

North Kingston Neighbourhood PLAN

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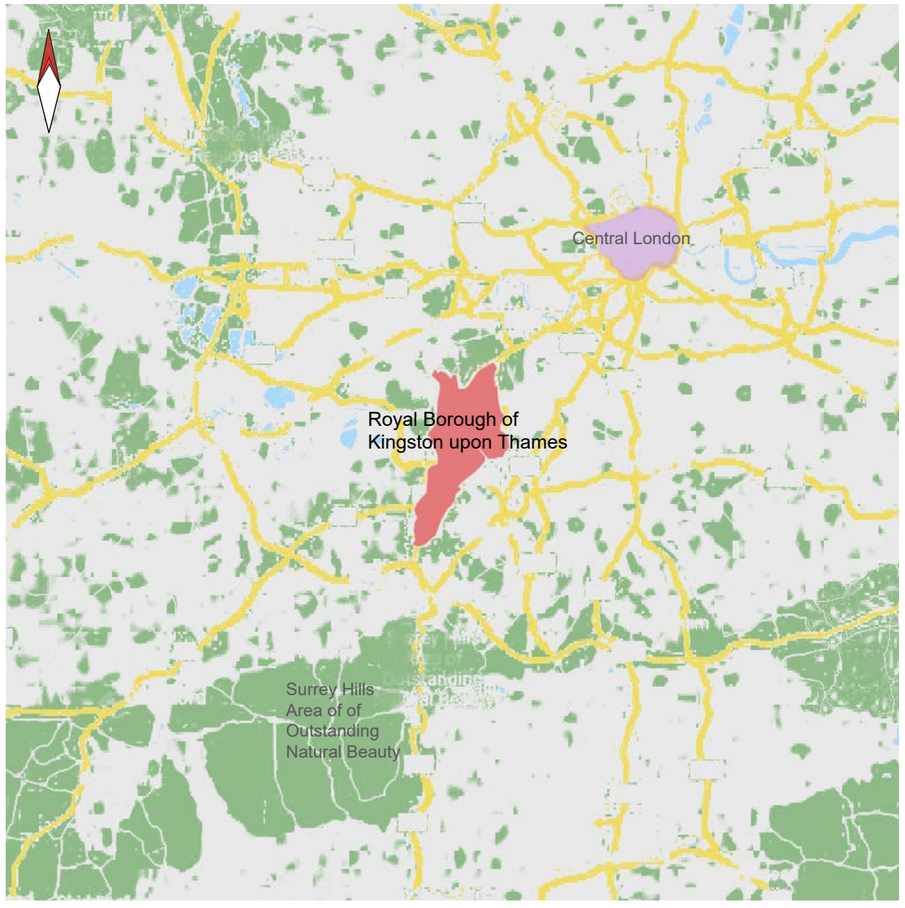
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INTRODUCTION



This report document is a planning project in collaboration with the North Kingston Neighbourhood Forum to develop an analysis of the urban and planning context in relation to their concerns and issues, a vision for the neighbourhood plan, and an outline of the directions for implementing the plan.

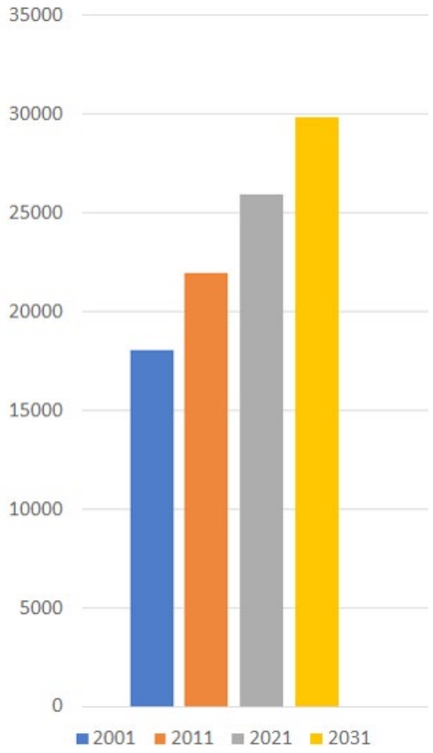
The Royal Borough of Kingston upon Thames is situated in the south-west of London and is one of only four royal boroughs in England and Wales. The borough welcomes regular visitors as it is a place of deep history and culture, but also acts as a contemporary commercial centre in the area. There are 4 neighbourhoods in this borough and in total 16 wards. The North Kingston Neighbourhood Forum covers 2 wards, including the Tudor ward, and the Canbury ward.

The following contents represent our findings, analysis, rationale, and way forward in relation to the vision proposed.

Neighbourhood Area and Site Context

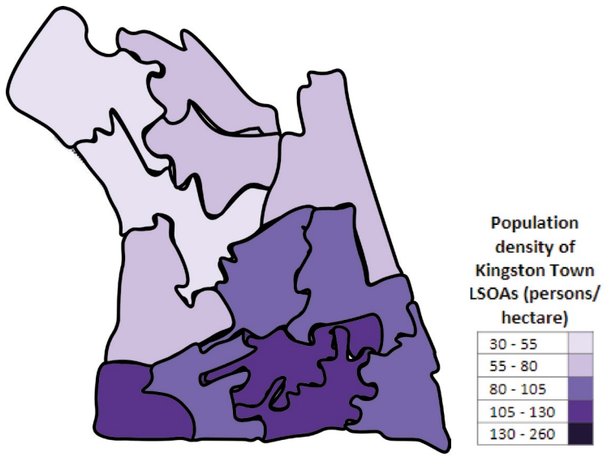
Demographics & House Prices

Population Projection

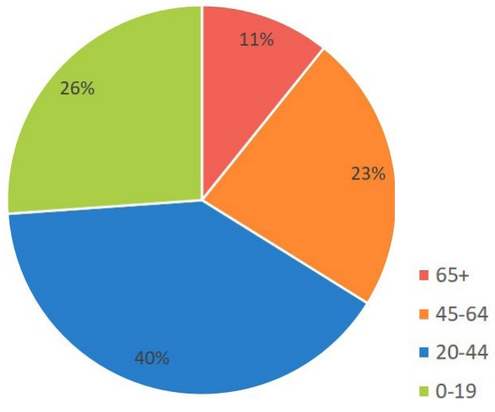


- In 2011 the population of Canbury ward was 12,373 and Tudor ward had a population of 9,578.
- There was a 21.4 % increase in population between 2001 and 2011 (3,946 residents), as shown on the graph.
- The population of North Kingston is 24,735 with a gender ratio of 51.1% female and 48.9% male.
- If the average increase of +3,946 residents every 10 years occurs by 2031 the population will be 29,843.
- Population density is lowest in the north and highest in the south.
- The two largest age groups in the area are 20-44 year olds, making up 40%, and 0-19 year olds, making up 26% of the population.
- ‘Whites’ make up the largest ethnic group at 80%. 53% of the population have a level 4 qualification or higher and only 2% have no qualifications.
- House prices in North Kingston vary across each of the LSOAs, starting from just over £150,000 and reaching up to £2,000,000 in some areas. House prices are lowest in the north-east and south-east of North Kingston, with the highest value houses being located towards the centre of North Kingston. The most commonly occurring price range, as shown on the map, is £555,000 – £2,000,000, emphasising the high house prices in North Kingston.

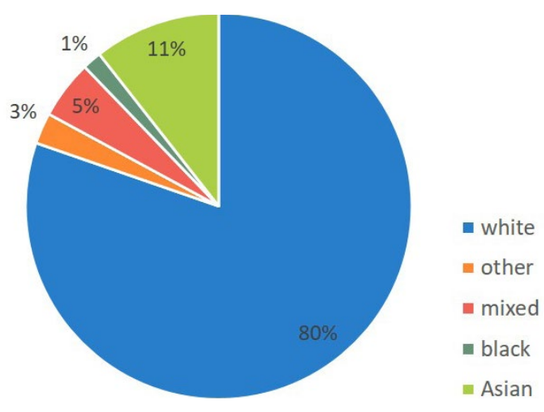
Population density



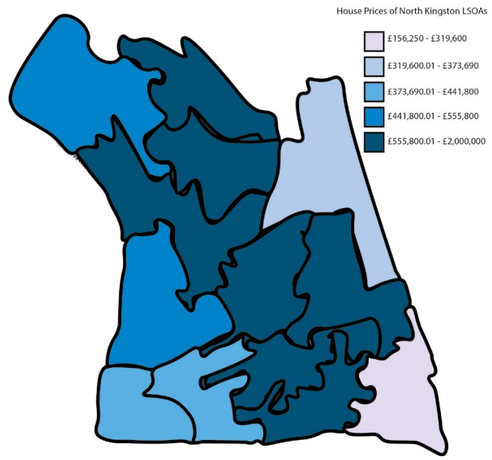
Age Composition



Ethnicity



House Prices



Land Use

- Residential
- Public / Open spaces
- Primary and Secondary Schools
- Mixed-used
- Businesses / Industrial
- Retail / Commercial
- Health facilities
- Other education /institutions
- Leisure and Sports
- Religious Buildings
- Community facilities/ Civic Services
- 400m Catchment radius for schools
- 400m Catchment radius for health facilities
- Crossrail 2















North Kingston's main land use is residential which is spread evenly across most of North Kingston, with open and green spaces predominantly to the east of the area but also notable in the Elm Grove Open Space in the south west of North Kingston. There are also clusters of other land uses such as for business/industrial at the northern end of the Richmond Road and a commercial/business hub to the south-west of the borough including the Canbury Business Park. There are also seven schools (two secondary and five primary) in this area with good accessibility.

There has been a 400m catchment placed around health centers and schools on the Land Use map, indicating which areas in North Kingston these facilities serve. This also indicates which areas these facilities serve in North Kingston.

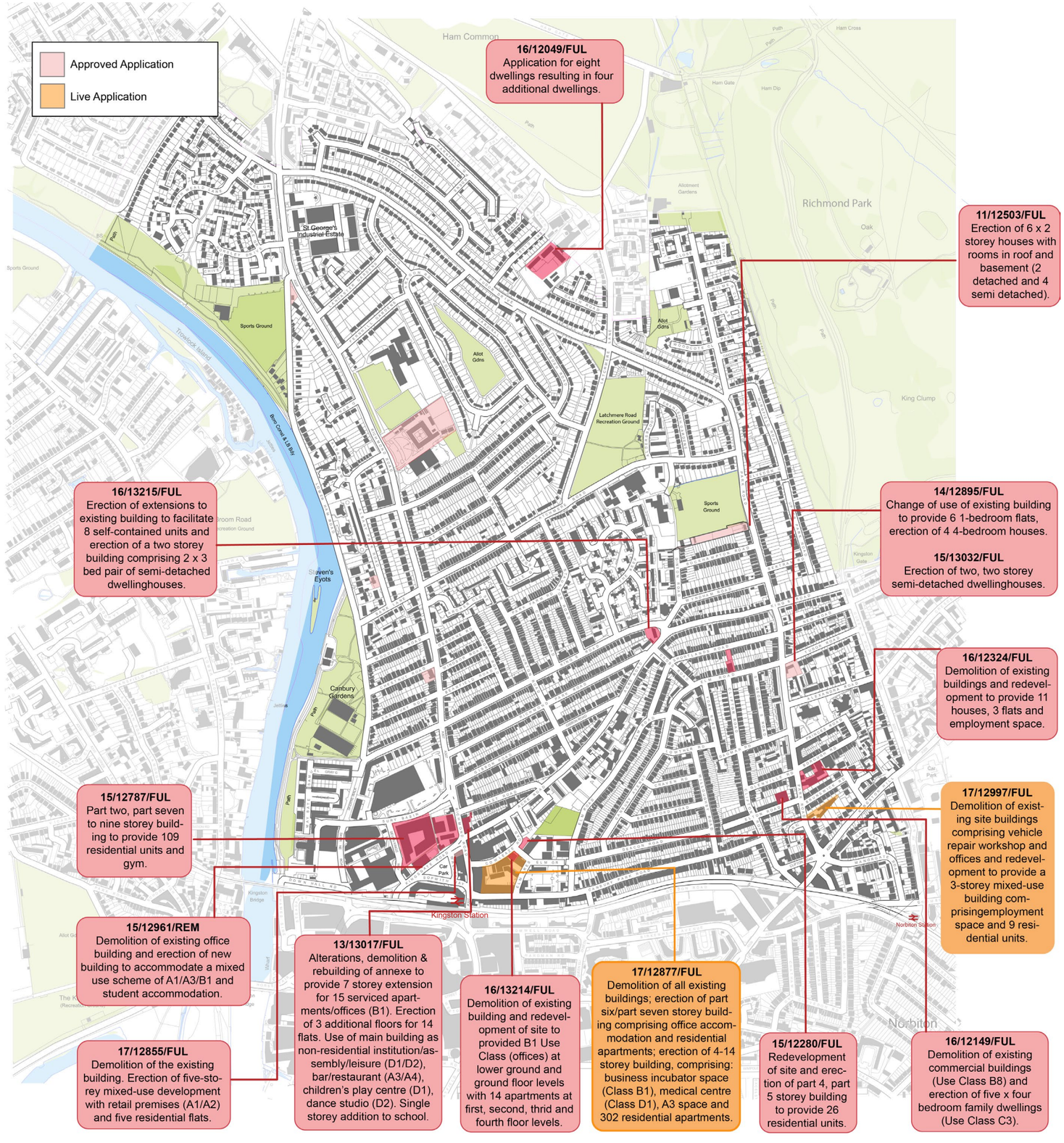
Recent Planning Permissions

The map on the left provides an indication of upcoming development in North Kingston, and shows all applications, both live and approved, for full or outline planning permission for major developments, and developments of two or more dwellings.

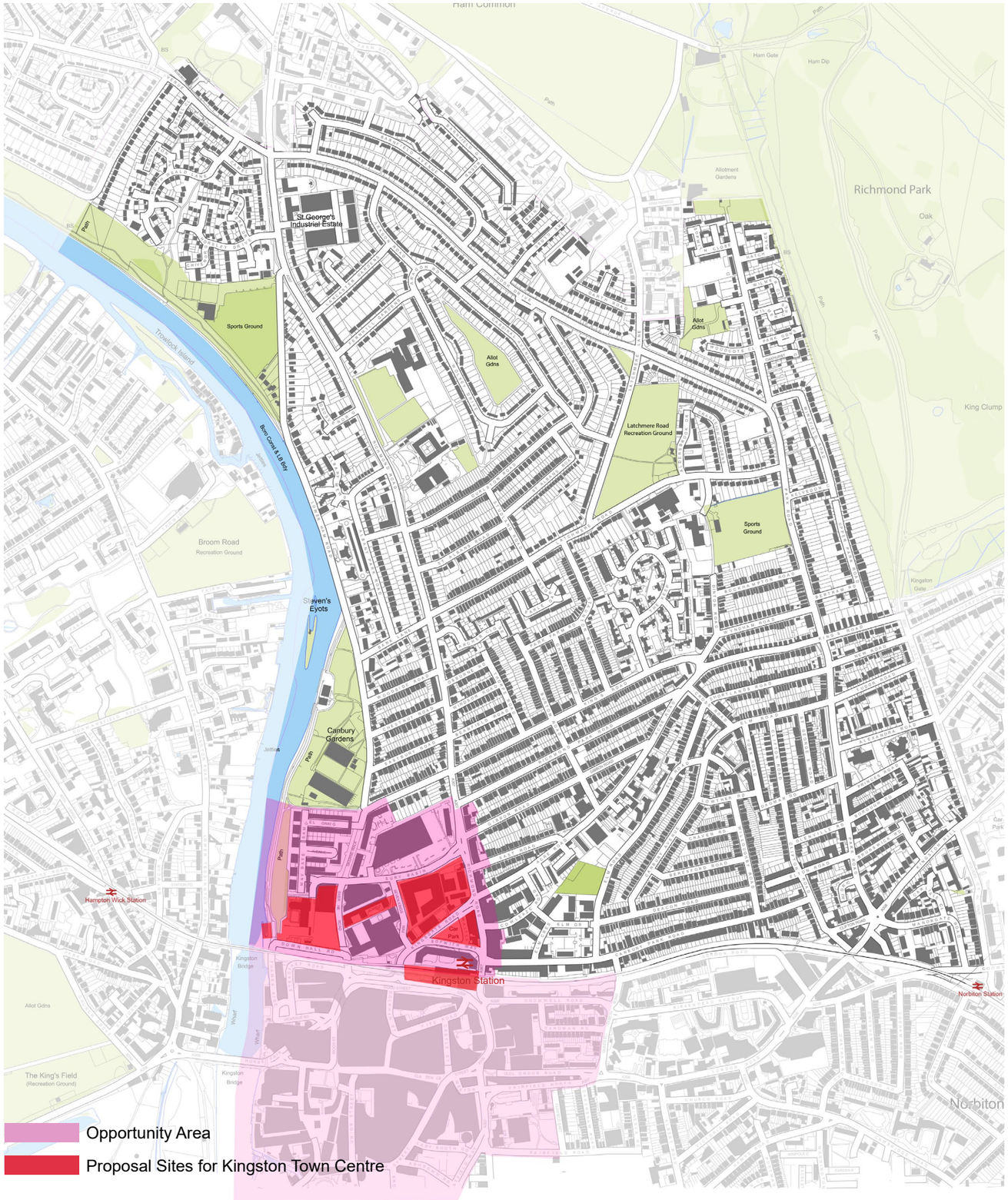
These applications suggest that much of the development coming forward is mixed-use development, incorporating a large number of residential units, as well as business and commercial development. A number of tall buildings have also been proposed under Planning Permissions 13/13017/FUL and 15/12787/FUL to the south west of the Neighbourhood Area, which has been designated as a Key Area of Change within the Core Strategy (2012).

Several of the approved schemes incorporate both office and commercial units into the development. Application ref. 17/12877/FUL has recently been withdrawn, though had been recommended for refusal, one of the reasons for which included concerns over the future provision of business space for existing tenants. Reflecting this concern, the smaller scale permissions indicate a loss of of both business and retail uses to residential development, raising questions over the provision of services and employment opportunities in North Kingston.

In terms of social infrastructure, developments comprising uses such as schools, children's day care facilities and medical centres have been proposed.



Opportunity Area Designation



Kingston Town Centre, which falls partly within the Neighbourhood Plan area, has been identified as an emerging Opportunity Area in the London Plan (2016). Policy 2.13 of the London Plan states that proposals within such areas should, amongst other things, provide the necessary social infrastructure, contain a mix of uses, contribute towards meeting housing guidelines and employment capacity, and be integrated with the surrounding areas to support wider regeneration.

The Direction of Travel (DoT) for the Royal Borough of Kingston upon Thames (2016) states that "The securing of opportunity area status for Kingston will make a key contribution to the new borough-wide Local Plan. It will help facilitate sustainable growth and increase access to funding opportunities."

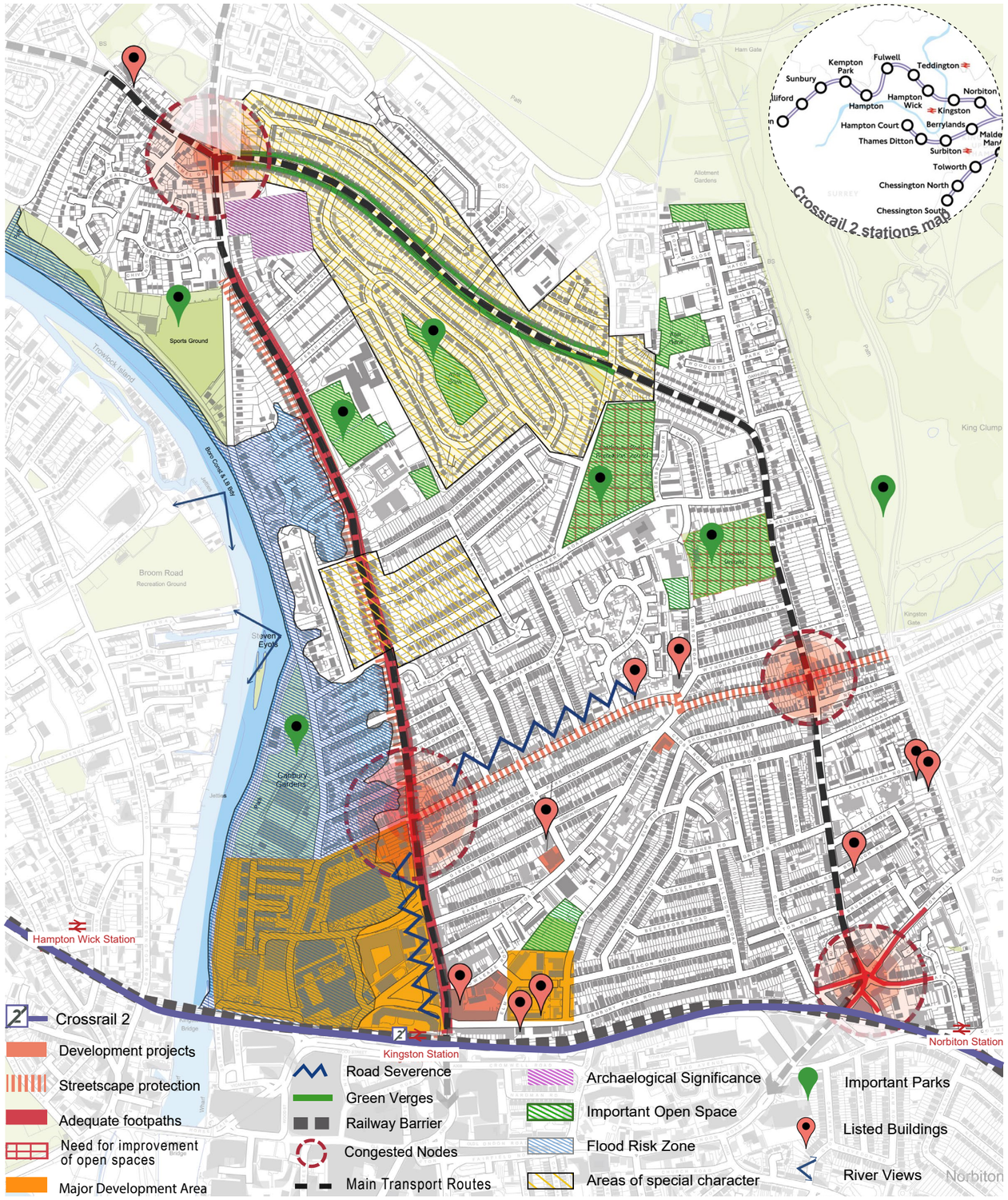
The DoT confirms that within the Town Centre, there is potential for the following:

- Enhanced transport accessibility;
- Delivery of new homes, including affordable housing;
- Development of an office / mixed-use quarter;
- Expansion of retail, leisure and cultural offer;
- Improved facilities for higher education.

Within the Opportunity Area, four Proposal Sites have been allocated in the Kingston Town Centre Area Action Plan (2008), referred to as P17-20. These sites are proposed to accommodate mixed use development, including residential, education, GP healthcare facility, offices, a hotel and community uses.

Assests and Concerns

Based on the site analysis and stakeholder engagement with the Neighbourhood Forum, a number of concerns and opportunities have been identified in the area. These have informed the objectives and the overall vision for the Neighbourhood Plan.



CONCERNS:

- North Kingston experiences high levels of localised traffic congestion, especially in areas of intense commercial activity such as near Kingston Station or around traffic junctions. Furthermore, Richmond Road and Kings Road faces severance and congestion due to high levels of on-street parking and spill over activities onto the street. Concern regarding inadequate footpath along the main roads.
- The River Thames and Richmond Park are prime assets for Kingston, but due to poor Thames River and Richmond Park are prime assets for Kingston, but due to poor planning, the buildings face away from the river and residents face difficulty to safely access the waterfront. There is also no defined pedestrian or cycle route that connects Thames to Richmond Park.
- Flooding is a major concern and it is important to mitigate flood risks without limiting access to the river.
- There is a need to improve accessibility and enhance the public realm of open spaces such as the Latchmere park and the park next to St Agatha's Catholic School.
- Concern regarding the loss of grass verges and front gardens along the Tudor drive due to crossovers and parking.
- The existing townscape is of high quality with distinct residential character areas. However, due to the increased commercial activity, the neighbourhood area is under transformation. Increase in building footprints, building heights and disrupted building lines are major concerns. Another issue relates to loss of local retail and businesses to residential land use (example – shopping parades).
- There is a concern about inadequate housing and social infrastructure provision. The development proposals should take into account windfall delivery from infill sites.
- Last, concern about maintaining the 'sense of place' and quality of life within the neighbourhood areas.

ASSETS:

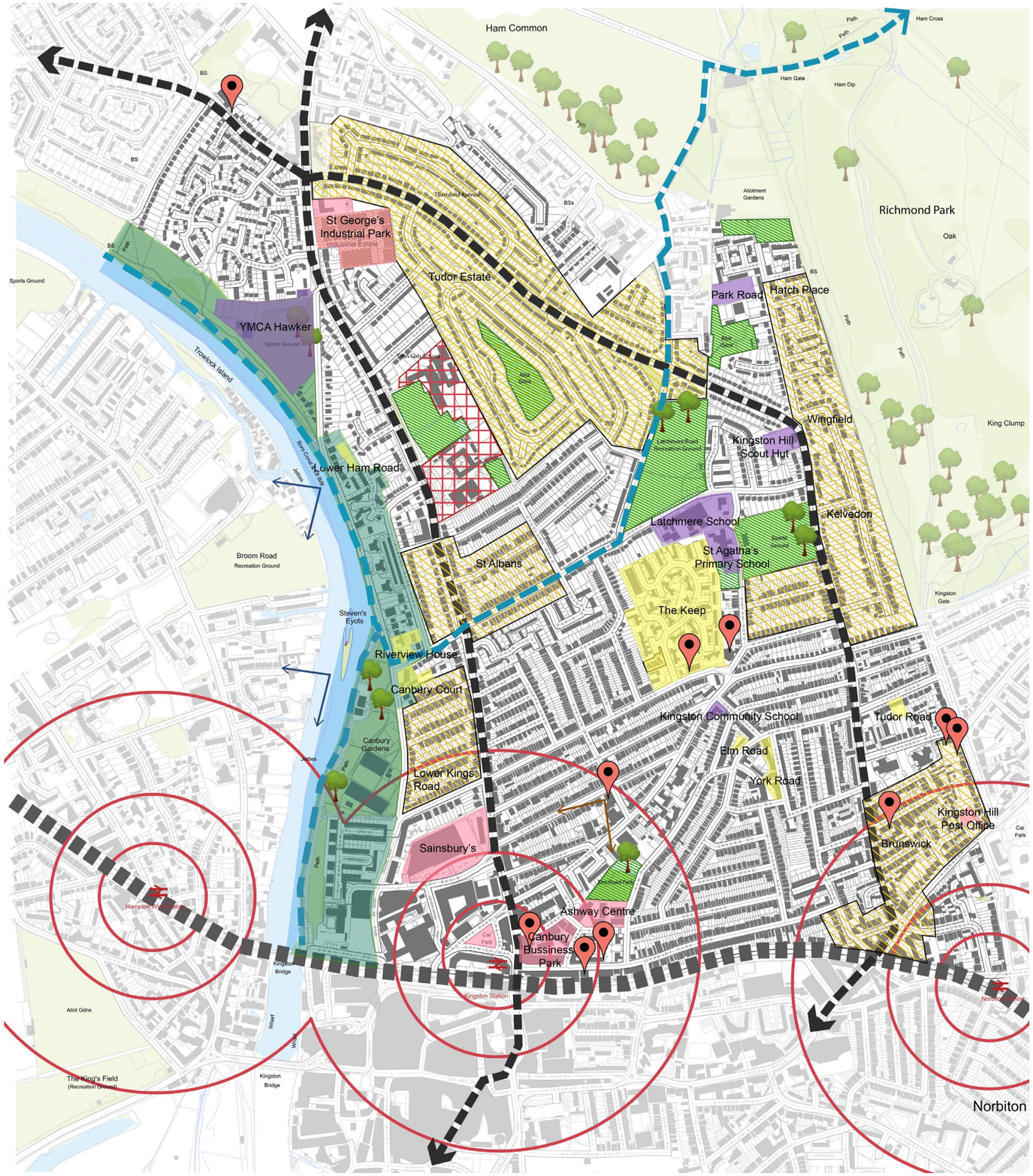
- The waterside character of the Thames River forms a valuable asset and development proposals should aim to - enhance the waterfront setting; and strengthen the physical and visual links from the river.
- North Kingston possesses rich built and natural heritage areas. It is imperative to - protect the heritage buildings and open spaces; enhance their setting; and preserve the important skyline views (from St Lukes Church). Amongst the open spaces, the Elm road open space should be especially protected from the emerging developments in the south.
- The neighbourhood area comprises of distinct residential character areas. It is important to preserve their built character and typology (Bethan; Victorian; Edwardian) and ensure that any future proposals relate to the existing built environment.
- Another major advantage for the North Kingston region is the emerging Crossrail 2 link that will connect the South-West Main Line to the West Anglia Main Line. Since the South-West main line is one of the busiest routes, Crossrail 2 would help reduce congestion and improve connectivity to central London. It would make a huge impact to the local economy of the region and increase its footfall.

Vision and Objectives

Vision

The vision for North Kingston is to develop a vibrant place with a strong sense of community that protects its unique character and heritage while embracing new ideas and beneficial change.

The Vision Map is a strategic map for the North Kingston neighbourhood that allocates sites for future development (mixed use, housing, social infrastructure), identifies areas for protection (built and natural assets) and makes recommendations for infrastructure and public realm improvements. It sets out the implementation and consultation strategy with regard to the Local Area Plan and the London Plan.



- Social Infrastructure Site Allocations
- Protected Open Spaces
- Natural Conservation
- Flood Protection Area
- Influence Zone
- Schools - Character Areas
- Residential - Special Character Areas
- Cycle Route
- Housing Site Allocations
- Mixed Use Site Allocations
- Railway Line
- Movement corridor
- Views to be protected
- Listed Buildings

Objectives



- To guide the transition between the emerging developments in the town centre and the surrounding residential areas. The transition should be gradual and maintain the overall character of the area. Mixed use development (transit oriented development) should be promoted within 800 m of the rail stations.

- To protect and enhance the built character of the neighbourhood area. Building heights for the new developments should respect the scale, appearance and character of the surrounding neighbourhood areas. Listed buildings and heritage assets should be protected and enhanced and any new development should not obstruct the key views from these buildings.

- To promote the local economy and maintain the vitality of the area's commercial streets (example – Kings Road). The existing businesses and retail shops should be protected and an active frontage should be encouraged to enhance the streetscape. Loss or change of use of business premises should be controlled and must not affect employment opportunities in the area.

- To identify and allocate sites for housing. The Neighbourhood Plan should facilitate delivery of a minimum of 643 homes per annum as per the Local Area Plan (aiming towards 1,364 pa as per the London Plan) with at least 35% affordable housing. It should optimise the use of land by identifying infill sites. A range of housing types and tenures should be encouraged to achieve a balanced, inclusive and sustainable community.

- To provide adequate social infrastructure that includes health facilities and schools. The requirement is spread across the entire borough and should be met through identifying new sites or expanding the existing school premises.

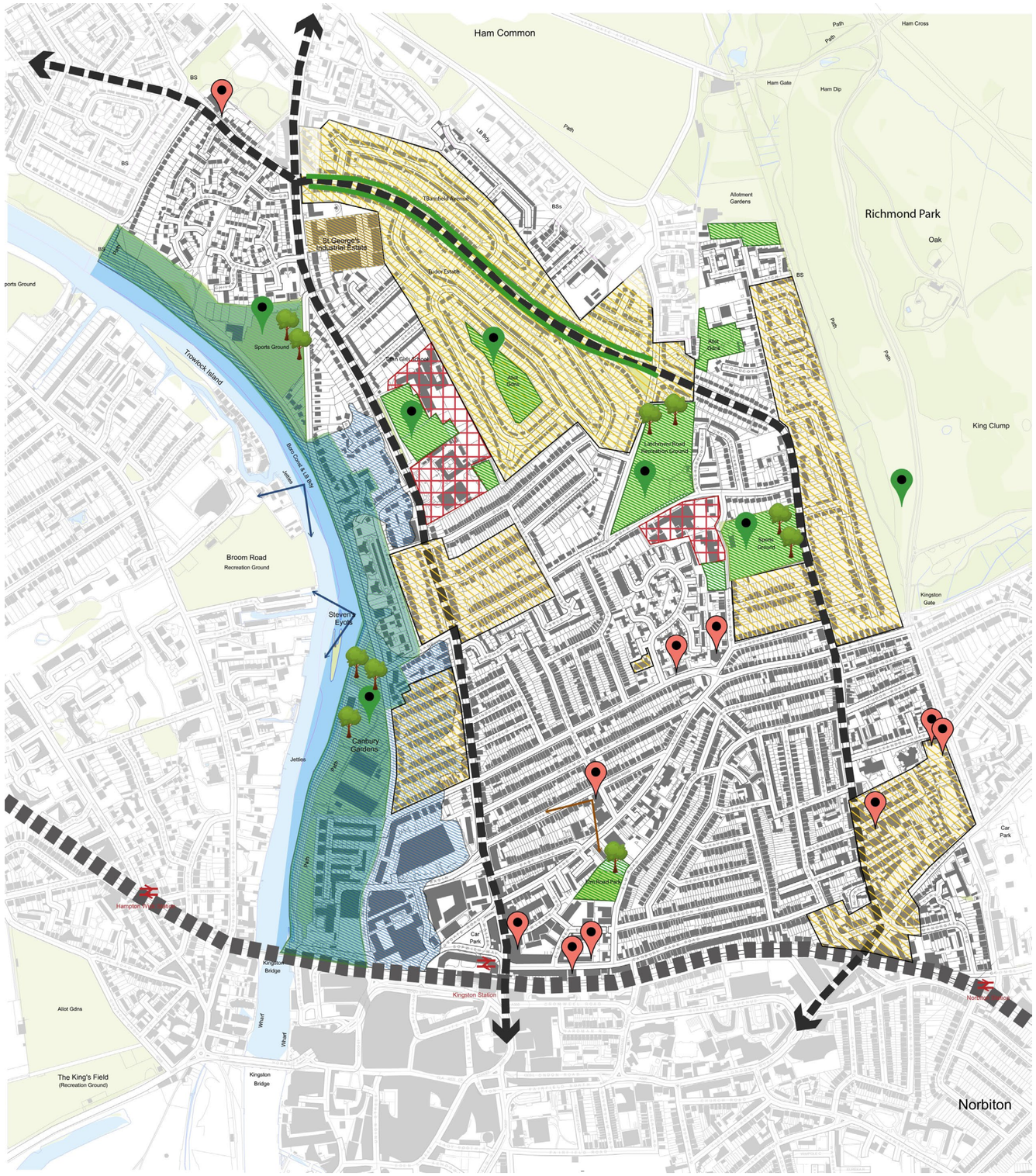
- To minimise the traffic congestion along the main roads (Richmond Road; Park Road) and junctions. To allocate parking lots to manage both on-street and off-street parking. To improve connectivity from Richmond Park to River Thames and promote sustainable modes of transport like cycling.

- To enhance public realm along the waterfront of the River Thames and along the main commercial streets (Kings Road) by providing adequate street furniture, tree planting, lighting and signages. To protect the open spaces (example - Elms Road Park) and provide community facilities (example – cafés around parks, open spaces).

- To maintain the character and the quality of life within the neighbourhood area.

Areas for Protection and Enhancement:

Protection of Built and Natural Environment



- Protected Open Spaces
- Natural Conservation Area
- Flood Protection Area
- Industry - Character Area
- Schools - Character Areas
- Residential - Special Character Areas
- Railway Line
- Movement corridors
- Views to be protected
- Listed Buildings
- Public Open Spaces
- Grass Verges

Protection of Heritage Assets and Natural Features

North Kingston has a rich heritage and many conservation areas which contribute to its attractive and distinctive character. The Neighbourhood Plan proposes to protect and enhance the heritage assets, listed buildings and areas of special character (as shown on the map). The key views from the important landmark buildings such as St Luke's Church should be protected.

The open spaces within the area are in abundance. It includes natural conservation areas, local open spaces, parks, playgrounds and allotments. The Neighbourhood Plan seeks to protect and improve the accessibility of the key local open spaces and (example- Elms Road open space should be protected from the emerging high-density development adjacent to it). Recreation, sports and community facilities are proposed within the public open spaces.

Furthermore, the green space along the riverfront falls under the flood protection and natural conservation area and hence should be protected and enhanced. The river views should be kept intact.

Protection of Residential Character Areas

The neighbourhood area is mainly sub-urban with distinct residential areas having a character that reflects their period of construction. The key housing typologies include Victorian and Edwardian, Arcadian, Post-war and Modern. The architectural features of each housing type contribute to the character of the residential areas in North Kingston.

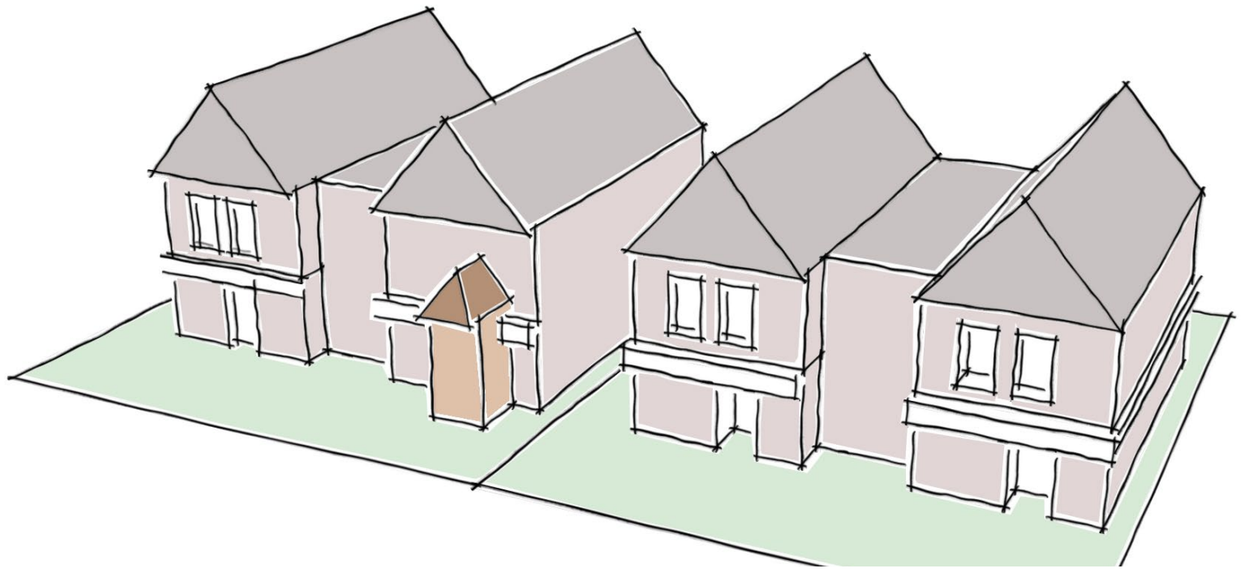
- The Victorian and Edwardian residential areas are typically 2-3 storey semi-detached houses with density ranging from 30-55 dph. The most distinct feature is the rhythm of the built form together with its rich architectural detailing that imparts a strong identity to the area.
- In the Arcadian and post-war residential areas, the houses mostly have generous plot sizes situated in rural/semi-rural surroundings with high quality landscape features. Density range is very low from 2-13 dph. The lower density leads to plot conversions and over-development and loss of landscape features.
- In the modern houses, the density ranges from 22-84 dph. The houses have relatively smaller plots with open plan frontages. Generally dominated with front parking and minimal landscaping. These areas lack the local distinctive character with poor legibility and vast parking areas.

Key Issues

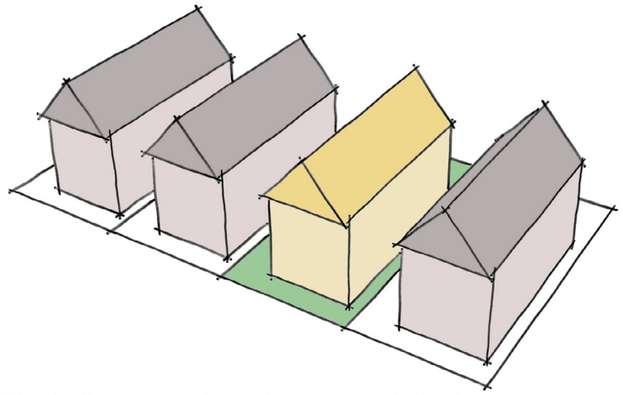
- Loss of distinct local character.
- Loss of front gardens, enclosures and grass verges for parking.
- Proliferation of new gated developments lacking character and design quality.
- Poor quality landscaping of new developments.
- Conversion of larger plots into blocks of flats resulting in poor quality spaces.

Recommendations

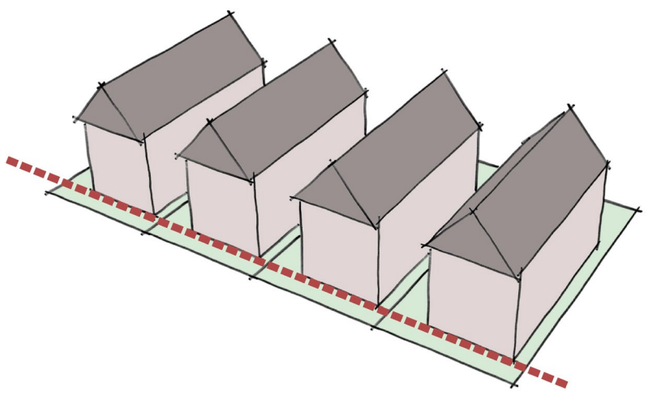
- New residential developments should reinforce the local identity and contribute positively to the physical setting. Examples – a landmark building on corner plots to create a sense of place; landscaping to enhance the public realm and conceal parking areas.
- New development proposals should be in accordance to the prevalent typology, scale, layout, height, form and massing. The building design should reflect local building materials, textures and colours; architectural styles and natural features.
- The new developments should be built along the established building line i.e. in line with the fronts of the existing buildings. New additions to an existing building should be proportionate and subordinate to the main building.
- Building heights should follow the eaves height of the street, especially in case of infill development along an established street. Infill developments should respect the existing plot layout and the established character area with respect to spacing between the buildings.
- Dominant roof forms and prevailing architectural rhythm that defines the streetscape should be reflected in new buildings. Any inappropriate roof extensions that break the rhythm and cohesiveness of the streetscape should be avoided.



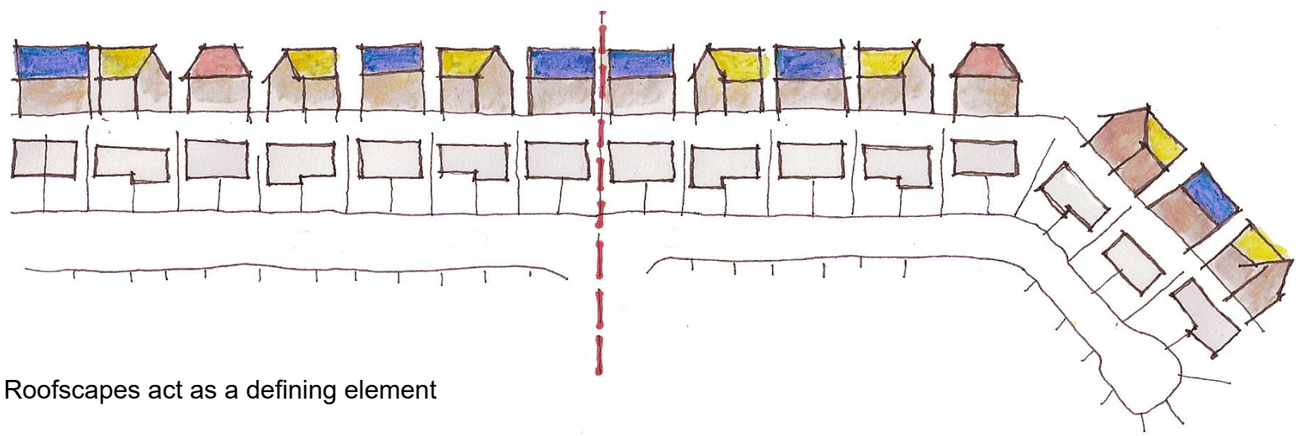
New Extensions should adhere to the scale and form of the main building



The built form and typology of the infill development should respect the context



Housing typology aligned along the building line .



Roofscapes act as a defining element

Areas for Protection and Enhancement:

Public Realm Improvements

The Neighbourhood Plan seeks to enhance the public realm and make improvements to the public areas and the major streets. Public realm improvements will not only make the area more attractive, but also cleaner, healthier and safer. The main aim is to create high quality public spaces that improve the physical setting of the borough. The key principles that set out the framework for intervention are:



- **Character** – To enhance the identity and sense of place, example – use of symbolic elements.
- **Diversity** – To provide variety and choice, example – design elements that add to the established character of the place, yet fit within the context.
- **Well-designed places** – To create places that are attractive with a coherent palette of street furniture that responds appropriately to the context.
- **Ease of movement** – To ensure that streets are free of obstacles and easy to move through, example – off-street parking should be avoided.
- **Legibility** – To ensure that the area is legible through a clear hierarchy of movement network and use of landmarks.
- **Accessibility** - To ensure that the area is accessible and make provision to promote walking, cycling and use of public transport.
- **Safety and inclusion** – To ensure that the neighbourhood is safe and inclusive, example – provision for less-abled, obstacle-free zones.
- **Resilience** – To minimise impact on the existing environment and design places that could be maintained over a longer period of time.

A few areas that have been selected for public realm improvements are as follows –

1. Thames Riverfront (next to Canbury Gardens) – A promenade along with recreational and leisure facilities is proposed along the riverfront to enhance the public realm and provide a new high quality public place for the residents as well as the visitors. Access from the riverfront to the Canbury Gardens and across the neighbourhood areas to be improved along with provision for a dedicated cycle lane.
2. Latchmere Park – The accessibility to the park is an issue noted by the Forum. All the barriers should be removed and public realm around the park should be improved. Community facilities like cafes or pop-up stalls should be proposed within the park to make it more active.
3. Kings Road – The street comprises of a mixed character with parade of shops on the ground floor and residential on the upper floors. On-street and off-street parking creates congestion and hinders movement along the road. Hence, the Neighbourhood Plan proposes to declutter the street and design a clear pathway to promote active frontages of the shops. New street furniture (benches, bins) and signages are proposed to make the place more attractive. Planting along the streets is also encouraged to provide shade and shelter.

In addition, the Neighbourhood Plan proposes to provide adequate footpaths along the main streets, wherever required. It also recommends that a wayfinding and lighting strategy for the entire borough should be prepared in consultation with the Local planning authority.



Concept sketch of Latchmere Recreation Ground with a cafe, public seating areas, outdoor sheltered space for community activities, imporved accessbility and facilities.



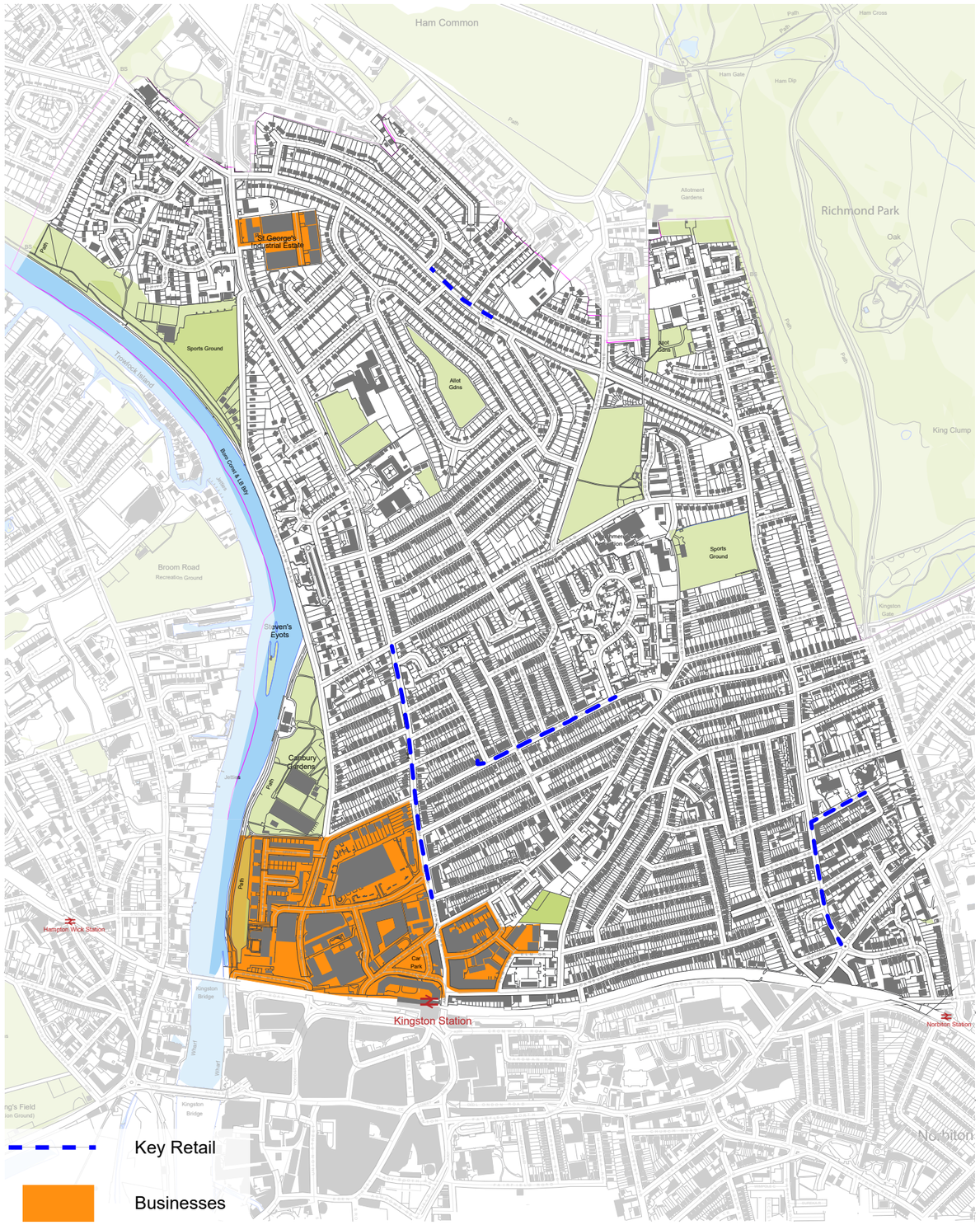
Concept collage of Kings Road mixed use development with well managed parade shops (coloured in pink) on the ground floor, and residential on upper floors (coloured in yellow). Pavement is pedestrianised and enhanced with street furnitures, braille paths, and greeneries.



Concept sketch of Thames riverfront, with leisure facilities, high quality public places, enhance in universal pedestrian access, and provision of cycle lane.

Areas for Protection and Enhancement:

Protection of Commercial Uses



North Kingston has several retail and business/industrial hubs, these areas help contribute to the economy and character of North Kingston as well as providing services for the local population. Some of the major hubs include:

- St George's Industrial Estate located in the north east of North Kingston consists of warehousing, industrial spaces and office units.
- The areas around Canbury Business Park and Kingston College Creative Industries Centre to the south west of North Kingston are dominated by various businesses and office spaces.
- Richmond road is one of the largest roads in the area, and comprises a range of commercial activities ranging from computer repairs, public houses and dry cleaners.
- Park Road is another large road in the south east of North Kingston and acts as a commercial presence in the area.

However, the main problem facing these hubs is that there are increasing levels of residential development and changes of use in the area leading to buildings in these vicinities being converted to residential dwellings. These developments will not only change the quality of the distinct character of North Kingston, but will also lead to a loss of services for local people, job losses for people working in these sectors as well as economic losses for the wider area. The suggestions are that these areas of North Kingston will be protected as much as possible through policies seeking to preserve commercial and employment uses, alongside the existing Article 4 direction.

Alongside protecting these business and retail hubs, the value of these hubs should also be improved. Whilst it can be overlooked, improving the streetscape of these business and commercial hubs can direct more human activity and footfall towards these areas generating more economic success for these areas. The recommendations for the improvement for business and retail hubs include:

- Implementing new/improved signage for businesses to attract passersby.
- New/improved storefronts to attract passersby.
- Improvements to pavements to generate footfall in these areas.



Streetscape should be well-kept and managed through unifrom signages, prioritising pedestrian access at the shopfronts, and protecting exsiting valued built-character form.

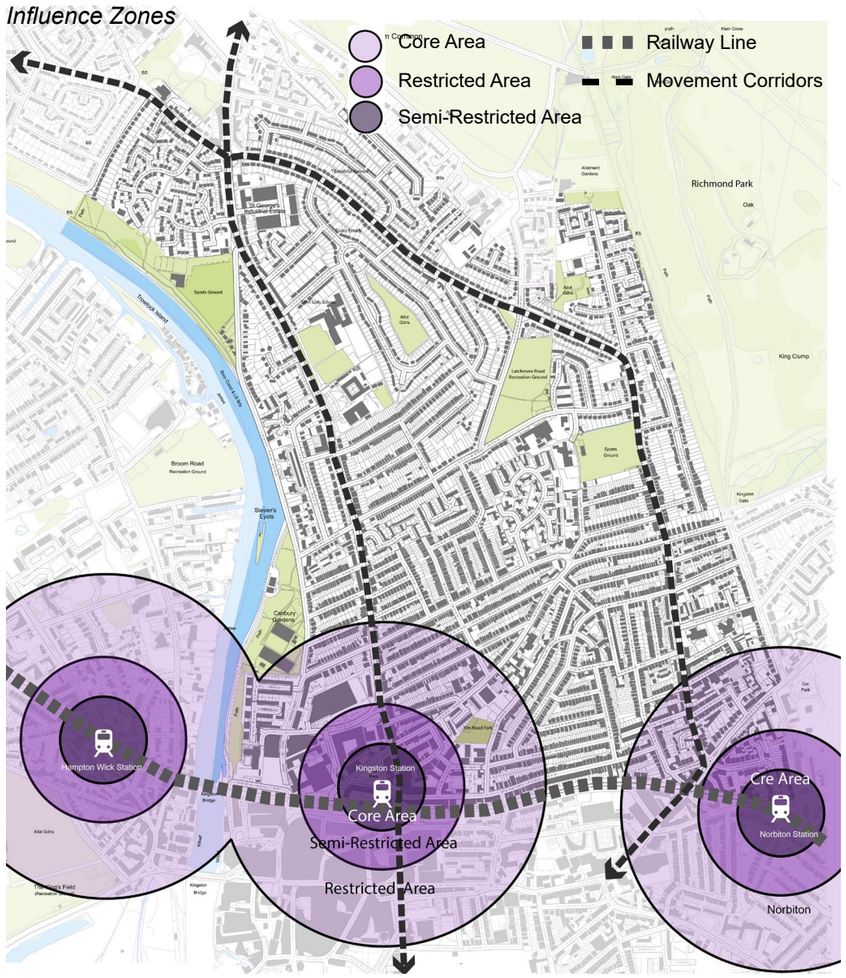
Tranformation Zone

The area around the station should be demarcated as the Zones of Influence for transit-oriented development (TOD). The Neighbourhood Plan proposes three regulated Zones of Influence that will notify development measures around the transit station areas. These Influence Zones are demarcated within 200m, 400m (5-minute walking distance), and 800 m (10-minute walking distance) of catchment area from the rail station.

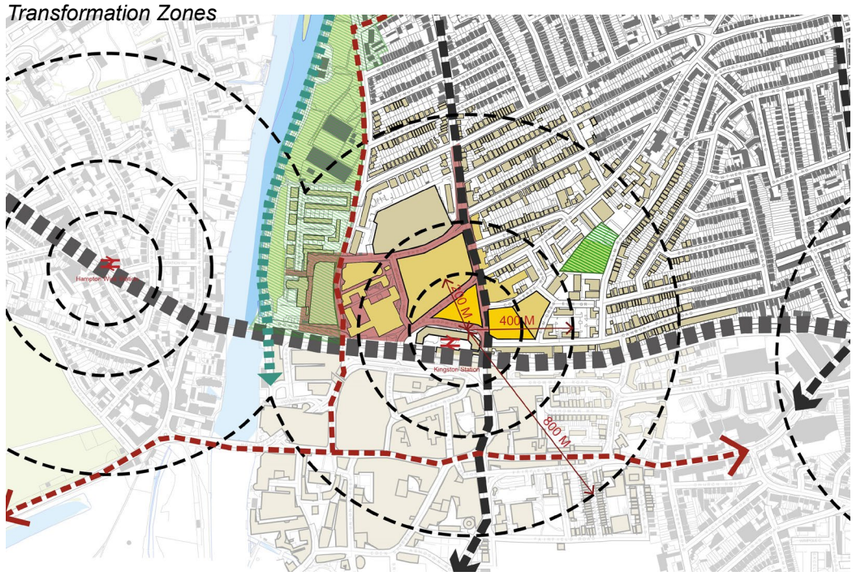
Development guidelines with respect to land use, density and built form, scale and massing are proposed within the Influence Zones. Defining minimum standards for these variables would thus provide a framework for any new development. The main intention is to create a gradual transition as one moves away from the station that is centrally located. A gradient of the level of development within the Zones of Influence will help in managing transformation within the neighbourhood area.

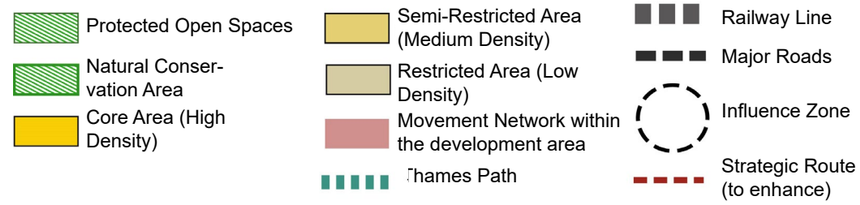
The table below provides development guidelines within the zones of influence. The three zones named as the core area, the semi-restricted area and the restricted area will have different types of land use and density measures. Non-compatible uses within these zones will be either conditional or prohibited.

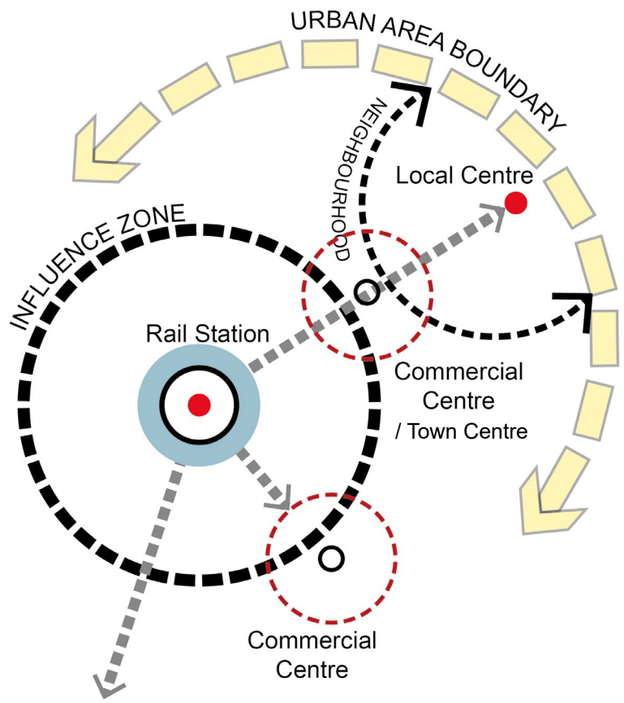
Influence Zones



Transformation Zones

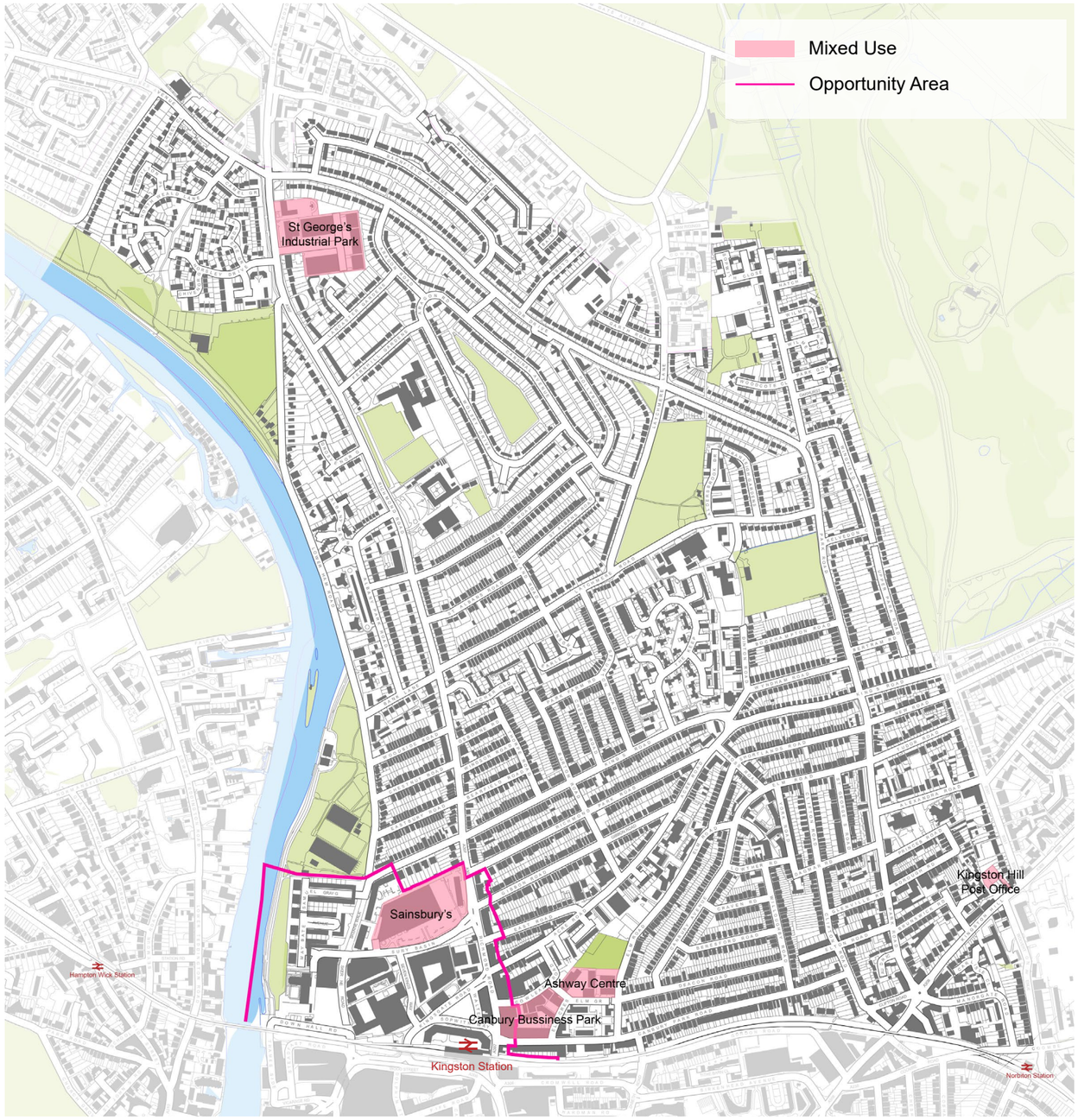






Main Features	Influence Zones		
	Core Area - 200 M catchment	**Semi-Restricted Area - 400 M**	**Restricted Area - 800 M**
Land Use			
Permitted Land use	Mixed- Use (50% Residential, 50% Commercial (Retail, Business), Offices, Leisure, Recreation, Public Utilities	Mixed- Use (70% Residential, 30% Commercial (Retail, Business), Open spaces (parks, gardens), Community facilities, Public Utilities.	80%-90% Residential, Retail, Community facilities, Education, Health facilities, Public Utilities, Open spaces (parks, gardens)
Conditional Land use	Leisure, Recreation	Offices, Leisure, Recreation, Sports, Education, Health facilities	Leisure, Recreation, Sports, Offices, Business
Prohibited Land use	Heavy Industry	Heavy Industry	Heavy Industry
Residential Density	More than 70 dph	35-70 dph	35-55 dph
Residential Plot Area	50 sqm (1/2 bedroom) – 70-90 sqm (3 bedroom)	70 sqm-100 sqm	90 sqm – 120 sqm
Building Height	8 – 12 stories	6-8 stories	3 -6 stories

Site Allocations:
Mixed Use



Five sites are recommended for mixed-use development:

- It is considered that the **Sainsbury's** site represents an appropriate site for major mixed use development, including both residential and commercial uses, particularly given its location in the Opportunity Area, and in proximity to existing housing developments and commercial uses. Given the size of the site, there is potential for the site to be redeveloped whilst providing sufficient space for the existing retail store. The sites to the south of the Sainsbury's site have permission for between two and nine storeys in height, thus a tall building could be permitted, so long as the building respects the height of the lower rise dwellings to the north, for example through the use of stepped massing.

- **Canbury Business Park** and the **Ashway Centre** site are also recommended for mixed use development, though given the current uses of the sites, which predominantly comprise business and employment uses, development on these sites should incorporate business uses, alongside residential and commercial units. Furthermore, the Ashway Centre site also houses a children's nursery, hence it is suggested that development on this site also includes provision for a nursery. Taller buildings could be considered, particularly on the western side of Canbury Business Park, which lies within the Opportunity Area.

- It is also suggested that the **land to the rear of the Kingston Hill Post Office** is used for mixed-use development, though on a smaller scale than could be accommodated by the other sites. Due to the site's surrounding context, with a retail parade to the south, and residential dwellings to the north and west, a mix of housing and Class A1 retail uses are considered to be most appropriate here, though other Class A uses may also be suitable. Potential development will need to be similar in height to surrounding storeys, to prevent overlooking and overshadowing. The existing access to the site may need to improved to ensure adequate vehicular access for delivery and servicing, and to provide pedestrian access.

- **St George's Industrial Park** is the final site recommended for mixed use. Again, as with Canbury Business Park and the Ashway Centre, development proposals should seek to incorporate light industrial or business uses, to replace the current industrial units on the site. The site is also sufficiently sized to accommodate dwellings and some small commercial units.

Site Allocations:

Housing

The Key Development Sites recommended for housing development include:

- **The Keep** currently comprises low density accommodation. Given the size of the site, it is considered that there is space for large-scale residential development, with taller buildings allowing for greater housing density. There are two listed buildings on the south-east and buildings of townscape character on the south-west of the site which will need to be retained, with development respecting the setting of these buildings.

- The garages at **Canbury Court** and **Riverview House** are currently in poor condition, and could be redeveloped to provide dwellings. Taller apartment buildings could also be developed on the Riverview House site. Both sites are located in Flood Zone 2, thus appropriate flood mitigation measures would be required.

- The **Land to the rear of Lower Ham Road** comprises vacant green space, and could accommodate smaller-scale residential development. New access would be required, and appropriate flood mitigation measures will need to be implemented given the site's location in Flood Zone 2.

- **Tudor Court** currently comprises residential apartments, with an extensive green space to the rear of the building. The existing building could be refurbished to provide improved accommodation, whilst new dwellings could be developed on the rear of the site.

- The single storey dwellings at **105-115 Elm Road** are recommended for redevelopment to provide a two storey apartment building, potentially for assisted living, given the identified need for dwellings for older people.

- It is recommended that **Dale Court** be refurbished to provide improved quality accommodation, and that the ground floor of the buildings be redeveloped into residential flats.

In addition to the aforementioned sites, infill sites should also be considered for potential housing development to aid in meeting North Kingston's housing needs

Given the house prices noted earlier in the report, alongside the Borough's annual target of 1,738 affordable units, it is recommended that affordable housing is included in any housing developments proposed. In line with Local Plan requirements, proposals should be expected to provide 50% affordable housing on developments for 10 or more dwellings, and between 1 and 4 units on developments for 5-9 dwellings.



Site Allocations:
Infrastructure

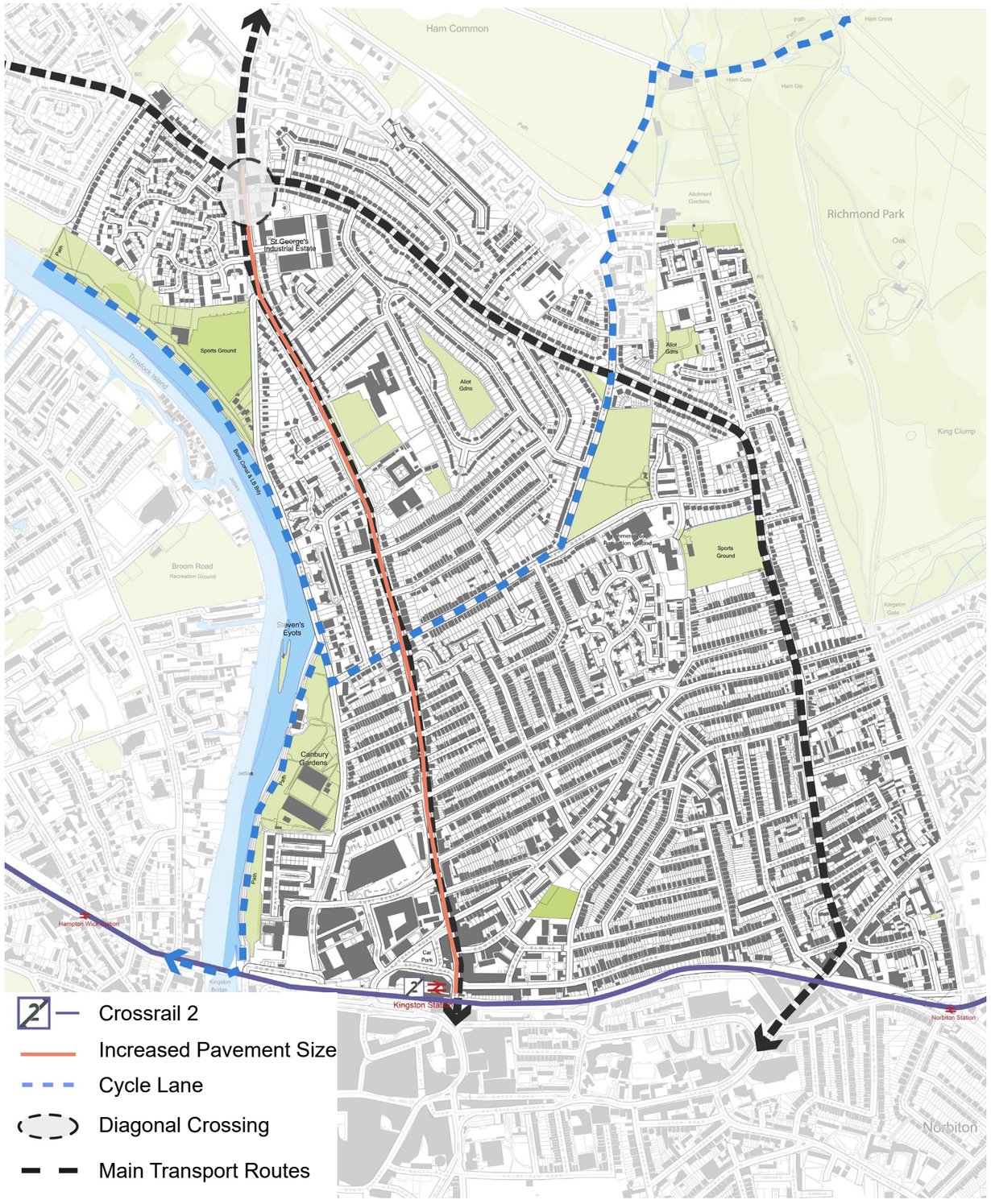
North Kingston has room for improvements in regard to infrastructure. Many areas in North Kingston are not pedestrian friendly with poor pedestrian crossings (image below) and narrow footpaths .There is also a lack of dedicated cycle routes and car usage need to be managed more effectively.

With regard to improvements to highways and infrastructure, a number of recommendations are outlined below:

- As established, **Richmond Road** is a major road running through North Kingston and leads to the Opportunity Area, so improving the streetscape and making the road more pedestrian friendly is essential to maintain the significance of this area and the wider North Kingston area. Footpaths should be widened to allow for an increase in footfall and reduce potential safety risks for pedestrians.
- A diagonal crossing is suggested at the **Tudor Road/Richmond Road** junction to encourage safer crossing through enabling pedestrians to cross more efficiently and safely.
- It is recommended that a cycle lane be implemented along **Lower Ham Road,** removing the existing cycle path along RIchmond Road to allow for footpath widening. The cycle path will run along Lower Ham Road, into Latchmere Road and into Richmond Park. The aim is that implementing cycle paths in these areas will encourage more sustainable modes of travel and promote more efficient and safe travel for cyclists.
- In terms of parking, it is suggested that within those areas outside the Influence Zone, controlled parking zones should be introduced, permitting on-street parking only within specified hours. Major housing developments in these areas should provide parking in line with London Plan standards, and where appropriate, basement parking could be utilised.
- Within the Influence Zone, private vehicular use should be discouraged through providing limited car parking spaces in new developments, and through the promotion of walking, cycling and the use of public transport. It is considered that, given the public transport links within this zone, the reliance on private cars is reduced, hence the need for parking spaces in developments should also be reduced.
- **Kingston Station** is to be redeveloped as part of Crossrail 2, thus it is important to make local workers and residents in the area more aware of the value of this public transport asset. Whilst car parking will be discouraged on new housing developments in the Influence Zone, there may be merit in providing car parking around Kingston station to encourage people to take the train for part of their journey rather than drive the whole way. These recommendations will work in tandem with Crossrail 2 which will help immensely with connecting North Kingston with central London and beyond. The areas around Kingston station need to be ready to deal with increased footfall due to Crossrail 2.



Photo from Google Maps: Current road crossing junction at Tudor drive/ Richmond Road



Site Allocations:

Social Infrastructure

In terms of key development sites that have potential to accommodate social infrastructure, six sites have been identified:

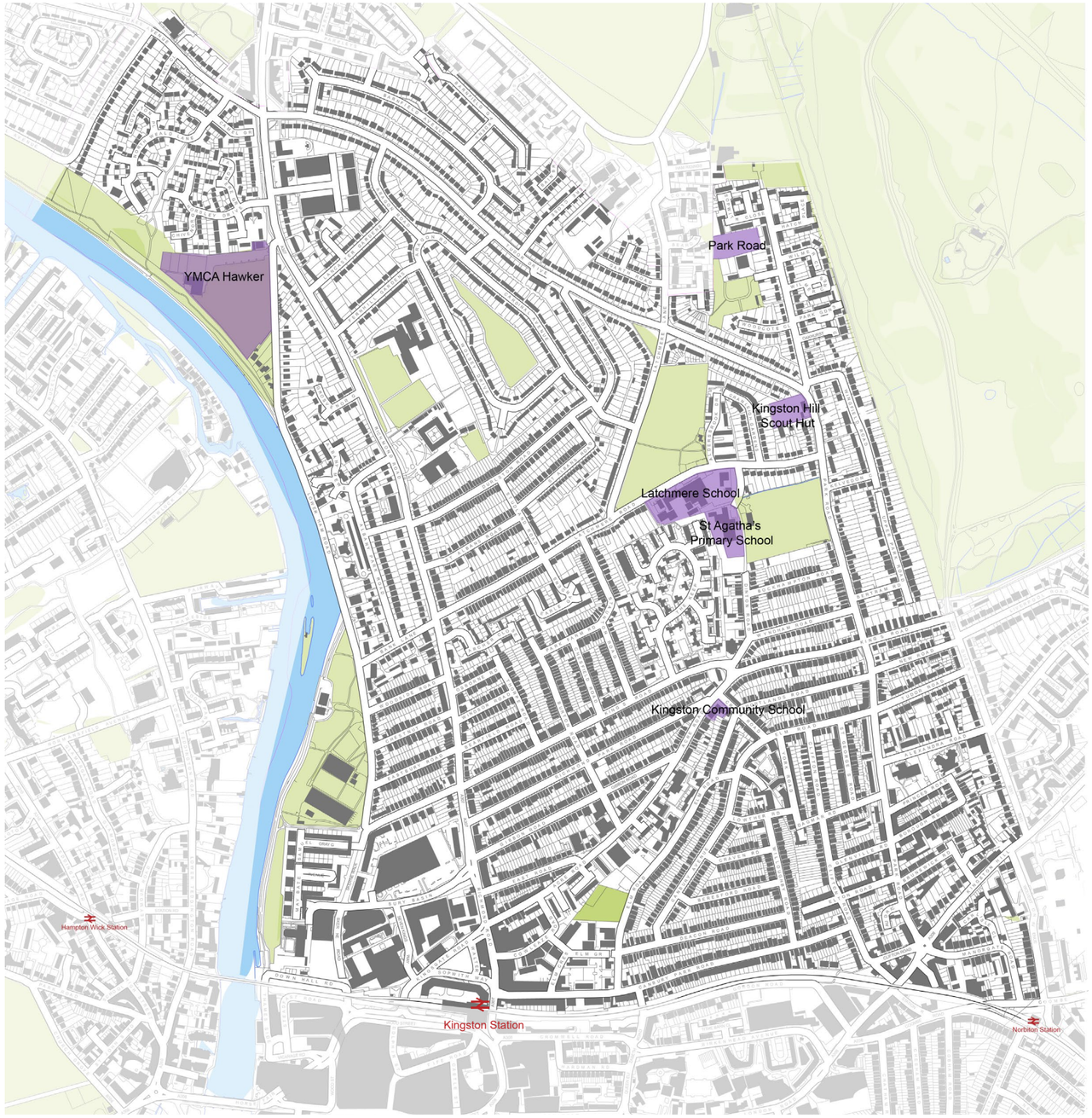
- Both **Latchmere School** and **St Agatha's Primary School** have been identified in the School Place Planning Strategy (2011) as having room for expansion, which would aid in meeting the educational needs in the Borough, which has a forecast growth of 11.4% primary and 10% secondary, equating to an additional 1,609 primary and 1,005 secondary school places.

- **Kingston Community School** site on Acre Road is currently in use as a primary school, though will become vacant once the school moves to its permanent site in 2019. Prior to its current use, the site had also been used as a medical centre, and, given the lack of health facilities in the eastern half of North Kingston, the provision of a healthcare facility on the site is recommended. Depending on identified needs at the time the site becomes vacant, other community uses, such as a school or children's nursery, may also be appropriate.

- **The Kingston Hill Scout Hut** site is considered to be appropriate for both community uses and sporting facilities, given its current use as a scout hut. Any development proposed would need to provide facilities for the existing Scout Group, though there is potential for additional community facilities to be provided.

- The **YMCA Hawker** site is currently occupied by the YMCA, which provide children's classes, sporting facilities and leisure activities, with an extensive playing field located on the southern part of the site. It is recommended that the existing buildings on site be demolished to allow a taller building to be developed in its place. This would provide greater space for indoor sports facilities, and, given the size of the site, there may also be potential for additional buildings to be constructed to accommodate other community facilities.

- The land to the rear of **Park Road** currently comprises of a field, and is considered to be suitable for the provision of sports facilities. A need for youth and mini pitches has been identified in the Playing Pitch Strategy (2015), hence formal playing pitches are recommended on this site.



Key Issues for Developing the Vision into a Neighbourhood Plan

Is Neighbourhood Planning the Correct Tool?

The aim of the 2011 Localism Act was to give "communities a far greater sense of ownership over decisions that make a big difference to their quality of life. They will allow for the exercise of genuine power at a local level; and put the ideals of the Big Society at the very heart of planning" (Rt Hon Greg Clark MP, 2010). The Act, therefore, sought to promote local involvement in planning matters, enabling local communities to shape development in their area. Indeed, once adopted, Neighbourhood Plans carry statutory weight in the planning process, thus through promoting local involvement in planning matters and allowing local communities to produce their own Neighbourhood Plans provides them with a real opportunity to influence and shape development in their area.

In order to develop a successful Neighbourhood Plan, it is important that the Forum evaluate their strengths and weaknesses, identifying any gaps in their capacities (Planning and Housing Committee, 2012). Generally, the following will be required during the creation of a Neighbourhood Plan:

- Technical expertise and knowledge of the planning process;
- Effective facilitators with the leadership abilities and interpersonal skills required to foster mutual trust between stakeholders, local authorities and planning professionals;
- Access to a sufficient evidence base, including information and statistical data on social, environmental, economic and other issues.

Knowledge of the Planning Process

Access to an Evidence Base

Effective Facilitators

Planning Limitations:
Existing & Planned Development





In terms of existing and planned development, such development poses limitations for the implementation of a Neighbourhood Plan.

A number of the Proposal Sites allocated in the LDF Proposals Map have come forward for development, with approved schemes currently under construction. As such, the availability of larger sites in North Kingston to accommodate major development proposals to meet housing, business and infrastructure needs is limited.

Of most concern was the proposed development at Canbury Business Park, which comprised of office accommodations, residential apartments, a medical centre, and Class A3 space. Whilst this application has since been withdrawn, it is likely that a similar scheme may be proposed in the coming future, though whether such a scheme would provide space for the existing business tenants on the site is, evidently, unknown at this stage.

Another concern is the provision of affordable housing in forthcoming development on the Local Plan Proposal Sites. Both the gasholder site and Gala Bingo Hall failed to provide 50% affordable units on financial viability grounds. Whether future proposals would be able to meet the 50% target is, therefore, a concern.

Prior to adoption, the Neighbourhood Plan would be given limited weighting, depending on its stage of development. As such, should any development proposals come forward prior to the implementation of a Neighbourhood Plan which do not accord with Neighbourhood Plan policies, such proposals may still be permitted.

Images taken from Canbury Business Park Consultation Team [no date] and Berkley (2018).

Planning Limitations:

Existing Planning Policy & Legislation

Neighbourhood Plans in London are required to conform with the NPPF, London Plan, and local planning policy. As such, existing planning policy is a key consideration in the establishment of a Neighbourhood Plan for North Kingston. However, whilst this need to align with existing policy may raise questions on the extent to which a Neighbourhood Plan will have real influence in shaping the development of North Kingston, the Local Authority should be able to discuss options with the Neighbourhood Forum, identifying where gaps exist in local policy, and explaining where opportunities exist for future development.

With the introduction of the General Permitted Development Order in 2015, there has been a loss of business uses to residential dwellings. Whilst bringing forward new housing is desirable in the borough, particularly given the need for affordable housing in North Kingston, the loss of business space, particularly for small businesses, is a concern. Although it is recommended that sites be allocated for the protection of business uses, Neighbourhood Plan policies would not apply for office to residential conversions, as planning permission is not required. Furthermore, permitted development rights have enabled extensions and loft conversions to occur at the household level, many of which have strayed from the existing character of the surrounding area and even the individual buildings themselves. Whilst this report recommends the protection of Residential Character Areas as part of the Neighbourhood Plan, this would have no impact on the design and visual appearance of those extensions and conversions brought forward under Permitted Development rights, as planning permission is again not required.



Recommendations for Implmenting the Plan

Consultation Strategy

It is key that the Neighbourhood Forum represents the community's stakeholders, including residents, businesses, community groups and developers. Whilst only a minority of the population of North Kingston are likely to have the time for intensive involvement in the creation of a Neighbourhood Plan, it is important that the opinions of other stakeholders are important. An effective consultation strategy is key in ensuring the legitimacy of the Forum, and increases the likelihood of support for the Plan at the referendum stage.

The following strategies are recommended for consultation purposes:

- **Public Consultation Event** – This would require issuing flyers/leaflets, publishing a notice online or in local newspapers, and sharing information online to inform the community of the event. It may be beneficial to hold a public consultation event on different days and at different times, for example from 4pm until 8pm on a weekday, and from 10am to 2pm at the weekend, to provide the community with the opportunity to engage with the Neighbourhood Plan proposals.

- **Meetings** – Holding regular meetings would be beneficial for those actively involved in preparing the Neighbourhood Plan to meet with less active members of the Forum to consider their thoughts and visions for the Plan. Publishing the dates of the meetings online, and organising them at regular intervals would allow members to stay informed.

- **Online Information** – a simple way of keeping members of the community updated on the progress of the Plan would be through using online platforms. Regular updates could be posted on the Neighbourhood Forum's website and on social media sites, and offering people the opportunity to opt into email updates may also be useful.

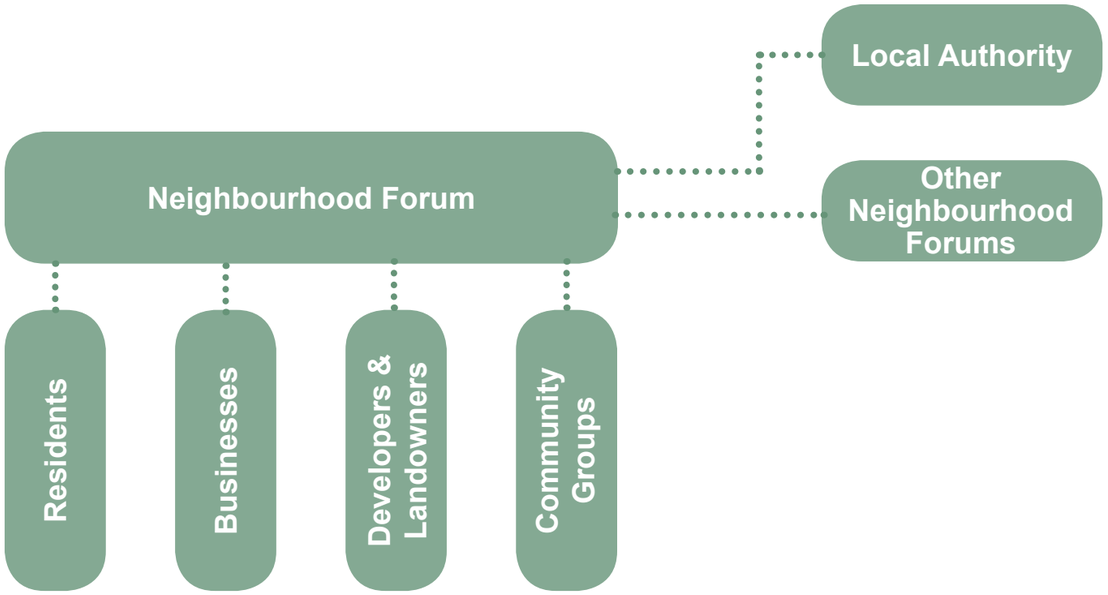
- **Questionnaires** – Questionnaires, both online and postal, could be used to provide an insight into the community's thoughts on the direction of the Neighbourhood Plan, and the extent to which the community support the development of a Neighbourhood Plan.

- **Walkabouts** – In the early stages of the development of the Neighbourhood Plan, walkabouts covering the entire plan area would allow engagement with stakeholders and aid in identifying which sites are suitable for development.

It may also be necessary to provide information in other languages or alternative formats, to ensure that consultation is as inclusive as possible.

It is also recommended that consultation is undertaken with the local authority, to establish discussions with regards to opportunities for effective development within North Kingston, timescales for implementing a Neighbourhood Plan, and ensuring that the Neighbourhood Plan conforms with the Local Development Framework (Planning and Housing Committee, 2012).

In addition to the above, it may be beneficial to network with other Neighbourhood Groups/ Forums in the Borough, to allow the North Kingston Neighbourhood Forum to share the experiences of other groups and seek advice on best practice (Parker et al., 2014).





https://www.hailsham-tc.gov.uk/event/draft-neighbour-hood-plan-public-consultation/



http://www.stonehousetowncouncil.com/the-council/stonehouse-neighbourhood-plan/neighbourhood-plan-consultation-results/neighbourhood-plan-consultation-documents/

Influencing Policy Formation at Other Levels



Given that the Neighbourhood Plans are required to conform with national and local policy, it may be beneficial for the Neighbourhood Forum to seek to influence policy formation at these levels.

At the national scale, consultation on the draft revised National Planning Policy Framework is currently underway, and open until 10th May 2018. It is recommended that comments on the draft revised NPPF be submitted, in respect of both areas which the Neighbourhood Plan supports and those that it objects to. For example, given the identified need for affordable housing in the Borough, and the obvious social infrastructure requirements that will be brought about with increased residential development, the Forum may agree with mandating review mechanisms to amend developer contributions. On the other hand, the Forum may oppose making it easier to convert retail and employment land to housing where this would be a more effective use, given their current concerns relating to space for small and medium-sized enterprises.

At the regional scale, consultation on the new London Plan has now closed, thus negating the possibility of commenting on the proposed changes. Generally, however, the recommendations of this report parallel the draft London Plan policies, in particular those seeking more control over design, optimum housing density, affordable housing delivery, sustainable travel, parking restrictions, and the protection of industrial and office uses.

Finally, at the local scale, the London Borough of Kingston upon Thames is preparing a new Local Plan. Collaboration and discussion with the Local Authority will be important to ensure proposed Neighbourhood Plan policies are also taken into consideration in the development of the new Local Plan, and to avoid any conflict between Neighbourhood Plan policies and strategic policies. As such, It is essential that the Forum engage in consultation on the new Local Plan at each stage of its development.

Draft revised National Planning Policy Framework

New London Plan

New Kingston Local Plan

Further Research

To aid in the development of a Neighbourhood Plan for North Kingston, further research is likely to be needed.

One area for further research relates to housing. The problem of housing is not only limited to North Kingston, but also the wider Kingston and London area, emphasizing the complexity of the current housing situation. This suggests that housing as an issue and solutions to the housing crisis transcends this document. However, it is recommended that in addition to the sites recommended for housing, a Call for Sites exercise is undertaken to help to identify land that developers are willing to bring forward for housing development. Infill sites would also need to be considered to aid in meeting Kingston upon Thames's housing targets through incremental, small-scale development.

A second area for further research relates to transport infrastructure, particularly given that the introduction of Crossrail 2 is likely to change the context of Kingston. With the improvements to the station that will be brought about by Crossrail 2, the use of more sustainable travel methods, including public transport, could negate the need for parking and private vehicle use. The feasibility of this would need to be justified trough research which identifies the common modes of travel in North Kingston.

Finally, as suggested previously, questionnaires may be a useful tool for researching stakeholders views on the Neighbourhood Plan. Whilst this document has outlined some strategies to aid in public consultation, more research may be necessary to establish how best to engage all stakeholders in North Kingston in order to promote inclusivity. Such research could aid in avoiding a situation where the views of a certain group are put above the wants and needs of others.



CONCLUSION

To summarise, this report has sought to make recommendations for the development of a Neighbourhood Plan in North Kingston.

Having identified significant assets and concerns within the North Kingston area, a number of objectives for the area have been established. In looking to achieve these objectives, the following recommendations have been put forward:

- Protection of heritage assets, natural features and residential character areas;
- Establishment of transformation zone;
- Allocation of sites for mixed used, residential and social infrastructure developments;
- Protection of commercial uses and employment sites;
- Improvements to highways infrastructure; and
- Improvements to the public realm.

Key issues for developing the vision set out in this report into a Neighbourhood Plan have been identified. The Neighbourhood Forum will need to be aware of their strengths and weaknesses to identify any gaps in their capacities, whilst existing and planned development, as well as existing planning policy and legislation could act as obstacles to implementing a Neighbourhood Plan.

The report makes the following recommendations for implementing the Neighbourhood Plan:

- An effective consultation strategy, including public events and meetings, online and newspaper publications, the use of social media, and questionnaires;
- Influencing policy formation at other levels through commenting on the draft revised NPPF and the new Kingston Local Plan;
- Further research on potential housing allocation and infill sites, the use of various transport modes in North, and the views of stakeholders in North Kingston in respect of the vision for the Neighbourhood Plan.

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