for industry, logistics and services)
Kingston Policy KE3	E3 (Affordable workspace)
Kingston Policy KE4	E11 (Skills and opportunities for all)
Kingston Policy KE5	E4 (Land for industry, logistics and services) E5 (Strategic Industrial Locations)
Kingston Policy KE6	E4 (Land for industry, logistics and services) E6 (Locally Significant Industrial Sites)

Kingston Local Plan Policy	London Plan 2021 Policy
Kingston Policy KE7	SD6 (Town centres and high streets) SD7 (Town centres: development principles and Development Plan Documents) SD8 (Town centre network) SD9 (Town centres: Local partnerships and implementation) E9 (Retail, markets and hot food takeaways)
Kingston Policy KE8	E10 (Visitor infrastructure)
Kingston Policy KE9	E10 (Visitor infrastructure) E8 (Sector growth opportunities and clusters)
Kingston Policy KE10	E9 (Retail, markets and hot food takeaways)
Kingston Policy KE11	E9 (Retail, markets and hot food takeaways) SD6 (Town centres and high streets)
Kingston Policy KE12	E4 (Land for industry, logistics and services) T7 (Deliveries, servicing and construction)



Kingston Local Plan Policy	London Plan 2021 Policy
8. Social Infrastructure	
Kingston Policy KS1	S1 (Developing London's social infrastructure)
Kingston Policy KS2	S1 (Developing London's social infrastructure)
Kingston Policy KS3	S2 (Health and social care facilities)
Kingston Policy KS4	S3 (Education and childcare facilities)
Kingston Policy KS5	HC5 (Supporting London's culture and creative industries)
Kingston Policy KS6	S5 (Sports and recreation facilities)
Kingston Policy KS7	S4 (Play and informal recreation)
Kingston Policy KS8	HC7 (Protecting public houses)
9. Natural Environment	
Kingston Policy KN1	G1 (Green infrastructure)
Kingston Policy KN2	G4 (Open space)
Kingston Policy KN3	G6 (Biodiversity and access to nature)

Kingston Local Plan Policy	London Plan 2021 Policy
Kingston Policy KN4	G5 (Urban greening) G7 (Trees and woodlands)
Kingston Policy KN5	G8 (Food growing)
Kingston Policy KN6	G2 (London's Green Belt)
Kingston Policy KN7	SI14 (Waterways - strategic role) SI17 (Protecting and enhancing London's waterways)
Kingston Policy KN8	S7 (Burial space)
Kingston Policy KN9	G3 (Metropolitan Open Land)
10. Transport	
Kingston Policy KT1	T1 (Strategic approach to transport) T3 (Transport capacity, connectivity and safeguarding)
Kingston Policy KT2	T2 (Healthy Streets) T5 (Cycling)
Kingston Policy KT3	T4 (Assessing and mitigating transport impacts)
Kingston Policy KT4	T6 (Car parking)



Kingston Local Plan Policy	London Plan 2021 Policy
Kingston Policy KT5	T7 (Deliveries, servicing and construction)
Kingston Policy KT6	SI15 (Water transport) SI16 (Waterways - use and enjoyment)
11. Implementation & Monitoring	
Kingston Policy KI1	DF1 (Delivery of the Plan and Planning Obligations)
Kingston Policy KI2	GG3 (Creating a healthy city)
Kingston Policy KI3	M1 (Monitoring)

A

Accessibility: The ability of all people, including elderly people, disabled people, and those with young children, to reach, move around and use places and facilities.

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.

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). Affordable housing also complies with one or more of the following definitions:

1. **Affordable housing for rent:** meets all of the following conditions:
 - (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
2. **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these

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sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

3. **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
4. **Other affordable routes to home ownership:** is housing for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value), and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Affordable workspace: The London Plan 2021 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.

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.

Agent of Change principle: The Agent of Change Principle requires the developer of a new project to mitigate any potential nuisance (such as noise)

from existing uses nearby. This ensures that new residents are protected from nuisance, and that existing businesses are protected from subsequent complaints.

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

Air Quality Neutral: An Air Quality Neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the GLA. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.

Air quality positive: Air quality positive approach development seeks to maximise the benefits to local air quality in and around a development site or masterplan area and minimise exposure to existing sources of poor air quality.

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.

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 lifestage.

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 (APA): 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

Article 4 Direction: A Direction under Article 4 of the Town and Country Planning (General Permitted Development) Order 1995, which may be made by a local authority (subject to notifying the Secretary of State) to remove specified permitted development rights from a particular site or for a particular type of development across a locality.

Authority Monitoring Report (AMR): A report prepared by local planning authorities assessing progress with and the effectiveness of a Local Plan.

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 Checklist: A checklist created by the Council which forms part of the validation requirements for a planning application.

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.

Biomass: The total dry organic matter or stored energy of plant matter. As a fuel it includes energy crops and sewage as well as arboricultural forestry and agricultural residues.

Blue space: Areas covered by water including the River Thames and other rivers, canals, reservoirs, lakes and ponds.

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. The aims of BREEAM are to mitigate the life cycle impacts of buildings on the environment; enable buildings to be recognised according to their environmental benefits; provide a credible, environmental label for buildings; and stimulate demand for sustainable buildings, building products and supply chains.

C

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

Car club: 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.

Circular economy: An economic model in which resources are kept in use

at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

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.

Combined Heat and Power: The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.

Commercial use / development / floorspace: Comprises all Class E uses and commercial Sui Generis uses in accordance with the Town and Country Planning (Use Classes) Order and its subsequent amendments.

Communal heating systems: A communal heating system supplies heat to multiple properties from a common heat source. It may range from a district system heating many buildings to a system serving an individual block of flats.

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. These include (but are not limited to):

- Public service, community/youth facilities (e.g. Scouts/Guides) and public/community halls;
- Arts, cultural and leisure facilities (including live music venues);
- Places of worship/religious significance;
- Policing, criminal justice facilities;
- Fire and ambulance services;
- Health, social care and education facilities (including libraries but excluding private care homes);

- Public houses and public toilets;
- Green infrastructure and heritage assets (e.g. public parks, gardens, playing fields and cemeteries);
- Sustainable Transport Facilities (e.g. public cycle lanes/storage facilities);
- Self build community led housing.

Community Infrastructure Levy (CIL): A planning charge for local authorities to help deliver infrastructure to support the development of their area. It came into force through the Community Infrastructure Levy Regulations 2010.

Community engagement: A process that involves communities in deliberation, decision making and practical action. Community engagement can be done using a wide range of methods, and can include both face to face and online engagement.

Comparison goods: Predominantly durable goods and services where customers may wish to compare prices / quality / type of product sold, with other similar products sold in other shops. Comparison goods retail use falls within the Class E use class.

Conservation area: Areas of special architectural or historic interest - the character, appearance or setting of which is desirable to preserve or enhance.

Contaminated land: Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.

Convenience goods: Basic goods or services which people may need on a weekly, if not daily, basis. Convenience goods retailers include grocers and newsagents and fall within A1 Retail use class.

Custom / Self-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that

individual. Self-build projects are defined as those where someone directly organises the design and construction of their own home. This covers a wide range of projects from a traditional DIY self-build home to projects where the self-builder employs someone to build their home for them. Community-led projects can also be defined as self-build. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1 (A1) and (A2) of that Act.

D

Decentralised energy: A range of definitions exists for decentralised energy. In the context of the London Plan, it refers to low- and zero-carbon power and/or heat generated and delivered within London. This includes microgeneration, such as photovoltaics on individual buildings, through to large-scale heat networks

Design and Access Statement: A short report accompanying and supporting a planning application. It provides a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and to demonstrate that it can be adequately accessed by prospective users.

Design review: An independent, expert evaluation of a project, conducted 'in the round' by multi-disciplinary panellists acting as 'critical friends'. The aim is to provide commentary and guidance to help the project maximise its aims, serve its location and the wider community, and add value.

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.

Designated sites: Includes parks, open spaces, green infrastructure, Sites of

Importance for Nature Conservation, and other designations identified within the Borough's Greenspace Strategy 2024-2034.

Designing out crime: Using the design of the built environment to minimise opportunities for criminal and anti-social behaviour, through matters such as provision of appropriate layout, active frontages, suitable lighting etc.

District centre: Service centre - provides convenience goods and services, social infrastructure for local communities, and is accessible by public transport, walking and cycling. Typically, they contain 5,000–50,000 sqm of retail, leisure and service floorspace.

District Heat Network (DHN): A network of pipes carrying hot water or steam, usually underground, that connects heat production equipment with heat customers. They can range from several metres to several kilometres in length.

E

Embodied carbon: The total life cycle carbon / energy / greenhouse gases used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product

Employment Land: Land in use or last used by a trade or business. This includes office, industrial, storage and distribution (warehousing) uses. Retail, food and beverage uses are employers but are usually referred to as town centre uses.

Energy hierarchy: The Mayor's tiered approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is using renewable energy (be green).

Essential infrastructure: Includes essential transport and utility infrastructure (including mass evacuation routes, electricity generating power stations and water treatment works), and wind turbines - as set out in the Technical Guidance to the National Planning Policy Framework.

Evidence base: The information and data gathered by local authorities to inform policy development. It includes a wide range of numerical data and other information, including surveys, studies, discussions and consultations.

F

Family housing: A housing unit that generally has three, four, five, or more bedrooms. For affordable housing, units with two bedrooms may be considered suitable for families, but this will be at the discretion of the council based on need, the council's waiting lists and the size of the unit.

Flood Risk Assessment: An assessment of the likelihood of flooding in an area so that the location and design of development, and mitigation measures can be carefully considered.

Floorspace: The method of assessing the extent of building (or land) occupied by a development use. Gross floorspace includes areas ancillary to the main use. Net floorspace excludes ancillary areas.

Formal Recreation: Includes organised sports, other skill-based activities, clubs, groups, and organisations.

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 corridors: Relatively continuous areas of open space leading through the built environment, which may link to each other and to the Green Belt or Metropolitan Open Land. They often consist of rivers, railway embankments and cuttings, roadside verges, canals, parks, playing fields and extensive areas of private gardens. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green cover: The total area covered by vegetation and water across London. It not only includes publicly accessible and publicly managed vegetated land (i.e. green space) and waterways, but also non-accessible green and blue spaces, as well as privately owned vegetated land including private gardens and agricultural land, and the area of vegetated cover on buildings and in the wider built environment such as green roofs, street trees and rain gardens.

Green Infrastructure: The multifunctional, interdependent network of green and blue spaces which lies within the urban and rural areas of the borough, connecting to the surrounding countryside. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.

Greenfield land or site: Greenfield land is land which has never been previously developed. This could be both within and outside built-up areas.

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

Greenfield run off rates: The runoff (due to rainfall) that would occur from a site in its natural state, prior to any development.

Grey belt land: '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): Health Impact Assessment (HIA) is used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise. HIA should be undertaken as early as possible in the plan making or design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.

(Full) Health Impact Assessment (HIA): Involves a focused investigation on health impacts, including a full analysis of potential health and well-being impacts. This should include quantitative and qualitative evidence. Mitigation and enhancement measures are also recommended.

(Rapid) Health Impact Assessment (HIA): A thorough process. It involves a focused investigation of health impacts. Mitigation and enhancement measures should be recommended.

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. They include both designated heritage assets and those identified by the local authority during the process of plan making.

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.

Historic Environment Record: Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

Highway: An area of land to allow the public to move along a route. Includes the carriageway (for vehicles) and the footway (for pedestrians). The council is the highway authority responsible for maintaining the highway and TfL is responsible for maintaining the A3 and its service roads, underpasses, footbridges, subways and flyovers.

Houses in Multiple Occupation (HMO): HMOs are dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 whereas HMOs for more than six people are Sui Generis.

Housing Mix: The provision of housing, including affordable and market homes of the type, size and tenure needed by residents and in demand in the market.

Housing Need: The future housing needs of a borough in terms of size, type

and affordability of dwellings.

Housing Trajectory: A forecast, usually across ten years, of how many new homes are likely to be built in the borough, taking into account development opportunities and existing planning permissions.

I

Impermeable surface: Mainly artificial structures (such as pavements, roads, driveways, parking areas and rooftops) that are covered by materials impenetrable to water (such as asphalt, concrete, brick and stone).

Inclusive Design: The design of an environment so that it can be accessed and used by as many people as possible, regardless of age, gender and disability.

Infill development: The insertion of one or more new buildings within a continuous street façade or frontage.

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 Local Plan period and how it will be delivered.

Intermediate Housing: Homes for private rent provided at a cost at least 20% below market rents (including service charges where applicable) or low-cost homes for sale as defined in the NPPF, provided to households who meet the council's income thresholds.

L

Land Availability Assessment: Identifies a future supply of land which is

suitable, available and achievable for housing and economic development uses over the plan period.

Lead Local Flood Authority (LLFA): Kingston is the LLFA responsible for managing the risk of flooding from surface water, groundwater, ordinary watercourses, and lead on community recovery. Kingston is responsible for maintaining a register of flood risk assets and those at risk of surface water flooding.

Listed building: A building of special architectural or historic interest included on the statutory list. Listed buildings are graded I, II* or II with grade I being the most important. Listing provides protection for the exterior as well as the interior of a building, and any buildings or permanent structures pre-1948 (e.g. walls) within its curtilage).

Local centre: Small town centre, usually containing convenience goods shops, local service uses, restaurants, cafés and pubs, mainly providing facilities for people living or working nearby. They may include a small supermarket (typically up to around 500 sqm).

Local Development Scheme (LDS): The Council's published timetable for the preparation of Local Development Documents. It sets out a 3-year programme and includes information on consultation dates.

Local distinctiveness: The positive features of a place and its communities which contribute to its special character and sense of place.

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.

Local Nature Reserve (LNR): An area formally designated by local authorities to protect wildlife, geology, or special physical features while providing opportunities for public enjoyment and educational use. This designation is

made in consultation with Natural England (formerly English Nature).

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. As defined by law, the documents that make up the Local Plan, including current core strategies and other planning policies, are described as the Development Plan Documents, adopted under the Planning and Compulsory Purchase Act 2004. These include old policies which have been saved under the 2004 Act.

Locally Significant Industrial Site (LSIS): Boroughs may designate industrial sites as 'Locally Significant' when they lie outside the Strategic Industrial Land (SIL) framework but are shown by robust demand assessments to warrant protection because of their particular importance for local industrial type functions.

London Green Infrastructure Framework: The London Green Infrastructure Framework is a policy framework to promote the design and delivery of multifunctional green infrastructure across London.

Low Emission Zone (LEZ): A charging zone across most of Greater London for vehicles (excluding cars) that do not meet emissions standards.

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).

Masterplan: An overarching planning document and spatial layout which is used to structure land use and development, particularly for large and strategically important developments.

Material consideration: A matter that should be taken into account in deciding a planning application or an appeal against a planning decision.

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: 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.

Microclimate: The distinctive climate of a small-scale area, such as a garden, park, street or part of a city.

Minor development: For housing, development where less than 10 homes will be provided, or the site has an area of less than 0.5 hectares. For non-residential development it means additional floorspace of less than 1,000m², or a site of less than 1 hectare.

N

Natural surveillance: Natural surveillance is an outcome achieved by designing the placement of physical features, activities and people in such a way that maximises visibility of the space and its users. Strategies include designing streets and public spaces to increase pedestrian and bicycle traffic, ensuring potential problem areas, such as pathways, bus stops and ATMs, are well lit, and positioning windows in new buildings to directly overlook pavements and carparks.

Neighbourhood Forum: A community group of residents and/or businesses that has been established to prepare a Neighbourhood Plan for their designated area.

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

O

Off-street parking: Dedicated parking that is provided away from the street, which can include garages, driveways, surface level and multi-storey or basement car parks.

Open space: A broad term covering all types of green and paved outdoor areas, regardless of ownership (public or private) or level of access (unrestricted, limited, or restricted). This includes parks, gardens, civic spaces, playgrounds, sports facilities, amenity areas 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 2015.

Pitch (Gypsy and Traveller): Area accommodating a single household on a gypsy and traveller site, normally accommodating one static and one travelling caravan, utility block and space for parking and ancillary residential uses. The number of permitted caravans may be defined through planning conditions and/or the caravan site licensing.

Planning obligations: Legal agreements between a local planning authority and a developer (also known as "Section 106" agreements), or undertakings

offered unilaterally by a developer ("Unilateral Undertakings"), that ensure that certain extra works related to a development are undertaken and/or appropriate contributions are made. These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

Plot (Travelling Showpeople): Area accommodating a single household on a travelling showpeople site (often called a 'yard'), normally accommodating living accommodation (including one or more caravans) and areas for storage and maintenance of fairground rides and equipment.

Policies map: The adopted 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 Plan, which has site specific policies or proposals, is prepared. It will always reflect the up-to-date planning strategy for the area.

Priority habitat: London's priority habitats are those areas of wildlife habitat which are of most importance in London. Most areas of priority habitat are protected within Sites of importance for Nature Conservation.

Priority species: These are species that are a conservation priority because they are under particular threat, or they are characteristic of a particular region.

Protected Species: Certain plant and animal species protected to various degrees by law, particularly under the Wildlife and Countryside Act, 1981 (as amended).

Public Open Space: Includes areas defined by the London Plan Open Space Hierarchy (District Parks, Local Parks, Open Space, Small Open Spaces, Pocket Parks, and Linear Open Spaces) in addition to allotments protected from development.

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.

Public Transport Accessibility Level (PTAL): A measure of the relative extent and ease of access by public transport, or, where it can reasonably be used as a proxy, as the degree of access to the public transport network. Levels range from 1-6 with 6 being very accessible and 1 indicating poor public transport accessibility.

R

Regeneration: The economic, social and environmental renewal and improvement of a rural or urban area.

Registered Providers: Registered Providers are owners and managers of affordable housing regulated by the Government. Most operate on a not-for-profit basis and use any trading surplus to maintain existing homes and to help finance new ones. Registered Providers can include councils, housing associations, housing trusts and cooperatives, registered charities, and non-profit making provident societies or companies.

Renewable Energy: Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy.

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

Section 106 agreements: These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation

of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

Sense of place: The distinctiveness or unique character of particular localities formed through the relationship between people and spatial settings.

Sequential approach: Planning policies that require particular steps to be taken, or types of location or sites to be considered, in a particular order of preference. For example, retail, commercial and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are or can be well integrated with the existing centre and public transport.

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 housing: This includes housing owned by local authorities and other registered providers for which the rent is set in accordance with the Government’s rent policy for social rent or London Living Rent (as defined in the London Plan). It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with Homes England.

Social infrastructure: Refers to (but is 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.

Specialist housing: Affordable housing, hostels, Houses in Multiple Occupation, housing for those with special needs including elderly people, students, people with learning or physical disabilities, or mental health problems, or other supported accommodation. These fall within the C2 and

C3 Use Classes, or are classified as Sui Generis uses.

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 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.

Sustainable Drainage Systems (SUDs): An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly into drains and sewers.

Sustainable transport modes: Walking, cycling and other non-vehicular means of movement; public transport including rail, underground, buses, coaches, passenger ferry, light rail / tram and licensed cabs; and high occupancy and electric vehicles.

T

Transport Assessment: A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed to deal with the anticipated transport impacts of the development.

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: Describes the act of adding green infrastructure elements due to the morphology and density of the built environment in London, green roofs, street trees, and additional vegetation are the most appropriate elements of green infrastructure in the city.

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.

Urban heat island: The height of buildings and their arrangement means that while more heat is absorbed during the day, it takes longer to escape at night. As a result, the centre of London can be up to 10°C warmer than the rural areas around the city. The temperature difference is usually larger at night than during the day. The urban heat island effect is noticeable during both the summer and winter months.

V

Viability assessment: An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements where relevant to be undertaken in line with the methodology and approach set out in Policy H5 Threshold approach to applications and the Mayor's Affordable Housing and Viability SPG.

Visitor accommodation: Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses,

hostels and campus accommodation, and nonserviced accommodation such as self-catering apart-hotels, caravans and camping.

W

Whole building approach: A way of thinking about building retrofit in a manner that is holistic and risk based, taking into account its inhabitants, history and context. Refer to the [Sustainable Traditional Buildings Alliance](#) for further guidance.

Windfall development: Development that has not been planned for and is not included in the housing trajectory as a housing site.

Z

Zero Emissions: Activity that causes no release of air pollutants and carbon dioxide or other greenhouse gases.

Kingston's Local Plan

Shaping the future together Our vision for Kingston **2028 - 2043**



You can read Kingston's Local Plan and share any final comments on legal compliance and soundness in a number of ways:

- complete the response form on our website: www.kingston.gov.uk/localplan
- email localplan@kingston.gov.uk
- visit any open library in the borough or the Information and Advice Centre, Guildhall 2, High Street, Kingston upon Thames, KT1 1EU to pick up a feedback form and stamped addressed envelope to return your comments
- send your comments to us: Spatial Planning Team, The Royal Borough of Kingston upon Thames, Guildhall 2, High Street, Kingston upon Thames, KT1 1EU
- come and see us at one of our in-person events, more details are on our website: www.kingston.gov.uk/localplan

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

www.kingston.gov.uk/localplan



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