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BENVGPLD: From Strategic Vision to Urban Plan

North Kingston Neighbourhood Planning

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Introduction

This is an evidence-base report which addresses the issues and concerns of the North Kingston Neighbourhood Forum, identifies assets in the area covered by the Forum and translates this into a vision and strategic objectives into a neighbourhood plan aligning the Forum's priorities and needs.

The report includes a brief background of the Neighbourhood Forum and their main concerns regarding the area, the area context which includes population and ethnicity. The relevant policy background, this includes the National Planning Policy Framework (NPPF), the London Plan and Kingston-Upon-Thames local borough plan. The report examines and analyses the North Kingston Neighbourhood area through character area studies, analysing housing demand, industrial needs and the potential of community and green infrastructure implementation. Recommendations will be provided in accordance to the planning policies.

THE KINGSTON NEIGHBOURHOOD FORUM

The forum was created was initiated in summer 2015 by Diane Watling and the committee was established in the same year for multi-purposes, addressing various issues.

"I am involved with the North Kingston Forum because I want to play a much stronger role in guiding the future change that is coming to North Kingston in a sensible and sustainable way. This is after all our home." (Diane)

The Forum shall be to improve the social, economic and environmental well-being of North Kingston by engaging in the planning of the neighbourhood throughout the North Kingston Forum Area as provided for in the Localism Act 2011. The Neighbourhood Plan aims to have more influence over:

- New development design, form and location
- Transport
- Schools
- Green Spaces
- A Community Priority List of Projects with funds from the Community Infrastructure Levy (CIL)

The forum will bring together many key stakeholders including local businesses and residents, councillors and the local authority to consult and shape the Neighbourhood Plan (North Kingston Forum, 2016).

This shows that the Neighbourhood Forum supports new developments, however, they must be sustainable from the construction stage through usage, in addition, green spaces are also important in the area, as well as transport and schools.

Study Area

AREA CONTEXT

The North Kingston neighbourhood area is located in Southwest London. It is located in the Royal Borough of Kingston-Upon-Thames. The borough is divided into four neighbourhoods, each covering different areas of the borough.

The North Kingston neighbourhood is located in Kingston Town which includes the wards; Canbury, Tudor, Grove and Norbiton. The North Kingston neighbourhood forum, however, only encompasses of the Canbury Ward and Tudor Ward.

Area	Population in 2001	Population in 2011	Percentage change in population
Canbury Ward	9,603	12,373	28.8%
Tudor Ward	8,402	9,578	14 %
Total area of neighbourhood	18,005	21,951	21.9%

The table above shows that there has been an increase in the population of in the neighbourhood by 21.9 percent as the population was just 18,005 in the area in 2001, which has increased to 21,951 in 2011. This is mostly due to the increase in the number of flats being developed in Kingston.
The 2011 Census shows that the majority of the population in the Neighbourhood area are aged between ’30 to 44’, which accounts for 27.3% of the total neighbourhood plan area.
The largest ethnic group is ‘White’ which accounts for 80.3% of the neighbourhood plan, followed by ‘Asians/British Asians’, which accounts for 10.6%.

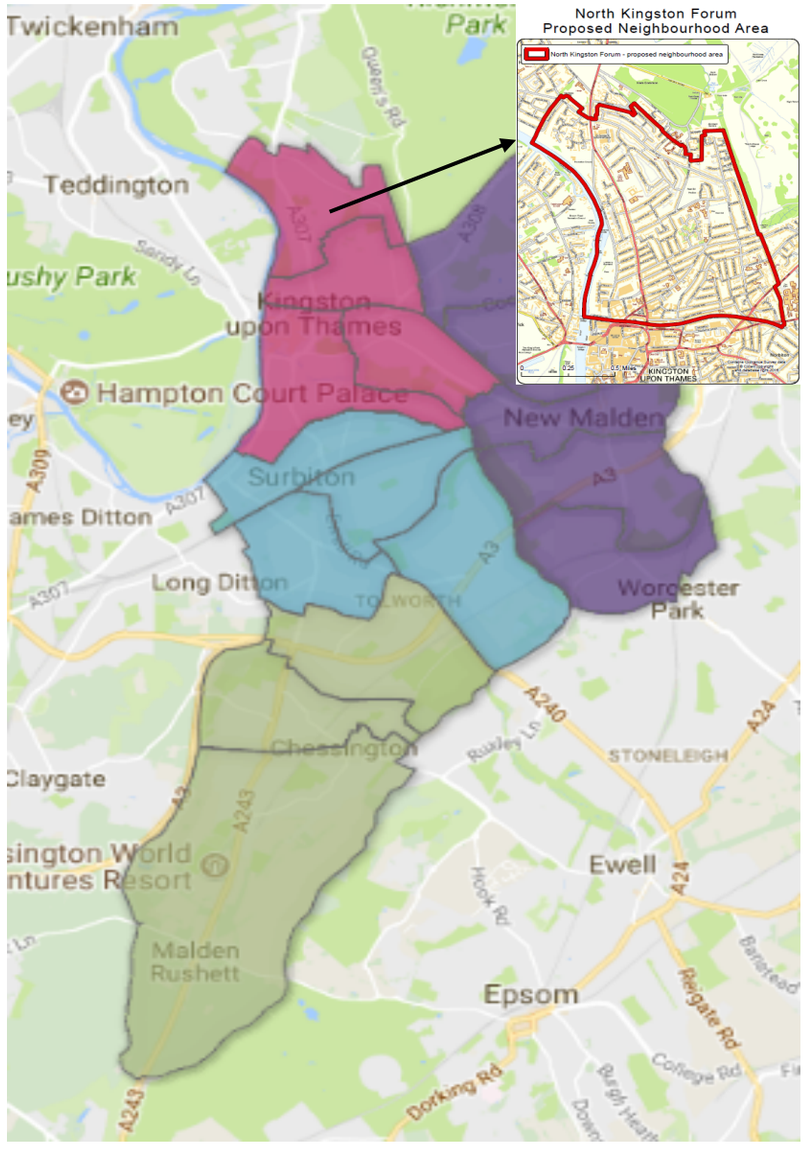


Figure 2: Map of Kingston-Upon-Thames borough divided into the four neighbourhoods in Kingston: Kingston Town (pink), Maldens and Coombe (purple), South of the borough (blue) and Surbiton (green).

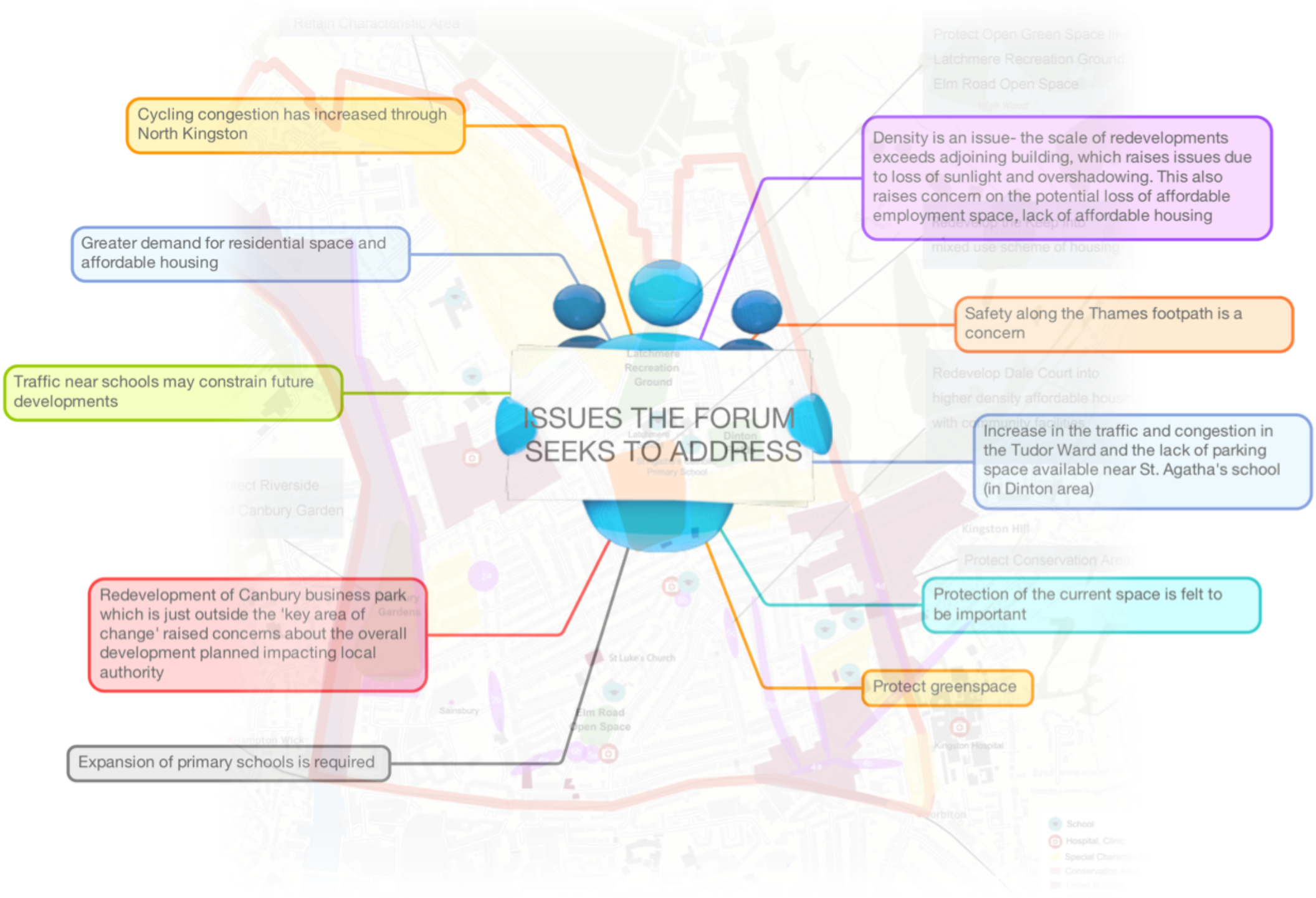
(source: Kingston.gov.uk)

Policy Background

Policy Document	Environment and greenspace	Housing	Transport and traffic congestion	Retail/ commercial space	Economic growth and employment	Education facilities and schools	Heritage and conservation areas
The NPPF 2012 (source: gov.uk)	Identify areas for environmental enhancement. Access to high quality open space.	Boost significantly the supply for housing. Boroughs should set out own approach to housing density to reflect local circumstances. Plan for a mix of housing based on current and future demographic trends.	Encourage solutions in the reduction of greenhouse gas emissions and reduce congestion. Transport system needs to be balanced with sustainable transport needs, giving people choice about how they travel. Plans should protect and exploit opportunities for the use of sustainable transport modes.	Plan for shared space, community facilities like local shops. Encourage economic development where Town Centres are in decline. Promote the retention and development of local services and community facilities.	Planning policies should address potential barriers to economic growth and set clear economic vision and strategies for an area. Support existing business sectors.	Sufficient choice of school places should be available to meet the needs of existing and new communities. Give great weight to the need to create, expand or alter schools to meet needs.	Protect and enhance valued landscapes and geological conservation interests. Conserve and enhance historic environment by putting them to viable uses. Respond to local character and history while not preventing appropriate innovation.
Draft London Plan 2017 (source: London.gov.uk)	P. G1- Prepare green infrastructure strategies that integrate objectives relating to open spaces. Identify opportunities for addressing environmental and social challenges through strategic green infrastructure interventions. P. G4- Local green and open spaces should be protected	P. H1- Increasing housing supply. Kingston has been set a 10 year net housing completion target of 13,640 units, which is an annual average of 1,364 homes. P. H5- Strategic target is for 50 percent of all new homes delivered across London to be affordable	P. T5- Removing barriers to cycling and create healthy environments through supporting the delivery of London-wide network of cycle. P. T6- Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.	P. E2- Provision and protection of a range of low cost B1 business space should be supported of micro to medium-sized firms. P. E3-Affordable workspace should be secured through planning obligations.	P. E11- Development proposals should seek to support employment	P. S3- Ensure there is a sufficient supply of good quality education and childcare facilities to meet the demand Development proposals should locate in areas of identified need with accessible locations and good transport accessibility	P. HC1- Where heritage assets have been identified as being at risk, boroughs should identify specific opportunities for them to contribute to regeneration and place making.
Kingston Local Development Framework 2012 (LDF) (source: Kingston.gov.uk)	Work with partners and landowners to protect and enhance the natural and green environment by enhancing the ecology and quality of open spaces in Canbury Gardens and other recreation grounds and parks.	Seek to meet the needs for affordable housing and work with partners to identify suitable sites.	Promote and enhance sustainable travel options, this includes, for example, improving the local network of pedestrian routes along the Thames riverside and the Royal parks. Continuing to manage on-street parking to prevent commuter parking including on the outskirts of the Town Centre and Norbiton station.	Maintain and enhance facilities and services in the Neighbourhood's Local centre by retaining a suitably sized convenience store on Kings Road so that it continues to trade successfully.	Enhance the economy and employment opportunities by working with partners in order to maximise employment opportunities for those residents who face barriers to employment.	The Council is developing a strategy for the refurbishment, re-organisation and expansion of the school estate. This includes to expand school provision to meet increased demand for school places.	Protect and enhance the features that contribute positively to the character and identity of Kingston Town, for example, the quality of the Thames Riverside, particularly Canbury Gardens.

Relevant policy and guidelines relevant to the North Kingston Neighbourhood area

Needs and Concerns of the Neighbourhood Forum



Vision and Objectives

- **Spatial vision: Promoting a sustainable, prosperous and lively community conserved with local Victorian characteristics**
- This vision will be met through four key objective areas which are;
    1. Green Space and Sustainable Transport Enhancement
    2. Affordable Housing and Business Improvement through Intensification
    3. Conservation Areas and Heritage Protection
    4. Community Facilities Implementation

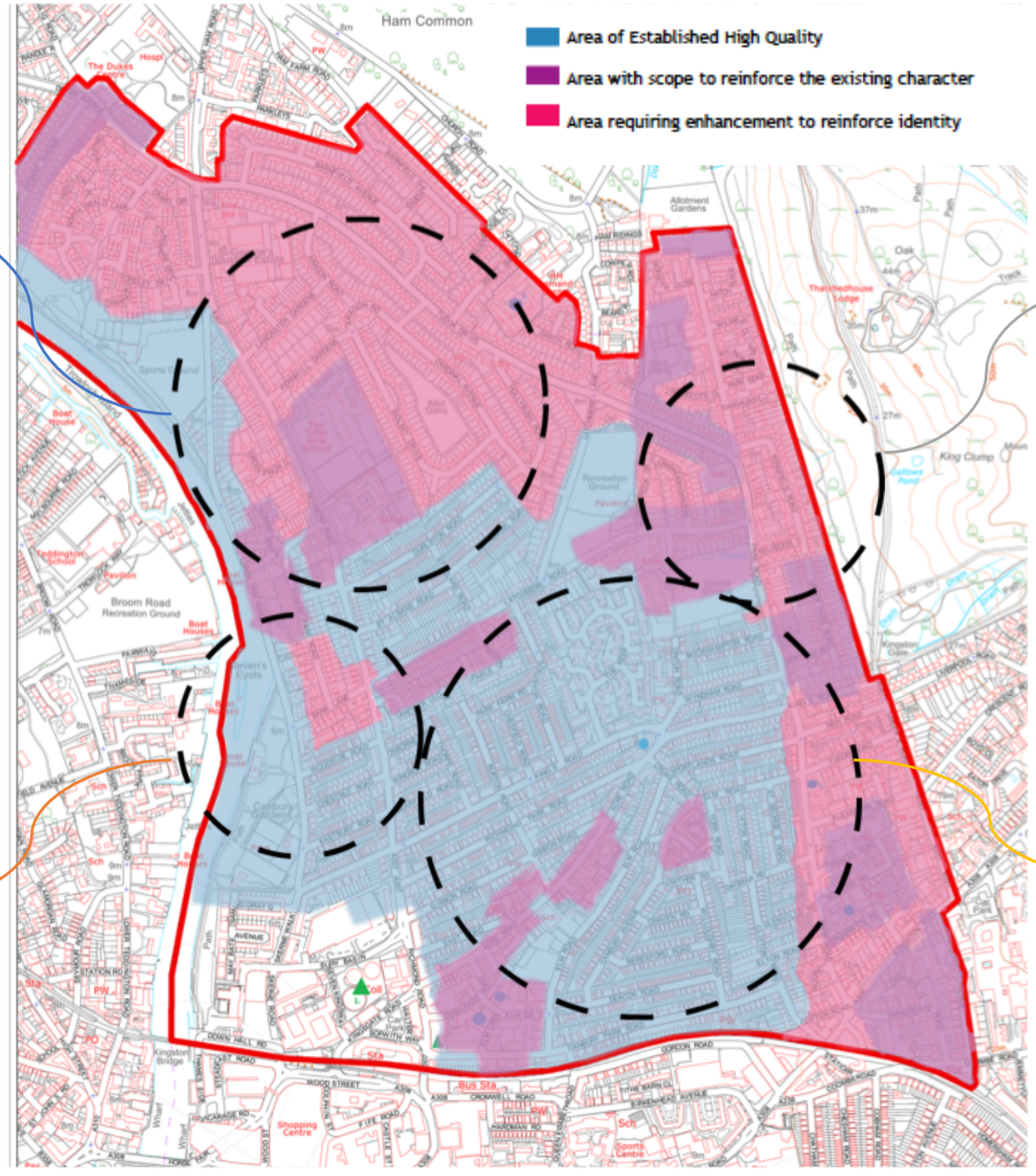


Part I: Character Study of North Kingston Study Area



Character Study

Map of Character Areas Assessment in North Kingston Area



1.Tudor Area

- Most of the area requires reinforcement of character

2.Canbury Garden Area

- Most of the areas are of high character value and do not need reinforcement

3.Park Road North Area

- Some areas require reinforcement of character value

4.Canbury Victorian Area

- Most of the areas are of high character value and do not need reinforcement

Adopted from: Royal Borough of Kingston Character Study (2011)

Character Study – 1.Tudor Area

This area grew around the popularity of its setting of rural charm, open riverside and its proximity to Kingston Town and the road to Richmond. Most of the area is well established housing. A small industrial estate, an office block and fire station front Richmond Road. The strong sense of community and the adapt-ability of the Tudor houses has made the area very popular. The Richmond Road is the central axis for movement, connecting Kingston to Richmond. However, Tudor Drive is an increasingly busy secondary route. At school peak times, there are many drop offs/ collections at the two schools, by bus, coach, or car. This estate of 'Tudor' houses is well laid out with a good public realm. It still retains the integrity of its character, and though weakened by a large number of inap-propriate, cumulative extensions to the houses, still has an architectural coherence. The informal space, i.e. the Hawker Centre and riverside is of the highest quality – even though it contains football pitches, fenced toddler play area and tennis courts, the character is one of open informality.



The edge to Dukes Road is set back and has mature trees, and railings. The edge to Richmond Road is set back with railings and trees but the edge to the Hawker Land bears no relationship to the spatial quality of park. Indistinct response in design to the area, some quality materials and landscape conditions applied – nearly completely bereft of front boundaries but some subtle planting helps soften edges and signal private vs. public zones. Despite the lack of imaginative design in buildings and spaces, it is a good example of how spending on quality materials and stan-dard detailing at construction can return the investment in longevity and performance.



The overriding feel of Richmond Road is 2-storey residential housing. Change from this will weaken the coherence and characteristic identity of the Road as a place, distinct from a jumbled set of buildings around a highway which contains houses and flats. The tree'd grass verges help structure this residential character, providing an environmental buffer and an aesthetic layer between route and place.



Kingston Fire Station is a good example of post war London Fire and Civil Defence Authority style and in keeping in scale with Ham Parade and Tudor Drive. Though it is a substantial sized station, with scope to enlarge, because of its low scale and relationship to the well looked after public garden before it, it appears more as a village Station than an urban station. The crew also maintain their own front garden, which makes this corner a distinct, well integrated piece of North Kingston's character.



The Dukes Centre developed in the 1960s as an adult training centre, is a single storey, low-rise building which occupies about 50% of its site. Its pitched roof is just discernible, as it sits behind a grass mound and mature trees, and beyond is a flat but green public space. The combined effect is to make a break in the monotony of 2-storey around the site, and make a focus through a landscape of trees and bund, characteristic of the remaining historic landscape just to the north. Alongside the Grade II listed cottage lie five pairs 'Tudor Estate' type 2-storey, semi-detached, hipped roof houses from, of coherent form. The street benefits from a wide verge which softens the street as it leads to Ham Lands or the Thames towpath.

Character Study – 2. Canbury Garden Area

The Canbury Gardens Area is centred around the first bend of the river Thames as it runs from Kingston to Richmond. It is a low density housing area with some local shops and cafes, and is characteristic of North Kingston. It contains three, high quality street blocks of late Victorian housing built on sloping side roads between the busy Richmond Road to one side and the riverside park called Canbury Gardens to the other. The Gardens have a fine , curving avenue of London Plane trees leading to what was once an award-winning Corporation boathouse and cafeteria, now the Boaters's Inn and Kingston Rowling Club, whose architecture and character are largely unspoiled. Around the historic Bank Lane is a mix of housing types from various ages, with an outstanding range of late Victorian mansions in Albany Park Road. With a small amount of light industrial and leisure/pub use to the riverside, the area is predominantly housing.



The Lower Ham Road
The riverbank is well used by leisure walkers and commuter or leisure cyclists. The Lower Ham Road has a conflict of movement. With a footway which rises suddenly and continues without break, pedestrians unfamiliar with this quirky configuration often find themselves walking down what begins as a continuing riverside lane, but what becomes a very narrow road' with parked cars, cyclists, large lorries and no refuge save the river. Cyclists too suffer from the over dominance of the car/lorry on this narrow riverside road which is really little more than a bridleway with an intimate connection to the river. Parking on the riverside road is uncontrolled, resembling ad-hoc, temporary festival parking—it works against those using legs instead of engines.



Canbury Gardens
The riverside and the open space of Canbury Gardens park is a central feature of the area. The space is varied and very well laid out in an exceptionally high quality setting. As well as being important to the character of this neighbourhood it is part of the character of Kingston as a whole. It must rank as one of the finest parks in London and demonstrates a unique, English approach to landscape design. It is a jewel in Kingston's crown, and as such merits special protection and enhancement of both ends and the riverside edge to the north, part of its setting.



Bank Lane
White paint on the footpath between rows of parked vans does not encourage walking. Pedestrians and cyclists have to weave into the road to cross or go around the parked commercial vehicles. This en-trance to Canbury Gardens would benefit from a public realm improvement scheme addressing car dominance and park-ing. Houses facing the river vary from 2-storey arts and crafts inspired detached houses making a picturesque landscape to a modern 4-storey apparently semi-detached pair.



Richmond Road from Woodside Road to Bank Lane
5-storey King's Penny House is out of scale with its 2-storey surroundings. Its form is lumpen and unrefined, unlike the character of the area, but its bin stores are distinctive. There are little or no gardens to enjoy or to contribute to the area save two trees in the low maintenance hardscape. There is however, generous on-plot parking. A range of villas with front boundary leakage.The recent development of the flat block Walton House, though it has an uncharacteristically large footprint is at least well set back with mature trees and some garden space to the flats

Character Study – 3. Park Road North

Perhaps because of the historic land values of farmland at the edge of the borough, development has been piecemeal, with the finishing-off of Upper Park Road and some minor patchwork building to the north by the 1930's, the ex-tending of the Tudor Estate in the 1950's, and development represent-ing every building boom since then moving northwards.



A well-used centre, the YMCA had filled the centre and the playing field with happy children doing supervised sports and activities during the school holidays. The neighbour to the community centre is a horse riding centre. Again, a centre well used by schoolchildren, with frequent treks to Richmond Park by horse, this reinforces the character of this part of Kingston being next to Richmond Park and being an area of sufficiently low residential density to allow a riding school to send happy children to ride in the Park.



The leased allotment is nestled beneath the rising ground to Richmond Park. It is a beautiful and well managed site with facilities, a club, regular meetings and horticultural activity. It has the character of an oasis of peace and greenery. The council allotments, though more urban, are popular too, and their proximity to the riding centre offers a sustainable, mutually beneficial method of disposal of the horse manure. Aside from a sea scout hut built on a former rifle range, and a recently erected girl guide hall, there is a centrally located community centre, with playing field adjacent.



There are two layers to the character of the buildings and streets of this area. Park Road North is approached from either of two strongly coherent adjacent areas. After the unity and solidity of the largely Victorian Canbury area, and the architectural flourish and coherence of style of the Tudor area, the disparate, shifting styles, layouts and architec-ture here can appear to give the area an incoherent feel. However, the character of a street does not depend solely on consistent architectural style; character is undermined when the architectural or landscape quality is reduced.



Tudor Drive and Park Road are fast and busy secondary roads which carry through traffic, including the 371 bus, from Kingston to Richmond. Latchmere Road is a primary, local road which connects to Richmond Road. The remaining roads in this area serve local access to twelve cul-de-sacs, which include private common roads and private easement roads, a road with private land across it which is actually a close (Upper Park Road), and a close (Kelvedon) which is actually a road.

Character Study – 4. Canbury Victorian Area

Primarily a residential area, the industrial beginnings are still active today in the quarter closest the station with light industrial office units. There are a dozen pubs, four council primary schools, several small parades of shops and cafés, small workshops interspersed in the Victorian stock or tucked behind, four churches, and a mosque.



This area is enclosed to the west by the busy Richmond Road linking Kingston to Richmond and to the south by the Kingston to Waterloo railway loop. To the eastern edge runs Park Road, a secondary local road, and the primary road A308 Kingston Hill. Queen's Road runs parallel to Park Road and is popular with traffic taking a short-cut to Richmond from Kingston , travelling through Richmond Park. Latchmere Road is another local cut-through road. The remaining roads serve local access.









This is predominantly a 2-storey, Victorian grid-iron layout of detached or semi-detached/ terraced houses with rear gardens back-to back, small front gardens with boundary wall and front gates. Other forms are visible especially towards the station where past industrial use has resulted in a variety of industrial small footprint, low-to medium height buildings, single or 2-storey schools or community buildings. The characteristic built form of the Victorian housing stock has in places been degraded by extensions or conversions. The greatest threat to the fine built form is from roof extensions, particularly dormers to the sides, and hip to gable conversions. Street character threat from the demolition of front boundaries (across the entire width of plot) and from the loss of street trees presents a similar threat to the character of the area. This 'area' should be considered for special protection to its built form from these threats.

The character of Canbury is a Victorian one. Not just in the dominating housing stock and street layout so popular today, but also the activity and diversity of uses giving a unique character with light industry, businesses, pubs, churches, military and education buildings working successfully side by side in the adaptable building forms. Part of the area's character is the snatched glimpses of the rears of the houses – the rooflines give a depth to the grid-iron street form revealing the solidity of the layout – without these views the streets could appear 'stage-set' and flimsy. There are characteristic glimpses of history too , not just the Siddeley building but the palimpsest shop advertising on a flank wall, the Baptist Chapel building and the crooked street line of Elm Road which dates back to its development along old hedge lines. The majority of the area is late Victorian, with some streets extended in early Edwardian times.

Part II : Housing Development



Housing Development

The Town Centre and its immediate peripheral area are PTAL 4 to 6 zones. Prescribed densities and building heights are guided by the Mayor's housing and design principles.
Support should be given to proposals that accord with Draft London Plan densities and deliver buildings that avoid poor quality environments and engender liveability:

(i) The highest density development will focus around Kingston Station. Works would entail the redevelopment of the station, dwelling units located above the station and spanning the railway line. No maximum building density or height is outlined for the highest density zone, but development would be subject to design scrutiny;

(ii) High density (Core) development incorporating Queens Hurst and other existing buildings as well as undeveloped sites such as the triangular car park and shop fronts along Kingsgate Road in need of redevelopment falling within this zone. Located away from residential buildings development will have a low impact on the character of the neighbourhood plan area. Suggested density - 450 units per hectare;

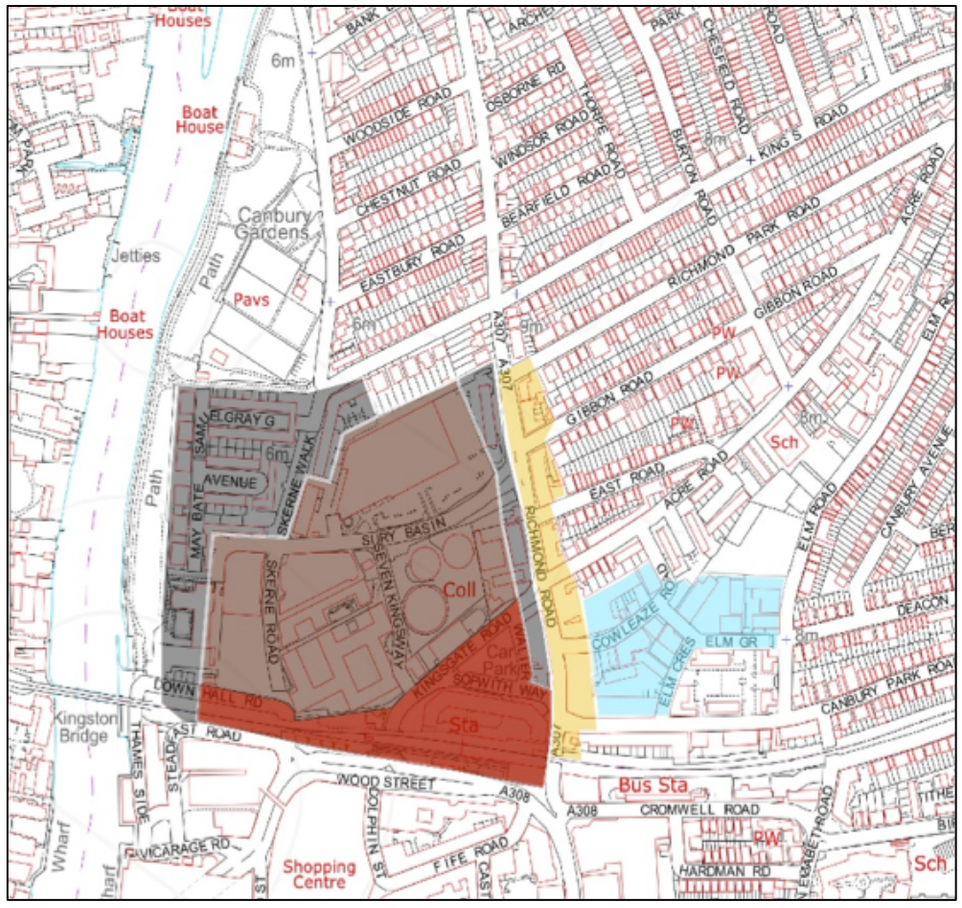
(iii) Intermediate zones along urban frontages/edges which border the river and residential areas; 300 units per hectare. Design must ensure that buildings minimize their impact on the public realm and ensure smoother transition;

(iv) Land adjacent to residential areas on sensitive edges should be developed to modest levels of 250 units per hectare;

(v) Industrial intensification which also consists of residential units must not appear dominant in its setting abutting established neighbourhoods to the east & north. Proposals should retain existing business uses, premises and incorporate some housing provision. Residential density is subject to viability assessments;

(vi) Areas outside the transitionary zone fall under restricted development regimes where schemes are determined on a site-by-site basis governed by Good Design Principles and existing character.

Housing Development



HIGH DENSITY
No Maximum put forward

CORE DENSITY
450 units/ha

INTERMEIDATE
300 units/ha

SENSTIIVE BOUNDARY EDGES
250 units/ha

INDUSTRIAL MIXED RESIDENTIAL INTENSIFCATION
Subject to viability

NUL VALUE

RESTRICTED DEVELOPMENT IN SENSITIVE AREAS/PUBLIC OPEN SPACES

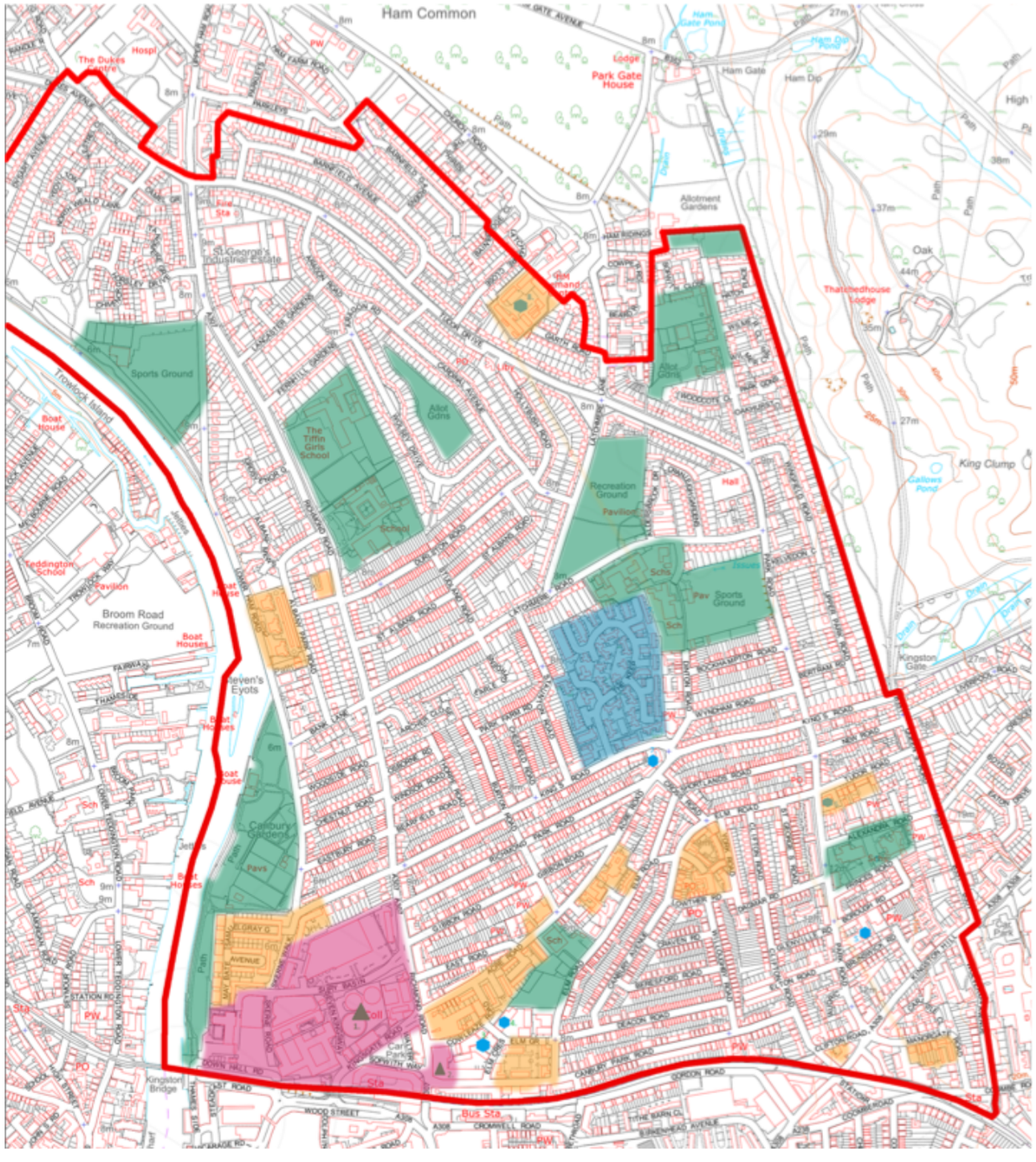
(NK1) Town Centre Transitionary Building Zone

A major factor in the health and quality of life of the Neighbourhood plan area's residents, is the standards of design and the impact of higher density housing on existing amenity. To address the issue of complementary development, a Transitionary Building Height (TBH) zone is proposed focusing on the Town Centre (figure 1), the locus of development.

Delivery of the highest density development in the Town Centre will benefit from strong public transport accessibility and contribute towards meeting London's housing need. Well-designed high-density building, can play a positive role in place making. New Cross Rail stations will have implications on the spatial distribution of development across London and reconnect the Borough of Kingston Upon Thames.

Suggested densities are derived from the Draft London Plan Policy D6. Residential proposals must be subject to design scrutiny and requirements set out under Part F of Policy D2 Delivering good design.

Housing Development



Map of Building Heights in North Kingston Area

Tall buildings should be focussed centrally within the town centre and gradually reduce in height in degrees to the existing residential areas. In this location high density development is appropriate. However, high density need not mean tall buildings. A variety of development may deliver appropriate densities.

Land adjoining the River are sensitive locations, development will need to respond positively to the surrounding existing context whilst achieving high design standards.

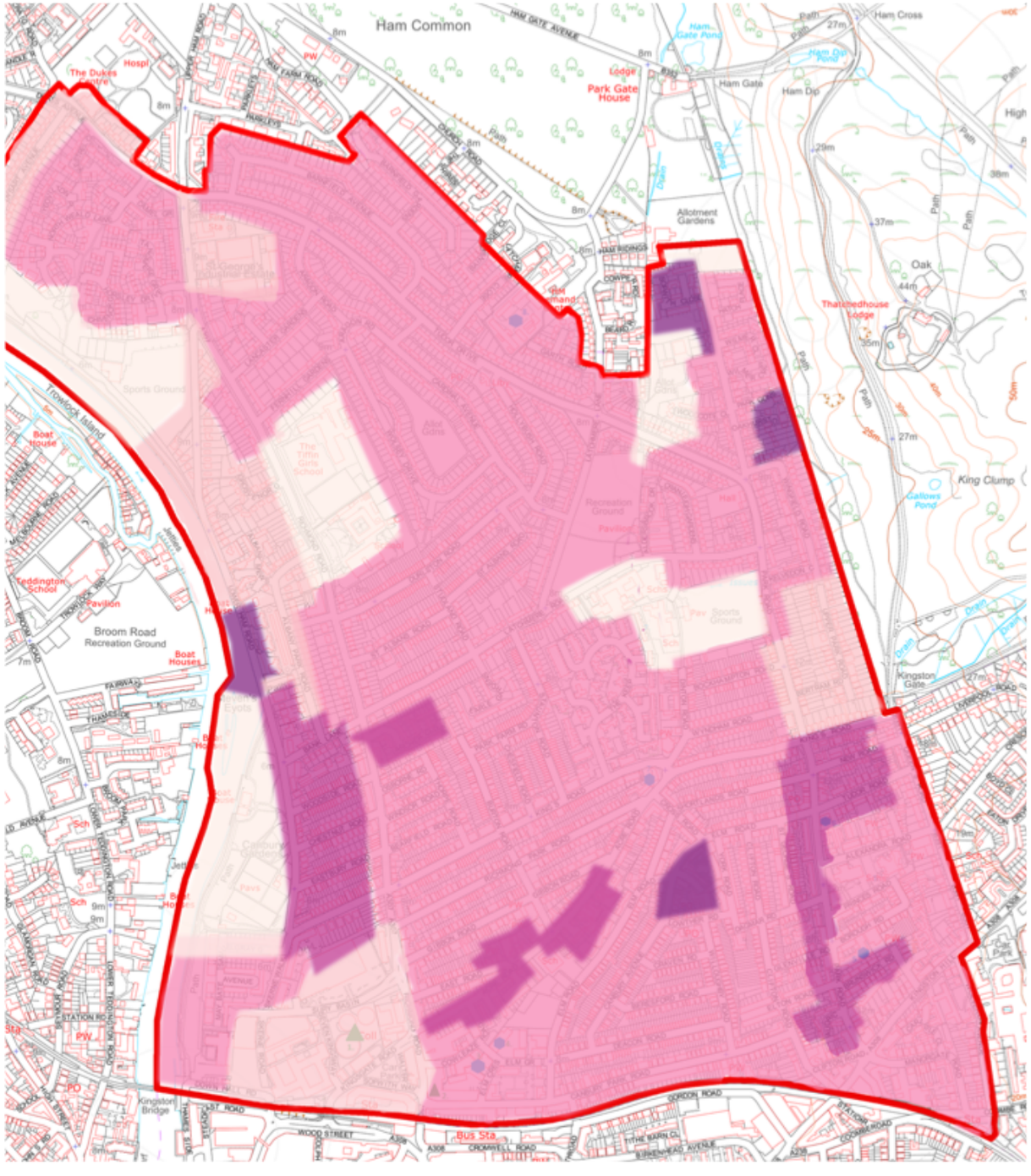
Buildings adjacent to existing neighbourhoods shall utilise approaches to design such as building setbacks, shoulders, landscape buffers and/or courtyards. Good design should not be limited to the TBH zone. Transitions may be used at other locations if deemed necessary.

In the intermediary zone between low rise housing to the north of Sainsbury's site, the existing housing at the junction between Lower Ham Road and Lower Kings Road and along Lower King's Road, higher density development should be set back from the neighbourhood plan area.

Legend

- > 4 storey
- 3- 4 storey
- 2-3 storey
- 0-1 storey

Housing Development



Map of Housing Densities in North Kingston Area

The densities set out this document are not predetermined densities. These ranges will be used to guide development proposals and demonstrate how housing targets can be arranged on site. Development can be carried out in several ways and alternative proposals could be considered appropriate if they accord with planning guidance.

Basement development should be encouraged subject to stringent construction method statements and construction traffic management plans.

The highest and high core density is likely to exceed London Plan benchmarks. Large and medium scale developments can function as catalysts encouraging younger individuals to settle in the area and enable those that struggle to find housing, stay in their own Borough.

Community facilities, public space and other commercial uses can be incorporated into new development schemes. Densities may need to vary across the Town Centre transitionary building area to accommodate varied facilities.

Legend

- > 70 units/hectare
- 46-70 units/hectare
- 21- 45 units/hectare
- 46-70 units/hectare
- <5 units/hectare

Housing Development

HOUSING OPTIONS

The North Kingston Neighbourhood Plan area is characterised by a limited land base on which to building; new housing is predominantly apartments. As London grows, Kinston upon Thames must find solutions to increased housing needs, costs and smaller unit sizes which challenge existing and new residents alike.

25,063
TOTAL POPULATION

£795,00
Median price paid for a property in Tudor

£700,000 - £850,000
Berkeley Queenshurst Development
2 Bedroom apartments

£575,000
Median price paid for a property in Canbury

3.0
Average number of bedrooms per house-hold Tudor

2.5
Average number of bedrooms per household Canbury

451
Dwellings approved 2014-2016

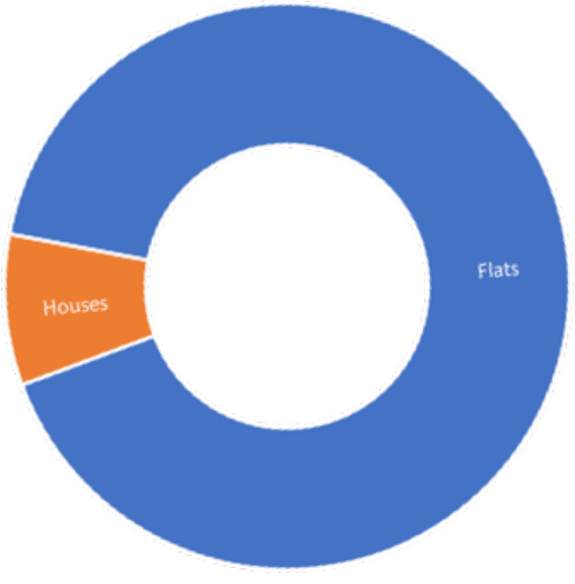
Housing Development

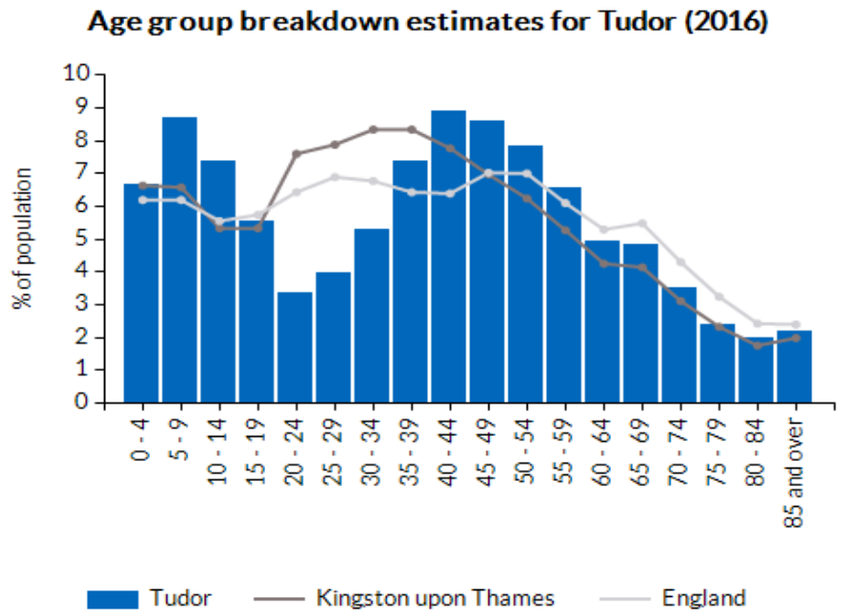
The Neighbourhood Plan Area

Canbury Ward has the highest population in the Borough. Taking the Neighbourhood Plan Area as whole, households with dependent children account for 25% of the total (ONS Census 2011). Demographic data shows that 64.25% of the population is aged between 16 and 64 years. Households with dependent children account for 35% of the makeup of the plan area.

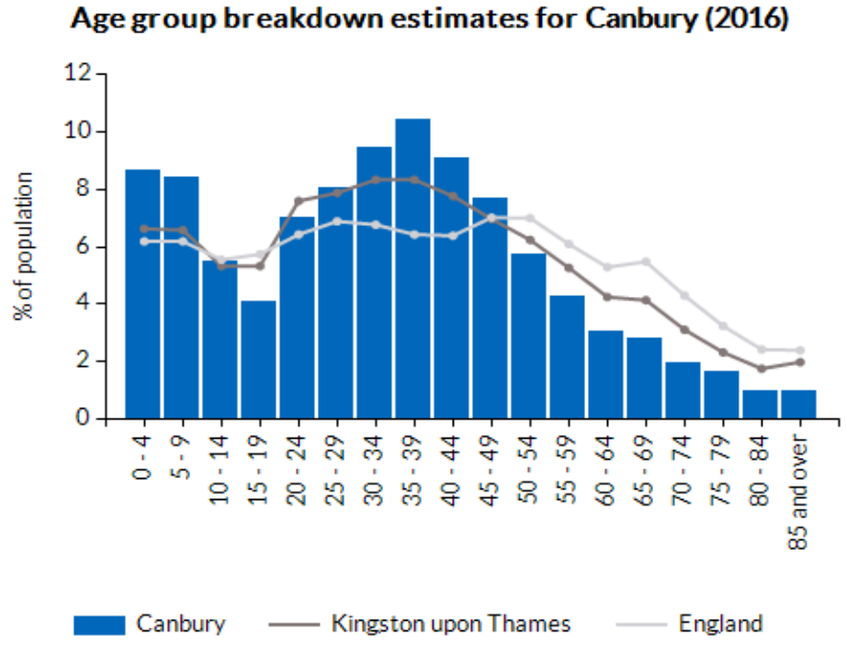
Supply of family oriented housing stock

Housing delivery has favoured flats over houses. Ground orientated homes make up 8.6% of all new development whilst flats have grown by 91.35 %.





Source: ONS*



Source: ONS*

Housing Development

Creating housing options for families

Families are central to growing a diverse and sustainable economy. Ensuring suitable and adequate housing options are available will help to attract and keep families in North Kingston.

Families – key to creating sustainable urban spaces. Goals:

- Enable families with children to live close to work and school so they can walk, cycle and take public transport
- Urban families generate a 50% smaller carbon footprint than suburban families
- Opportunities for children to live well and sustainably in the city.

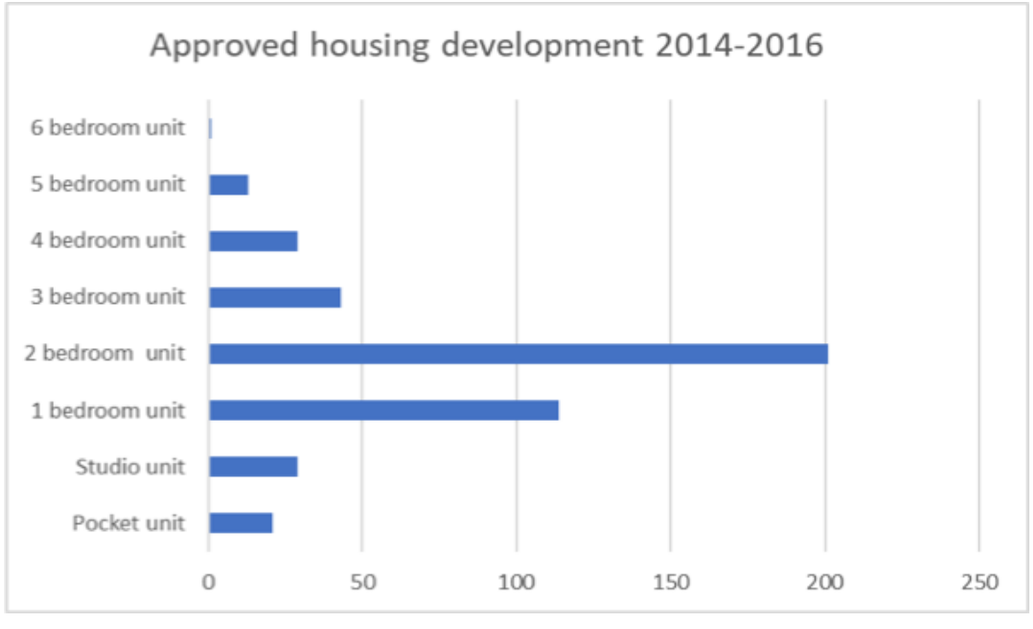
With exception to the former HM Latchhmere remand facility site, apartments constitute the bulk of new development. 70 % of all new housing units are 1 & 2-bedroom units and 10% are 3-bedroom units. Studio and 'pocket' units account for 11% whilst 4 and above units account for 9%.

North Kingston has seen an increase in 2-bedroom flats and a decline in the delivery of suitable homes for families. Parents are key works; family homes for purchase and rental attracts and retains business and talent. Better housing ensures that families with children are closer to work and school.



Overcrowding and substandard housing can impact negatively on childhood development.

it is therefore important that the neighbourhood plan protects family home options to allow families to grow and age in place. Spatially, development has predominately focused within the town centre and its periphery. Development should be cited where it enables families with children to live close to work and school, so they can walk and cycle.



Housing Development

This neighbourhood plans will aim to allocate areas which are suitable for family housing, to increase the supply of family units – two and three-bedroom units in rental & ownership. Guidelines should support the delivery of ground orientated housing supply.

How to apply the Family housing policy

Strategy:
Family units included in all official development plans that should be compliant with minimum space and amenity standards as set out in the Draft London Plan.
Family orientated housing zoning projects where development includes an intentional alternate housing mix to standard market orientated units i.e. the Keep.

1. High-density housing for families with children

To ensure new development is suitable for a wider range of people including families with children - different models of housing are vital. These could include maisonettes, a type that can deliver successful family housing at moderate densities. Where family flats are included in higher density development, developers must ensure that these provide at least some of the amenity afforded by houses, including private outdoor space.

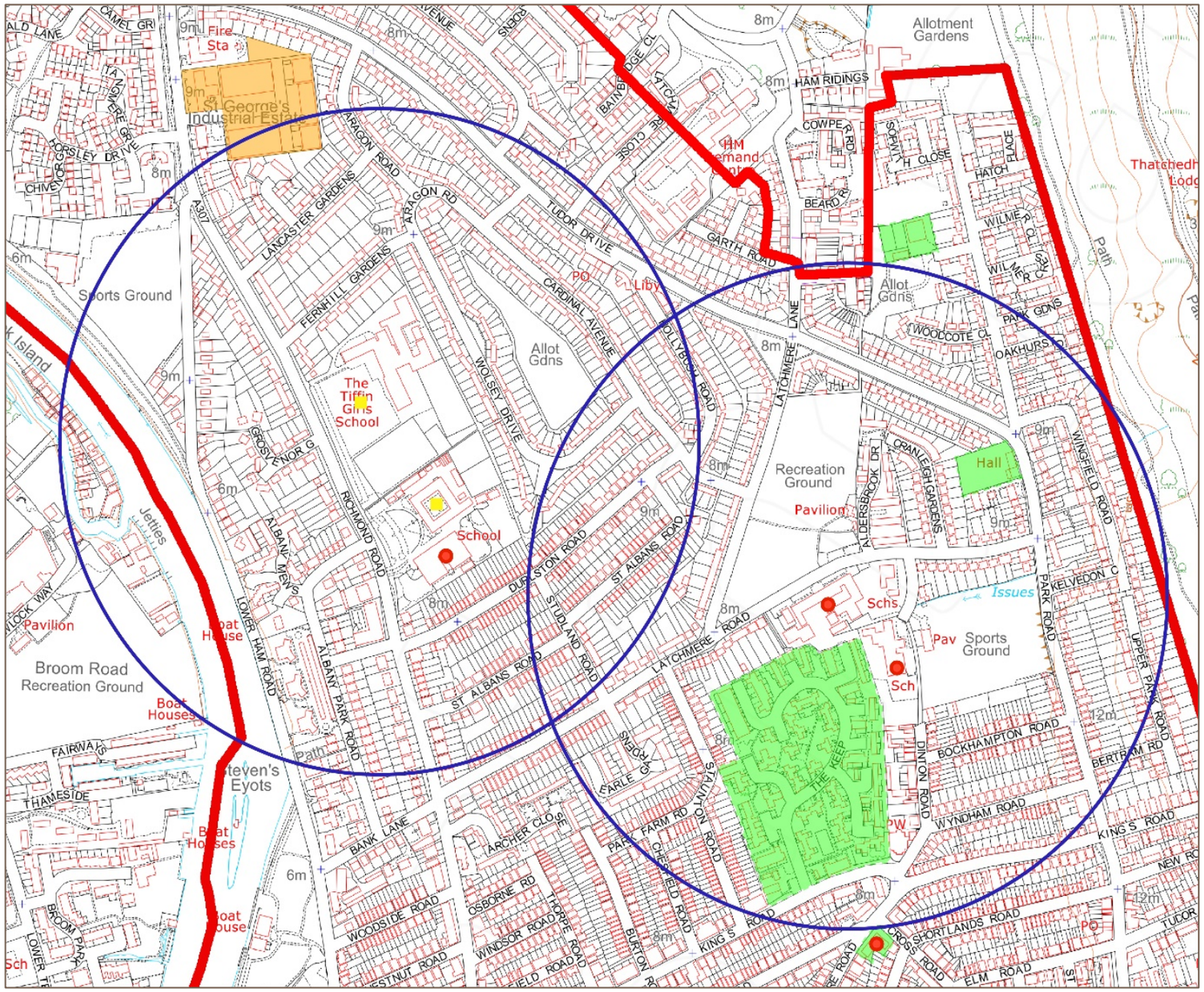
The application of revised design guidelines can improve the liveability of family units:



Housing Development

2. Housing zoning

Development sites located within 0.4km (indicated by blue rings) of a school or park are ideally suited for family housing. A development analysis has identified a number of prime locations.



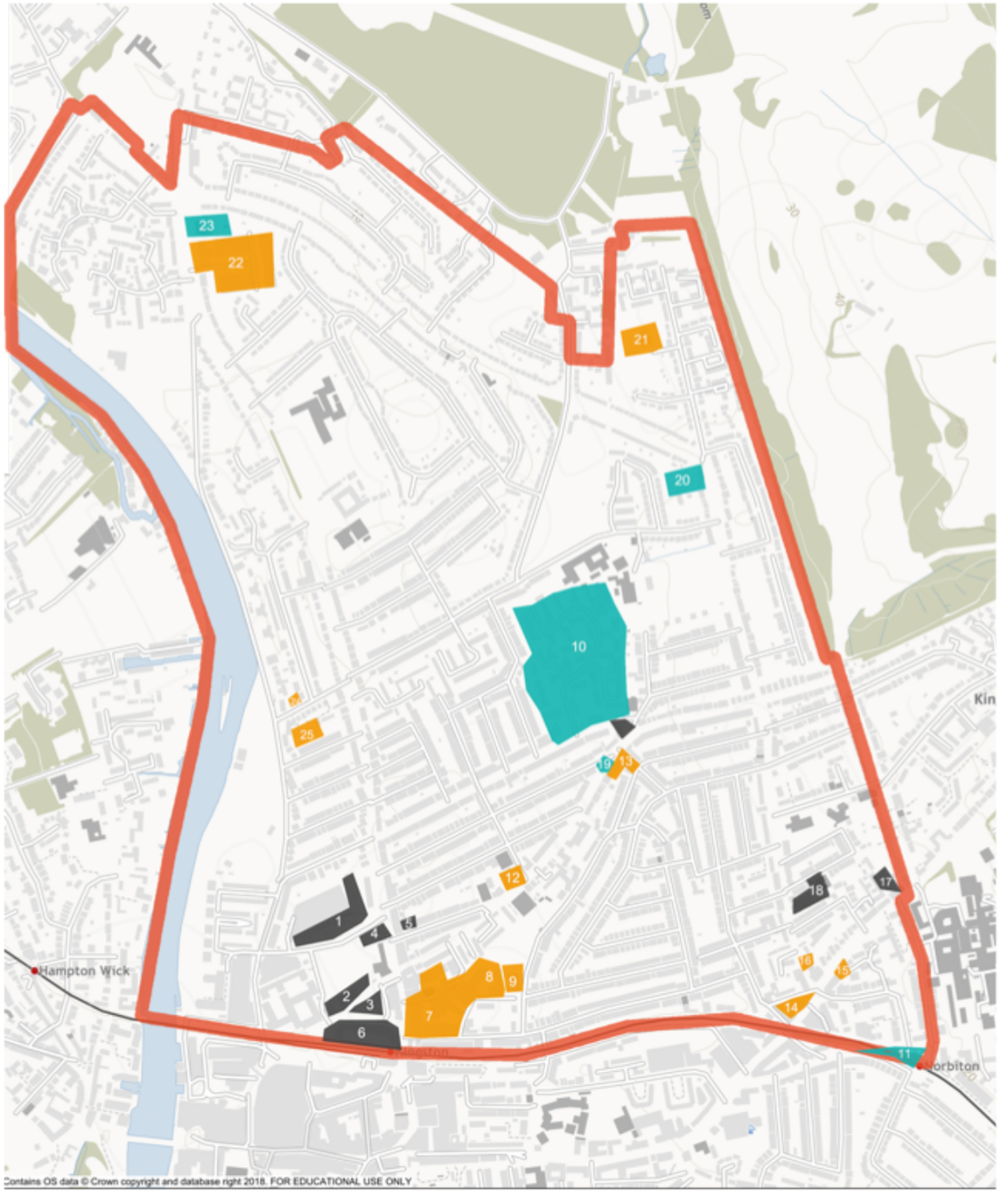
Key locations may include;

I. The Keep
II. The Scout Hut
III. Barnfield Riding School

Policy requirements for family units:
Development applications that include housing are required to include a minimum of 35% family units (three bedroom units).

Development Opportunities

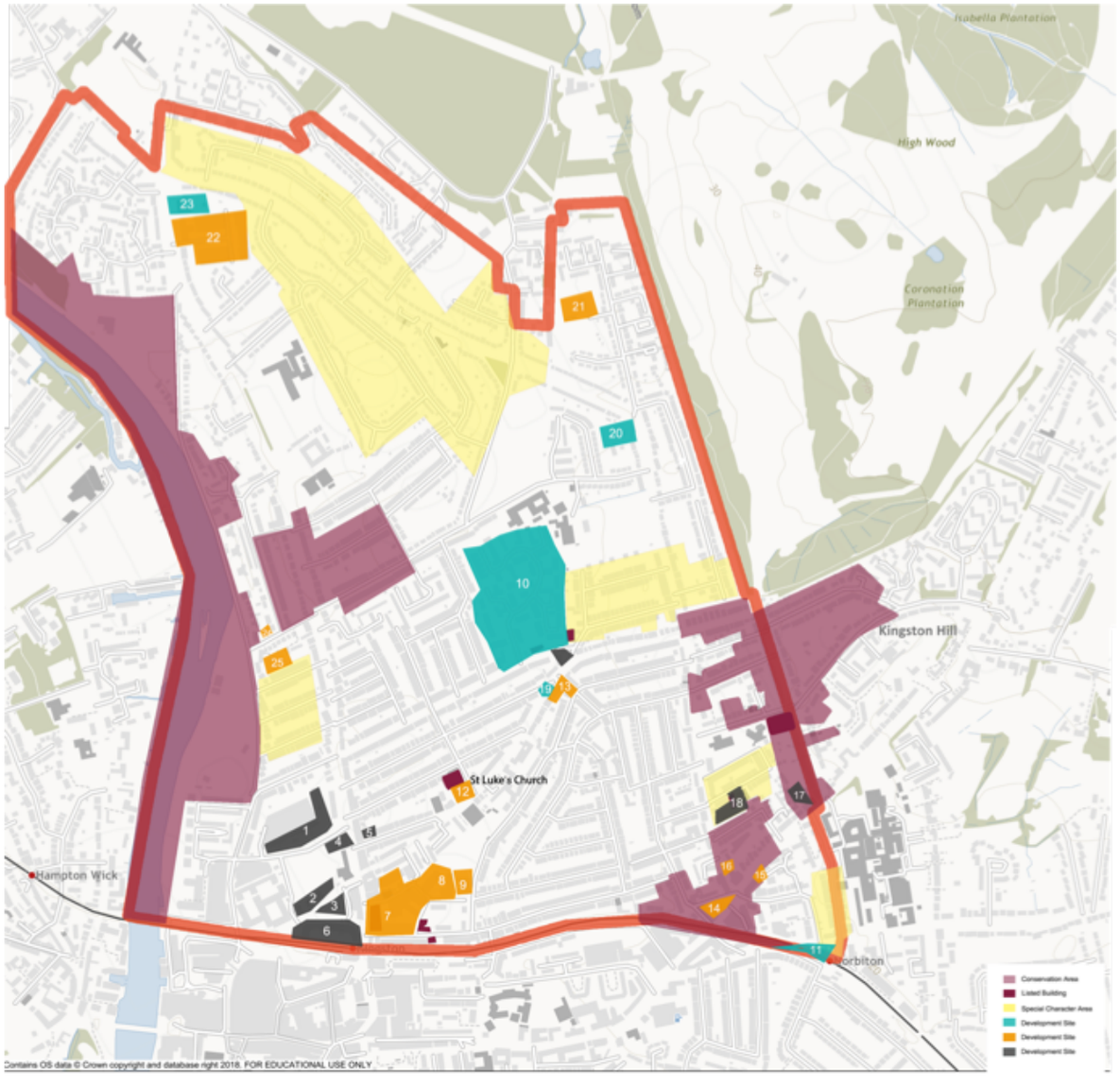
Potential Development Sites



	Site	Intervention	Potential for development
1	Land to the side of Sainsburys	Unchanged	
2	Land fronting Kingsgate Road	Intensification for business use	High
3	Car park (Kingsgate Road/Richmond Road)	Convert to retail use	High
4	Land adjacent to Creative Industries Centre, Kingston College	Business use	High
5	Car park behind 72A Richmond road	Unchanged	
6	Kingston Station	Enhance retail use	Medium
7	Canbury Business Park	Intensification for business use	High
8	Ashway centre	Intensification for business use	High
9	Dolphin Nursery/Canbury Medical Centre (Next to Ashway Centre)	Unchanged (Community Asset)	
10	The Keep	Mixed use development – affordable housing	High
11	Norbiton Station	Enhance retail use	Medium
12	Dowler Court (corner of Acre Road/Burton Road)	Unchanged	
13	Kingston Community School/Acre Road Clinic	Unchanged (Community Asset)	
14	Petrol Station	Overlap with conservation area	
15	Merityres (18-22 Kingston Hill)	Overlap with conservation area	
16	Weko House (2 Park Road)	Overlap with conservation area	
17	53a Kingston Hill	Overlap with conservation area	
18	Park Works (16 Park Road)	Overlap with conservation area	
19	Corner of Acre Road and park road	Unchanged	
20	Scout Group (Park Road)	Unchanged (Community Asset)	
21	Barnfield Riding School	Unchanged (Community Asset)	
22	St George's Industrial Estate	Intensification for business use	High
23	Fire Station	Unchanged (Community Asset)	
24	Bank Lane	Unchanged	
25	Canbury Court	Unchanged	

Development Opportunities

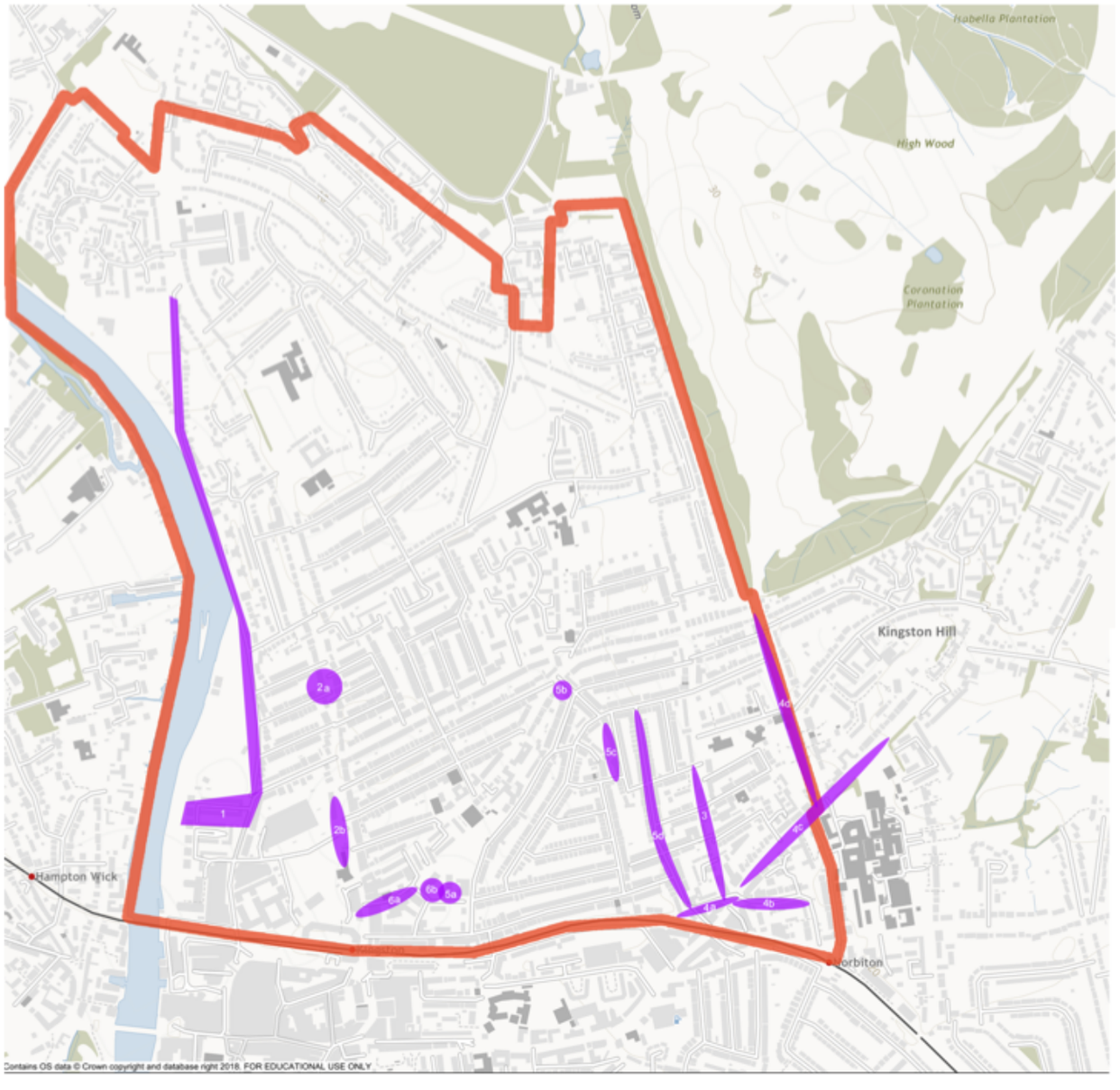
Identified Key Issue: Overlapping of potential development sites and conservation area shown in the map below:



Identified Key development Sites

	Key Development Sites	Intervention	Potential for development
2	**Land fronting Kingsgate Road**	Intensification for business use	High
3	**Car park (Kingsgate Road/Richmond Road)**	Convert to retail use	High
4	**Land adjacent to Creative Industries Centre, Kingston College**	Business use	High
6	**Kingston Station**	Enhance retail use	Medium
7	**Canbury Business Park**	Intensification for business use	High
8	**Ashway centre**	Intensification for business use	High
10	**The Keep**	Mixed use development – affordable housing	High
11	**Norbiton Station**	Enhance retail use	Medium
22	**St George's Industrial Estate**	Intensification for business use	High

Housing Development



Housing Pressure

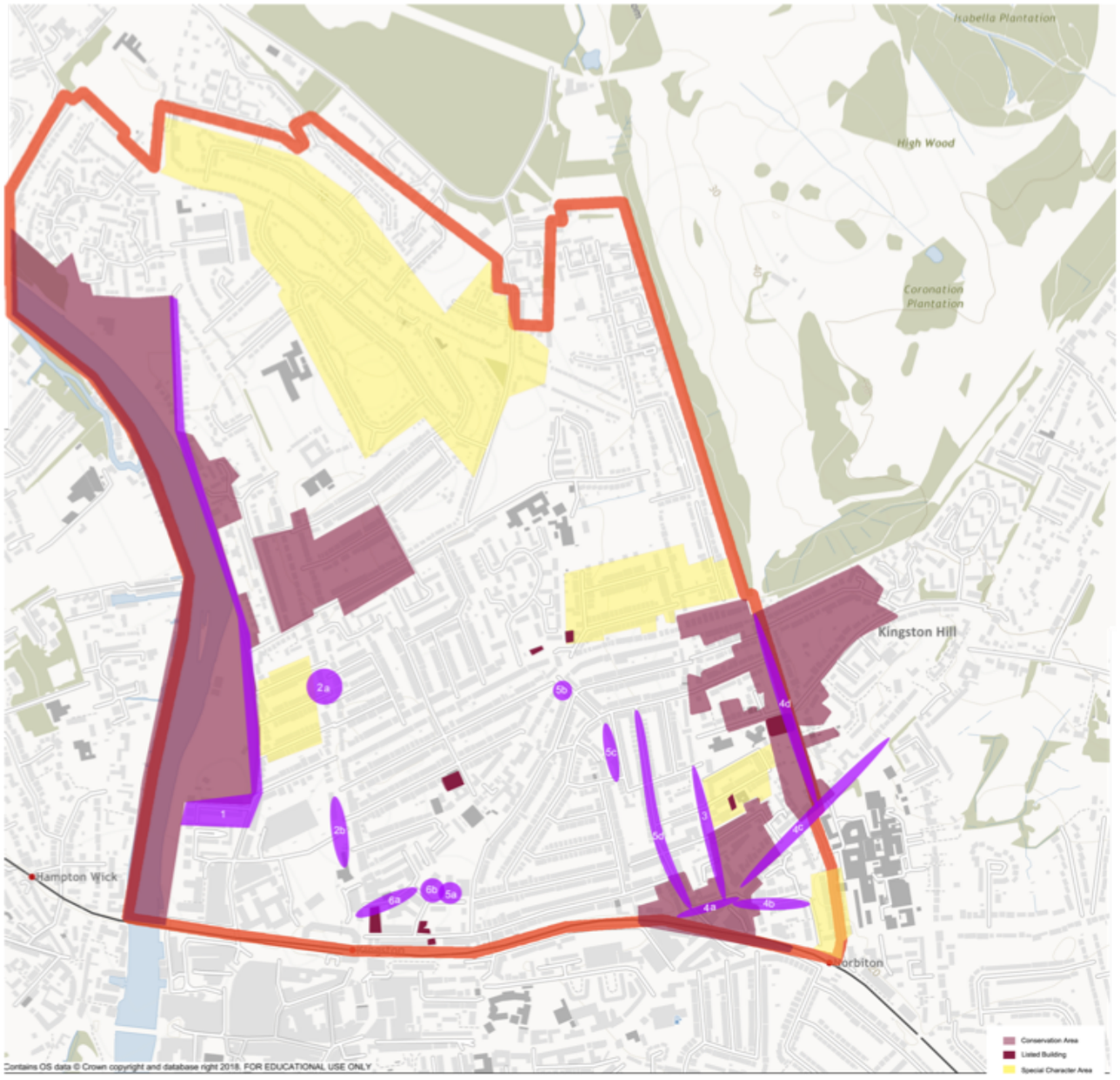
The draft London Housing Strategy identifies the need to bring forward small housing sites for development in the outer Boroughs and to increase densities.

The map on the left identifies the housing pressure in the area. The table shows potential existing sites for redevelopment.

Location
1. Riverside and Lower Ham Road
2a. Richmond Road (between Windsor Road and Woodside Road)
2b. Richmond Road (between Acre Road and Richmond Park Road)
3. Park Road (between Alexandra Road and Kingston Hill)
4a. Clifton Road
4b. Manorgate Road
5a. Canbury Medical Centre
5b. Kingston Community School/Acre Road Clinic
5c. York Road/Dale Court
5d. Clifton Road
6a. Cowleaze Road
6b. Ashway Centre

Housing Development

Key Issue Identified in the map below: Overlapping of existing housing pressure areas and conservation area



Recommendations for the existing sites

- Redevelop existing Dale Court/York Road to higher density with potential to incorporate social infrastructure.
- Protect Riverside and Lower Ham Road from development
- Manorgate Road/ Queens Road/ Clifton Road are sites in the conservation area. The redevelopment of these sites will affect its character
- The redevelopment of area around St Lukes Church Gibbon Road is not encouraged given that 52.9% of Kingston upon Thames residential are Christian and St Lukes Church is important place for worship. Also development nearby should not affect the viewing of the church.

New Housing Allocation – The Keep



Recommendations:

- Redevelop the Keep into 4-5 storey mixed-use affordable housing with ground floor retail shops
- Sustainable design and green infrastructure implemented along the pedestrian walk and front gardens of the buildings
- Architectural design strategies learnt and adopted from the Nightingale and Adelaide Wharf as examples







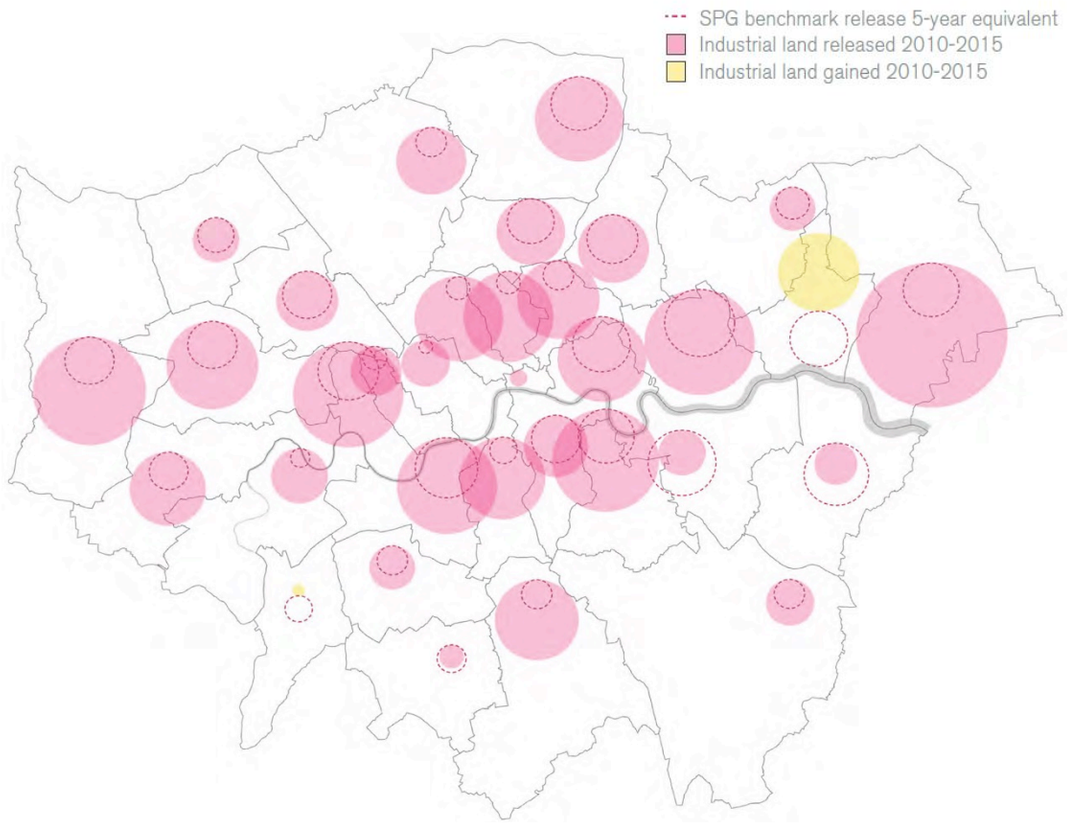


Part III: Industrial Intensification



Industrial Intensification

Over the coming years, there are growing pressures on Industrial Land, with a historic loss vital of space needed to meet demand from London's businesses, London is increasingly facing a critical shortage of employment land. There was approximately 21 million m2 of industrial floorspace in London in 2012, with the outer London area accounting for the majority of this at 69% (AECOM 2016). The total area of industrial land has contracted by 16% over the whole period.
We must consider how industrial areas can be used more intensively and how industry can be integrated in residential areas.



GLA 2017 Industrial Intensification primer

Borough wide context

Industrial and employment land in Kingston Upon Thames finite resources but vital for the future development needs of commerce and industry in the Borough.

Statistics would indicate that the core Borough level vacancy rate is 1.4%. General & light industrial uses and storage facilities is the dominant form of employment land use. Historically the Borough's economy shifted from manufacturing to that which is based around business and service industries. The main industrial areas contain 10% of the workforce. 82.6% of businesses employ less than 10 people and the majority of jobs are in distribution, business services and public administration. A loss of provision for SMEs would have a negative impact on the employment and the local economy.

			Wider industrial uses (ha)	Total core & wider uses (ha)	Vacant industrial land (ha)	Total industrial land (ha)	Vacancy		
Industry (general & light industry)		Sub Total	53.1	115.3	Incl. cleared sites, derelict industrial buildings & land with vacant buildings	116.2	Vacancy rate (core)	Vacancy rate (wider)	Vacancy rate total
27.8		62.2			0.9		1.40%	1.60%	0.80%

LONDON INDUSTRIAL LAND SUPPLY & ECONOMY STUDY 2015. AECOM 2016

Industrial Intensification

Growth has traditionally been hampered by poor transport links. The Crossrail stations and new commuter services to London will make the Borough attractive for external investment. Coupled with a high skilled workforce we are likely to see growth in the need for industrial and employment parks.

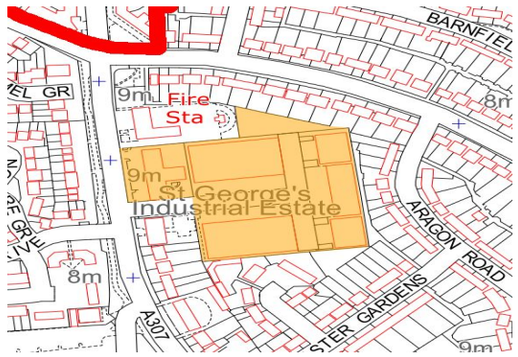
Local needs

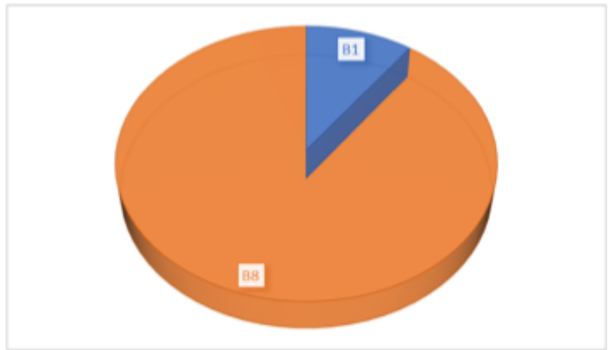
Sector and land use type must inform demand for different types of business space. This section assesses the supply of existing employment premises and land within the neighbourhood plan area. Within the Neighbourhood Plan Area there are three main industrial centres: St George's Industrial Park, Canbury Business Park and the Ashway Centre. Due to proximity and similarity, Canbury Business Park and the Ashway Centre have been grouped together for the purposes of assessing their needs.

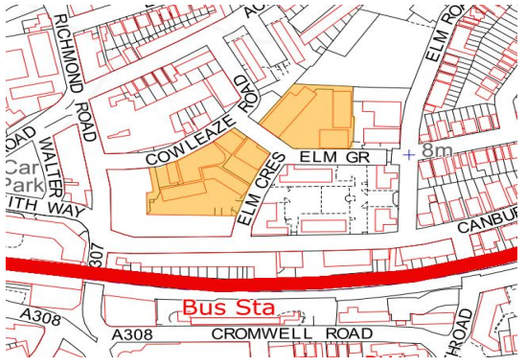
Businesses operating at each industrial park were assessed and assigned a use class according to the Use Classes Order 1987. Each unit was assigned a Class based on its current use, property description, the overall size of the site and the amount of floorspace in use. This will form the basis for breaking down uses into needs and requirements on which recommendations are to be made.

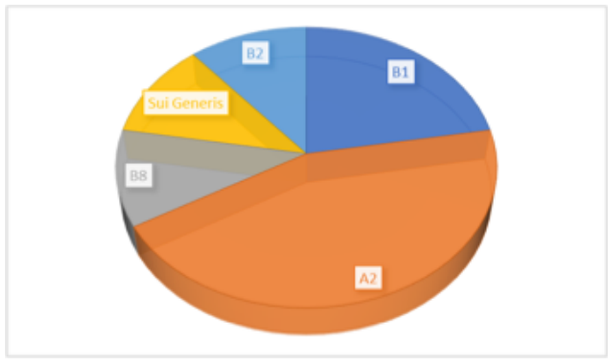
Existing Shops

Nikon Screwfix tool station /Alloway timber Johnstone's
Layland Decorating Centre/Euro Car Rarts
Andew Page /Racing Car Parts Shop
Plumb Centre Capitahair & Beauty Plumbase









SITEL Analogic Computers/ Printstore
Sally Salon Services /MRFS Group
Dynamic Boosting System DBS
Soils and Stone Limited
The PA Company
Anglian

Industrial Intensification

Options and alternatives

A solution to declining industrial parks is to facilitate growth by agglomerating similar activities into one area or redevelopment where the existing industrial park is redesigned to incorporate residential units.

Firstly, conditions of use set out in the London Legacy Development Corporation document '*Employment Space Study'* (2015) provides an important framework for assessing the suitability and compatibility of mixed use scheme. The specifications provide a guide to workspace standards and user requirements. In conjunction with the GLA Industrial Intensification primer, Urhahn Urban Design '*Industry in the City'* (2006) and London Legacy Development Corporation Employment Space Study (2015) recommendations are put forwards.

The matrices outlined in LLDC Employment space study document provide the compatibility of workspace typologies with residential uses. These requirements are considered at the block and building scale.

Businesses operating from Canbury Business Park and the Ashway Centre largely fall within Classes A2/B1 with some B8 storage are easily compatible with residential uses at all scales. Shared amenity and access will need to be addressed properly but vertical stacking is relatively straightforward.

Mix at the neighbourhood scale – mixing single uses at the city block scale	Mix at the block scale – mixing single use buildings in a neighbourhood block creating a block with a number of different uses	Mix at the building scale – mixing different uses in a plot horizontally or vertically on a single plot to create a building with a number of different uses
Canbury Business Park & Ashway Centre	Canbury Business Park & Ashway Centre	Canbury Business Park & Ashway Centre
St George's Industrial Park	St George's Industrial Park	St George's Industrial Park

	Mix possible with fewer design considerations
	Mix possible with increased design considerations
	Mix possible with considerable design considerations
	Mix not possible / supported

St George's Industrial Park is less compatible with residential uses in the same building given accessing and servicing needs as well as potential environmental impacts. As the industrial uses are not noxious, are storage and distribution and don't require regular servicing, a mixed use scheme may be less problematic.

In the following section, intensification recommendations will be made.

Industrial Intensification

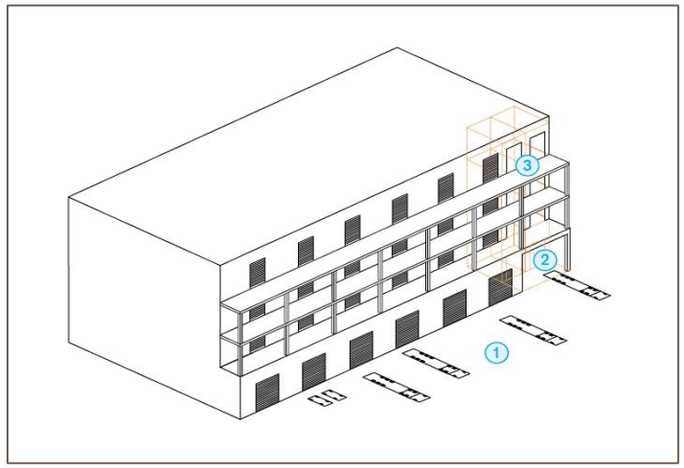
Canbury Business Park & the Ashway Centre

Use Class – PREDOMINATENLY SERVICE BASED

- Servicing and repair businesses
- Small scale storage and wholesale

These units accommodate small scale business servicing local companies and distributing goods manufactured elsewhere. These units are likely to require access to yard space appropriate for vans and occasional large goods vehicles.

OPTION 1 - SMALL INDUSTRIAL UNITS STAKCED ON SMALL UNITS



Multi storey vertical development should be considered. Smaller businesses may operate adequately on upper floors where there is access to a goods lift and shared yard

- Yard space can with flexibility for occasional HGV access.
- A shared HGV loading bay.
- Goods lifts to enable operation on upper floors.

Source: Mayor of London (2017)



CASESTUDY - Small industrial studios

High density floorspace for uses such as trade workshops for carpentry. Gewerbehof Laim has 11,000m2 floorspace, with units starting from 40m2. The building encompasses goods lifts, communal yard space, loading areas to internal access points, and on-site parking spaces in the basement. (Gewerberhof Laim in Munich, Germany)

Industrial Intensification

ST GEORGES INDUSTRIAL PARK

Use Class – Distribution/logistics & wholesale and trade counters

St George's Industrial Park is characterised by large units and ceiling heights, sub-divided internally. Uses require articulated vehicles and high levels of vehicle movements delivery large volumes of commodities. Smaller office-type spaces may be provided internally.

OPTION 1 - OPERATIONAL INTENSIFCAITON

Efficient use of space:

Existing spaces can be subdivided to produce a variety of spaces suitable for a number of smaller businesses. Additional levels to utilise full building volume for storage. Mezzanine levels for additional office space.

Shared communal parking can be shared to maximise flexibility.

OPTION 2 - SITE INTENSIFICAITON

Efficient use of land:

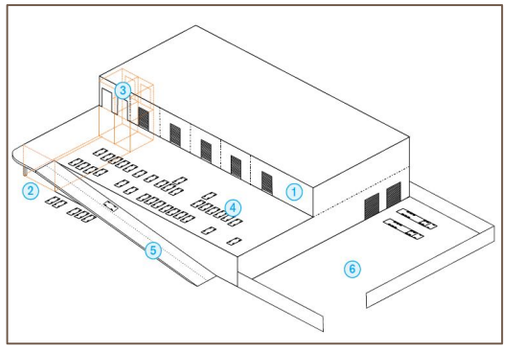
Improved organisation and management of available space to ensure higher efficiency. Use of excess of space construct additional small units.

Full use of industrial plots up to boundaries.

High ceiling heights can accommodate additional storage and mezzanine levels.

OPTION 3 - SMALLER INDUSTRIAL UNITS ABOVE LARGER UNITS

Multi storey industrial complexes should be considered as a way of intensifying use. Small businesses may operate on upper levels with access to a goods lift or ramped vehicular access:



i. Smaller industrial units can be stacked on top of larger warehouses.
ii. A shared loading bay may be sufficient for several smaller businesses to operate.
iii. Goods lifts allow smaller businesses to operate on upper floors.
iv. Ramped access provides direct vehicular access to upper level units.
v. Roof space could be used as yard space for the smaller units.
vi. Shared HGV access is at ground level.

Source: Mayor of London (2017)



CASE STUDY - Small industrial units, offices and multi storey parking

The building offers flexibility and choice - diverse industrial scales with 1,000 workplaces over 75,000m2. Smaller units on the upper floors have direct access to parking. Parking is found at basement, ground and first floor level. (HÔTEL INDUSTRIEL PANTIN in Paris, France)

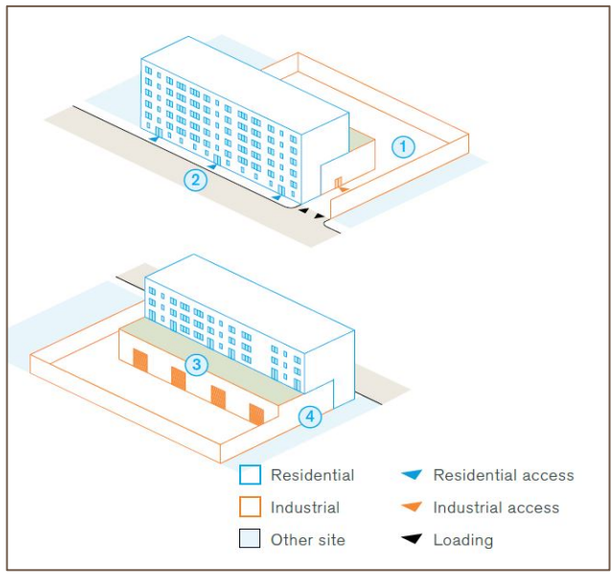
Industrial Intensification

Canbury Business Park & the Ashway Centre

As noted the activities present at the above site, can be located in close proximity to residential, given adequate access arrangements and environmental impacts are mitigated. The use of blank façades can discreetly locate business activities away from residential.

OPTION 2 - SMALLER INDUSTRIAL UNITS BELOW RESIDENTIAL

Small industrial units can be built in residential areas and schemes as long as access, servicing and potential environmental impacts are addressed. Industrial units should meet the requirements above.



i. Parking is accessed from the street and located behind the residential units. Overlooking from residential units should be limited.
ii. Separate residential access is provided, concealing the industrial units behind the bulk of the building and blank facades.
iii. Residential services can be used to dampen noise. Set back slightly, a garden space for residents on top of industrial unit can be created, shielding views of the business units.
iv. Full sized business units should be maintained. Legal agreements should allow for changing business requirements.

Source: Mayor of London (2017)



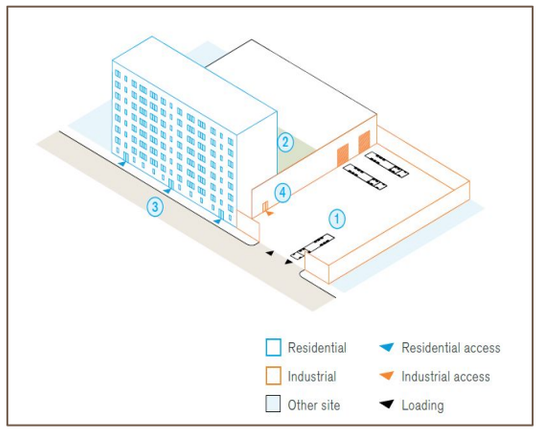
CASE STUDY - B1 units with residential above

Includes five double storey B1 units (800sqm), with on street access and a rear vehicular access. 10 residential units above are set back from the road, reducing visual impact of activities from units below and creating a terrace. Units accommodate limited operations. (North Side Studios in Andrews Road, London)

Industrial Intensification

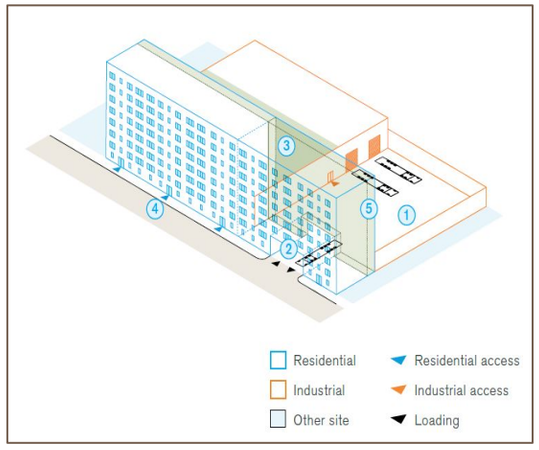
ST GEORGES INDUSTRIAL PARK

Likewise for larger warehouses, such spaces can be located with residential, subject to appropriate accesses, noise and odour mitigation measures. Again, the topography of a site, use of blank façades and design out negative by-products from certain activities. However, integrating larger industrial space with residential is more challenging.



OPTION 4 - INDUSTRIAL UNIT INTEGRATED INTO RESIDENTIAL

i. Access is from the street. Highway and pollution may result where access is adjacent to residential units and consideration will need to be given to mitigation.
ii. Communal garden space can be created on top of the industrial unit. Planting can help to help minimise the visual and acoustic impact of business activity.
iii. Separate residential access is provided along the street. Retail or office units could also be provided.



OPTION 5

i. Parking and access is located behind the built form to preserve the street scene. Environmental and health implications will need to be addressed.
ii. A sufficiently tall opening will be required to allow vehicles to pass through and access non-residential units.
iii. A garden space is created for residents on top of the industrial unit, with planting to help minimise the visual and acoustic impact of the adjacent space.
iv. Separate residential access is provided along the street. Retail or office units could also be provided.
v. Double/triple glazing and additional acoustic / environmental screening such as a winter garden should be provided.

Source: Mayor of London (2017)

Industrial Intensification

CASE STUDIES

Travis Perkins
St Pancras Way, NW1



Builder's merchants with student housing above

6-10 storeys of student accommodation above a trade yard. A concrete podium spans the yard space and supports the buildings. A communal terrace is situated for students above. Articulated lorries access the site.

Albert Wharf +
Cemex Aggregates



Aggregates wharf with housing above

A concrete podium above Albert Wharf to facilitate
237 dwellings, parking, an extension of the Thames Path and space associated with the Cemex plant. Parking and services form an acoustic a buffer from excessive noise.

Kensington and Chelsea Depot
Warwick Road, London



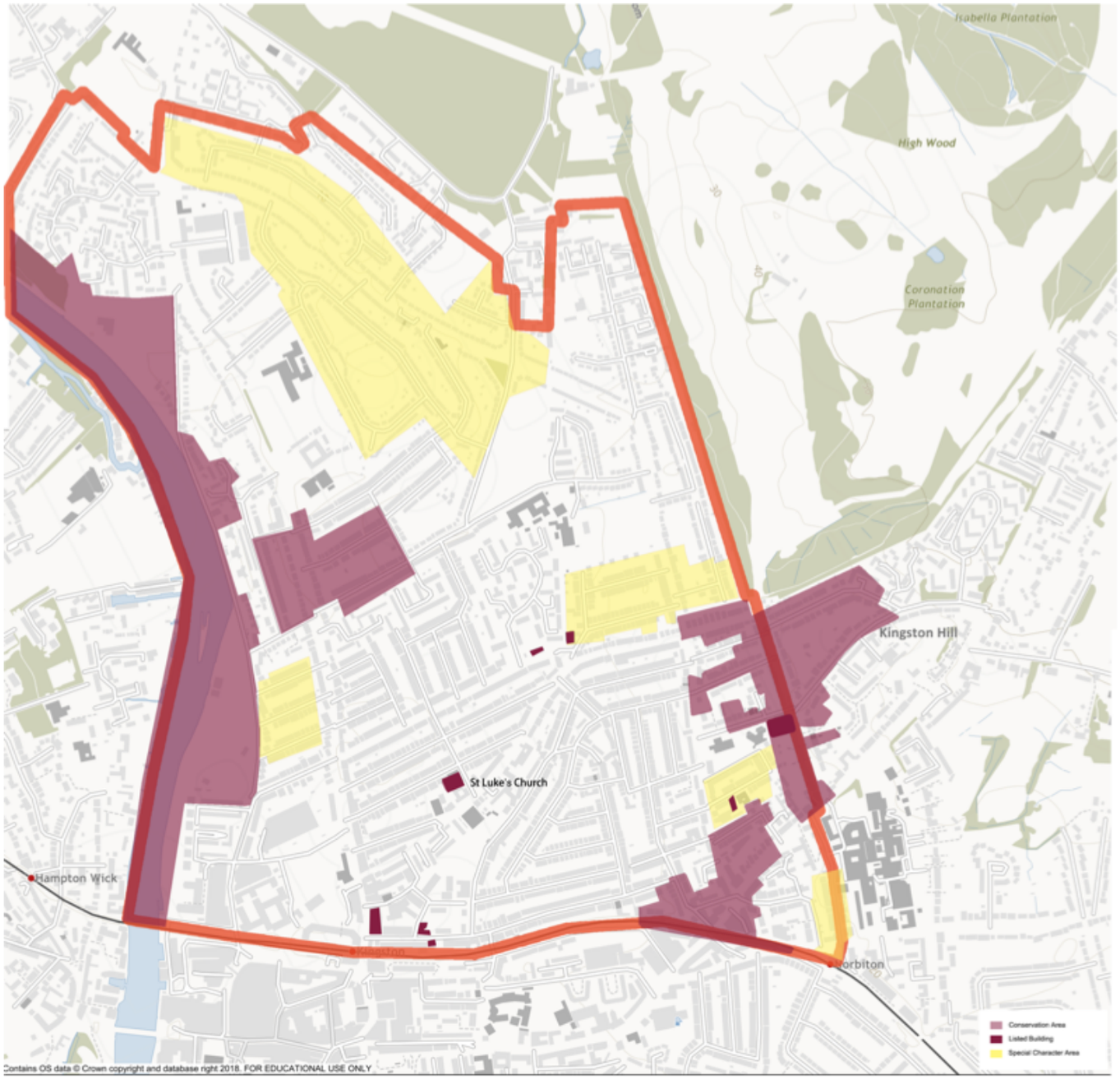
Council Depot with housing above

A podium structure spans a vehicle depot at street level, with affordable housing above.
Whist sporting a blank facade, the development meets the pavement edge and responds to Georgian terraces and streetscape.

Part IV: Conservation and Listed Buildings Protection



Conservation Areas



There are 26 conservation areas in the Royal Borough of Kingston upon Thames, covering about 277 hectares (7.4% of the borough) and containing over 6000 postal addresses. (Kingston Council)

The map shows the boundaries of conservation areas, buildings of townscape merit and listed buildings in the study area.

1. Riverside North Conservation Area
2. Richmond Road Conservation Area
3. Liverpool Road Conservation Area
4. Park Road Conservation Area

Conservation Areas

Local Area of Special Character

1. Tudor Estate - Designated in UDP 1992. Retained from Local Plan 1989.
2. Wyndham Road/Bockhampton Road - Designated in UDP 1992. Amended in Local Plan 1989.
3. Woodside Road/Eastbury Road - Designated in UDP 1992. Retained from Local Plan 1989.
4. Princess Road; Arthur Road and Borough Road, Kingston upon Thames
5. Wolvertone Avenue - designated in UDP 1992. Amended in Local Plan 1989.

Listed Buildings

1. St Lukes Church Gibbon Road
   principal listed building (Grade II)
2. The Gatehouse (Or Keep) And Attached Walls And Railings At Kingston Barracks
   principal listed building (Grade II)
3. Church of St Agatha
   curtilage of listed building (Grade II)
4. 22-30 Richmond Road (Formerly Regal Cinema)
   curtilage of listed building (Grade II)
5. Former Hawker Aircraft Experimental Shop, Siddeley House
   principal listed building (Grade II)
6. Former Sopwith Aviation Company Factory
   principal listed building (Grade II)
7. The Cottage
   principal listed building (Grade II)
8. Garden Wall And Gate Piers To Vicarage And Vicarage End And To The Church Of St Paul
   curtilage of listed building (Grade II)

Reference: Kingston Council

Listed building such as St Lukes Church Gibbon Road is of high importance given 52.9% of Kingston upon Thames residential are Christian.

Recommendations:

- Protect and enhance existing conservation and characteristics area
- Consultations with residents and local, regional and national bodies to identify new conservation and characteristics area

Part V: Community Assets , Green Space and Sustainable Transport Enhancement



Green Space and Community Assets Enhancement

The map identifies some of the potential community assets in the area:



Asset of community value (**ACV**) are property or land that are of importance to a local community's social well-being and is subject to additional protection from development under the Localism Act 2011. (Dept for Communities and Local Government)

Localism Act 2011 state the definition of "community value"

- The use of the land or building currently or in the recent past that furthers the social well-being or cultural, recreational or sporting interests of the local community.
- This use of the building and land will continue to further the social well-being or interests of the local community.
- The use of the building or land must not be deemed 'ancillary'

Ref: Dept for Communities and Local Government

Voluntary, community organisations and parish councils can nominate a building or land to be listed if the principal use of the asset enhances he community's social interests and well-being.

Social interests are defined as cultural, recreational and sporting interests

- Cultural interests, for example, libraries and museums
- Recreational interests, for example, pubs and social clubs
- Sporting interests, for example, leisure centres and swimming pools

The "community right to bid"
Right to keep valued land and buildings in community use by allowing local people to bid to buy them, if and when they come onto the market.
Reference: Kingston Council, Localism Act 2011

The "Community right to challenge"
Residents and businesses have the right to challenge and express an interest in taking over the management of a Council facility or even run a local service
Reference: Kingston Council, Localism Act 2011

Canbury Arm is a one of the example with Asset of community value identified in the study area.

Green Space and Community Assets Enhancement

Elm road open space is a park with beautiful trees and good space, dominated by tall flats to one side and a curving Elm Road to the other. Dinton Field provides fine, spacious playing fields, and Latchmere Recreation Ground has play area as well as open field. Identified by the forum, these areas are not only under protection but also require constructive measures to increase their value. To enhance the utilisation rate of the green space and community open space, Neighbourhood Equipped Areas of Play have to be improved and fully implemented in the green space by inserting community infrastructure, such as playground facilities. As the population group of age group between 0-9 consists about 15% of the total population (ONS,2016), there is a huge need of community facilities that can benefit the healthy growth of toddler and children. At present there is public park provision within the Borough of 1.12 ha per 1,000 population. Up to 2016 it is expected that population in the Kingston will increase by 12,000. The standard should also reflect the additional provision required to ameliorate those deficiencies in access to parks/open spaces in Kingston which are significant.



Map showing the enhancement potential of existing green space in North Kingston

Green Space and Community Assets Enhancement

A strategy for improving the range and condition of facilities within public parks should be developed to take into account:



- The unique character of these parks and the potential to incorporate further facilities;
- Whether there is a deficiency in the provision of open space in the area;
- The proximity of other parks which may have an oversupply of certain facilities;
- Recommendations to enhance the Green Network; and
- Local social conditions.

Referring to the Kingston Green Space Assessment (2016) ,around 31% of those open spaces assessed were identified as being below the Kingston average in terms of the quality and value. 27 spaces within the Borough (30%) were identified as representing open spaces of high quality and of high value to the community. Many of the high quality low value spaces represent monofunctional open spaces which only contribute to the community in a limited way, such as amenity spaces. Within areas of identified deficiency (in terms of quantity, quality or access) it is important that such spaces do not under perform in terms of their potential value and multi-functionality and are improved to fulfil their potential.



PPG17 – Sport, Open Space and Recreation

According to Planning Policy Guidance Note 17 on Sport, Open Space and Recreation published in July 2012. Open spaces, sport and recreation underpin people's quality of life and are fundamental in delivering broader Government objectives, these include:

- Supporting an urban renaissance – local networks of high quality and well managed and maintained open spaces, sports and recreational facilities help create urban environments that are attractive, green and safe. Green spaces within urban areas perform vital functions as areas for nature conservation and biodiversity and by acting as 'green lungs' can assist in meeting objectives to improve air quality;

- Supporting rural renewal - the countryside can provide opportunities for recreation and visitors can play an important role in the regeneration of the economies of rural areas. Open spaces within rural settlements and accessibility to local sports and recreational facilities contribute to the quality of life and well being of people who live in rural areas;

- Promotion of social inclusion and community cohesion - well planned and maintained open spaces and good quality sports and recreation facilities can play a major part in improving people's sense of well being in the place they live. As a focal point for community activities, they bring together members of deprived communities and provide opportunities for people for social interaction;

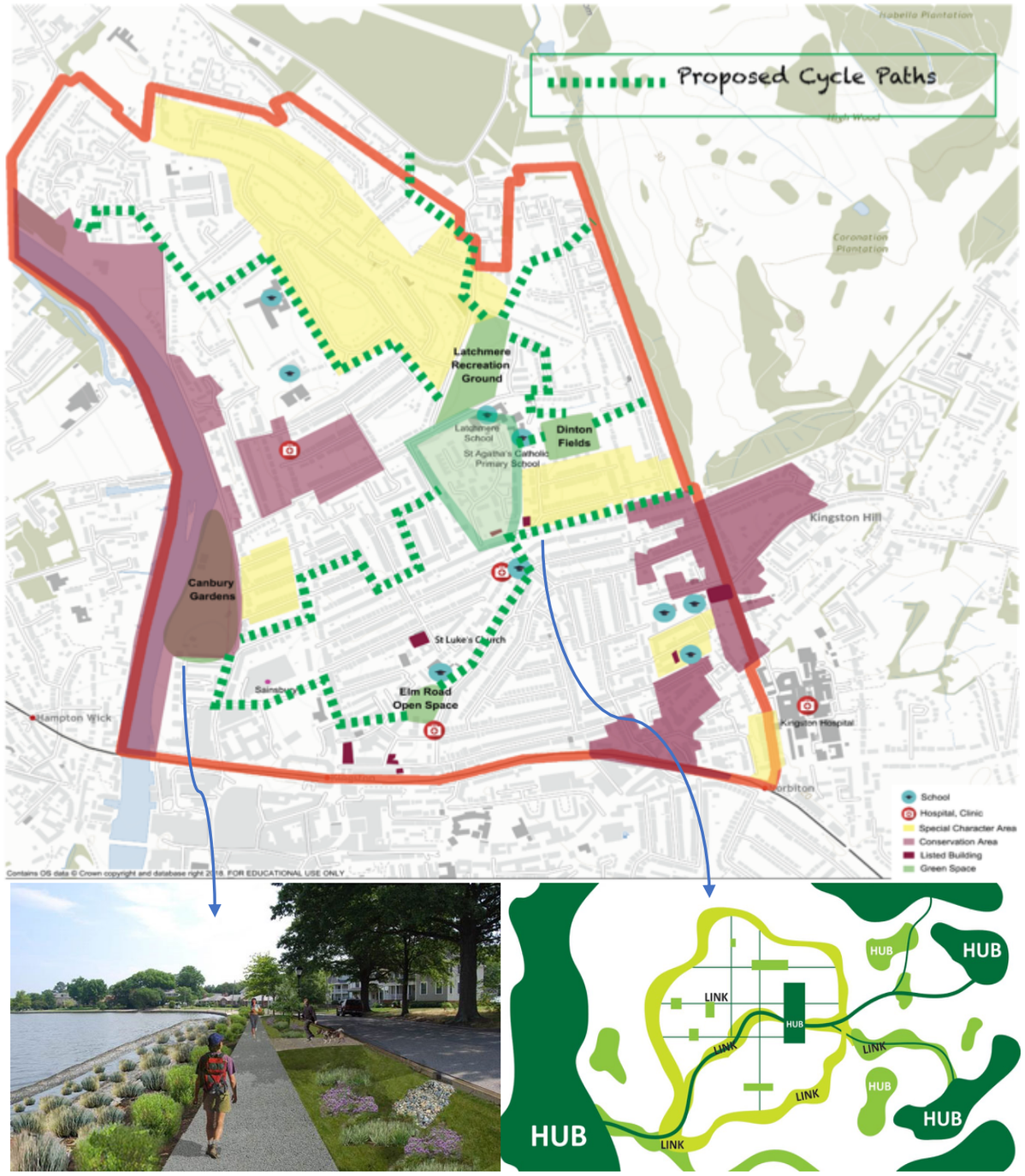
- Health and well being - open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages through play, sporting activities and interaction with others; and

- Promoting more sustainable development – by ensuring that open space, sports and recreational facilities (particularly within urban areas) are easily accessible by walking and cycling and that more heavily used or intensive sports and recreational facilities are planned for locations well served by public transport.

(Source: PPG 17, 2012)

Green Space and Sustainable Transport Enhancement

Map of proposed green cycling paths



Ideas proposed for easing traffic congestion and promoting green sustainable transportation network:

- Implementing pedestrian and cycle priority schemes to improve the environmental quality of the streets
- Introducing Motor Vehicle Restricted Area
- Improving off-street servicing and loading facilities
- Increasing bicycle hire points
- Planting more street trees along the cycle path to develop a green infrastructure network for connecting the green spaces

Recommendation highlights:

1. Each green cycle path is leading to a green space nearby, ultimately hoping to establish an extensive green infrastructure network
2. Number of street trees will be greatly increased and this may also increase residents' incentives of choosing cycling over driving to ease the traffic
3. The Keep, which will be redeveloped as a new residential and commercial hotspot, is chosen to be the "centre" of the sustainable transport network
4. Two green cycle paths, connecting to the north and south of Thames River , can join the existing cycle path along the river to form a cycling circle or loop
5. The use of high quality green space can be enhanced

Green Space and Community Assets Enhancement

The table lists the potential community assets in the area:

Education	Religion	Public Service	Health	Sport and Leisure	Pub	Asset of Community Value (ACV)
Bright Horizons Elm Grove Day Nursery and Preschool	Parish Church of St Luke's	Tudor Drive Library	Kingston Health Centre	Scout Group	The Grey Horse & Ram Jam Club	Canbury Arms
St Luke's C of E Primary School	Kingston Mosque	Tudor Drive Sub Post Office	Laurel Pharmacy	Hawker YMCA	Wynch Elm Pub	
Malden Oaks Dukes Centre		Kingston Fire Station	Canbury Medical Centre	Albany Park Sailing Club	The Oak	
The Tiffin Girls' School			St Albans Medical Centre	Kingston Rowing Club	The Boaters Inn	
Kingston Academy			Tudor Drive Surgery		The Queens Head	
Kingston Day Nursery & Pre- School			Churchill Medical Centre (Tudor)		The Cardinal	
Katey's Nursery & Pre-School Kingston			Kingston Hospital			
Latchmere School						
St Agatha's Catholic Primary School						
Kingston Community School						
St Paul's CofE Primary School, Kingston Hill						
Alexandra School						
Kingston Greek School of St George						





Conclusion

Through studying the various issues the Kingston Neighbourhood Forum seeks to address and solve, as well as analysing the three policy documents, the group has suggested several recommendations that are in line with the set vision and objectives and planning policies:

I. The delivery of affordable housing is a concern in the North Kingston Area, we have identified the site- 'The Keep' as a crucial site which will help deliver affordable housing. This site has a low PTAL rating and could benefit significantly from development of affordable housing. Our recommendation is to use this site for mixed-use development, this includes affordable housing for up to eight floors as well having active frontages. This will not only help meet the annual target set for Kingston as well as London as a whole in delivering more homes but will also create local jobs in the area, creating employment and boosting the local economy.

II. Industrial Intensification of Ashway Centre, Canbury Car Park and St George Industrial Estate to increase business and job opportunities.

III. Protection of the character areas and conservation areas for keeping the culture and heritage of North Kingston.

IV. Developing a sustainable green cycle path network throughout the North Kingston Neighbourhood area as well as along the Thames Riverside. This will promote a healthier, sustainable community as well as contribute in reducing traffic congestion caused by cars and allowing cyclists to commute safely. Safety along the Thames should also be created, hence, the cycle path would mean that cyclist stay out of pedestrian path.

V. There are tensions with the number of primary schools in North Kingston Neighbourhood Area and the catchment area of these schools. Due to the increase in population in North Kingston neighbourhood area in the last couple of decades, predictions are that population will increase and the number of families choosing to live in better areas like Kingston will also increase. This would create pressure on the existing schools. We recommend of expanding the current primary schools, this includes St. Agatha's primary school by at least two additional floors to reduce this pressure. Expanding schools is also a part of the Council's core policy.

To conclude, it is believed that the recommendations provided in the report will help the Forum to solve most of the concerns they have identified in the neighbourhood and the ultimate vision of achieving a sustainable Kingston neighbourhood community can be achieved.

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