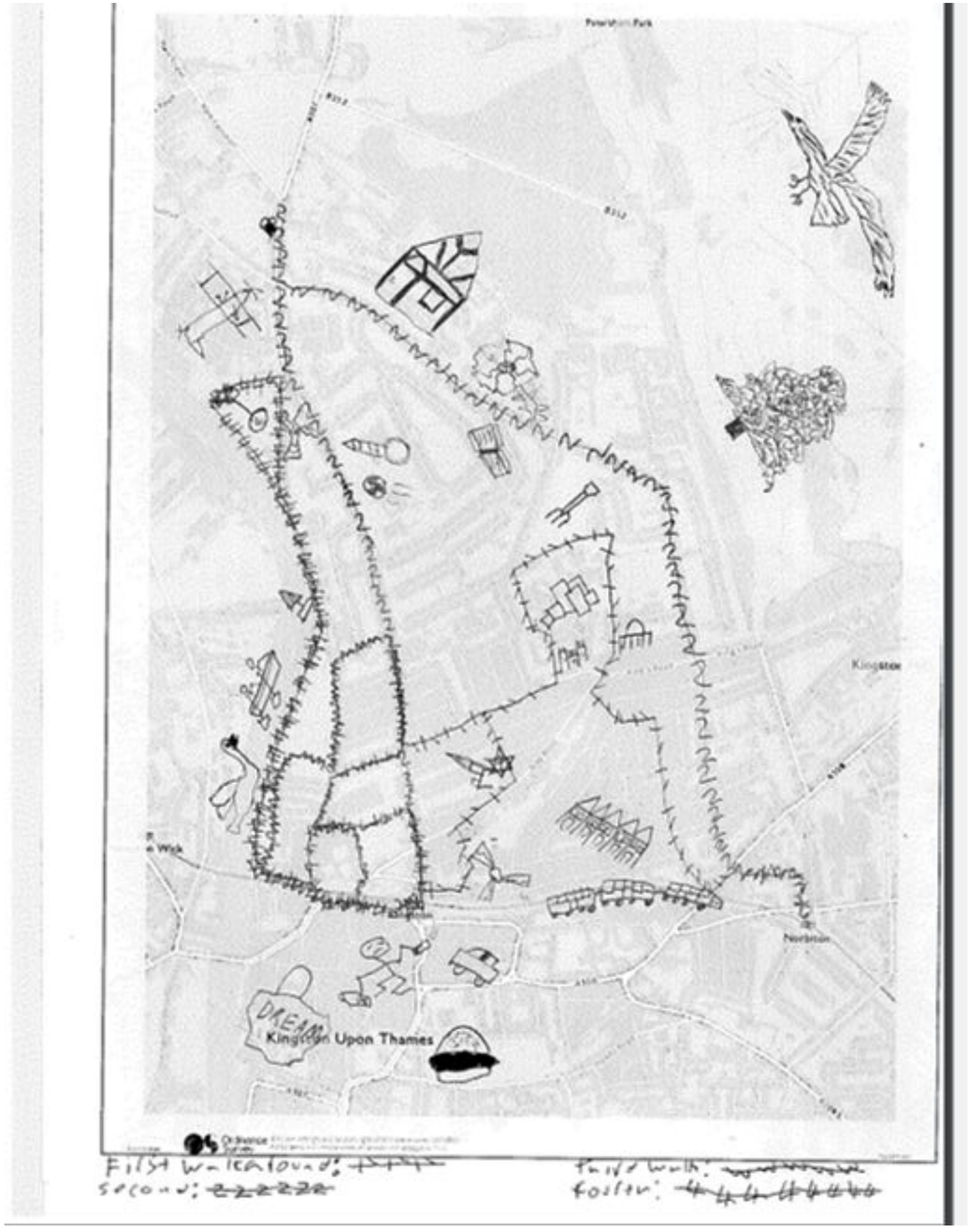
Jack Philo, Vincent Wall, Henry Asson and Tommaso Aquili



Word count:8,200



Lynch map of area

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Introduction

North Kingston stands on the cusp of major change. In 2016, the Royal Borough of Kingston (RBK), in partnership with the Greater London Authority, published a 'Direction of Travel' document establishing the Borough as a recognised Opportunity Area capable of delivering substantial volumes of new homes and development. In 2017, this movement towards Kingston becoming an area of major change was further established through the Mayor's publication of a draft London Plan, which more than doubled the Borough's housing target to 1,364 new homes per year. The Mayor's strategy for high levels of housing delivery in London's outer boroughs, as well identifying areas that could potentially be connected to the proposed Crossrail 2 network, means that North Kingston is likely to be the location of a considerable rise in development.

The North Kingston Neighbourhood Forum (NKNF), formed out of concern as to what this may mean for their area, holds the potential to ensuring that this change is harnessed to the benefit of the local community. Instead of development representing an existential threat to the areas character, it can be channelled to strengthen those qualities that make it an already exceptional place and address the weaknesses that the NKNF has identified.

The formation of the Forum is timely - the RBK is currently in the process of formulating a new Local Plan that will respond to the new targets set by the GLA. This will already provide the opportunity to the Forum to influence critical decisions over where development may be placed, what kind of priorities they should consider and what role the residents of North Kingston will have in shaping the future form of the area.

The Forum represents a manifestation of local concern with how planning can be perceived to be 'done' to people, not in partnership with people. As our proposals will show, this already constitutes a success, giving members a platform with which to collaborate and engage with how urban form is changed. However, as we will demonstrate in our report, the NKNF should see interaction with the shaping of the built environment as only a starting point. Having overcome the challenge of beginning, the Forum could act as a catalyst for an enhanced North Kingston community that makes the most of the opportunities development will entail.



North Kingston - as seen facing east down Kingston Hill

Methodology

Following a presentation from the Chair of the Forum, we undertook a guided walking tour of the neighbourhood area, in which key locales were pointed out to us, along with areas and aspects of greatest concern. Having review the information received on the walking tour, and considered this against the backdrop of the Draft Vision Workshop Note, we have identified six key areas of interest to the forum, and sought to address them. This document provides advice and ideas for strategies going forward as the Forum considers their position and future plan of action.



Stratagems

3

Develop potential strategies for the Forum to consider as part of their future plan of action going forward.

Analysis

2

Parsing and synthesising all information gathered in order to model future development pressures, and develop strategies accordingly

Data Gathering

1

Listening to members of the Forum, undertaking a visit of the area, reviewing planning and development history within the neighbourhood

SWOT Analysis

Strengths

North Kingston is a vibrant and characterful area with a great deal of valuable streetscapes, and a clear and consistent urban grain. It has a variety of land uses throughout, and good access to green space. Its proximity to the town centre and the amenities there afforded (and to Central London via public transport) is a key strength.

Weaknesses

Traffic congestion was observed to be a significant issue during the tour, and has been identified by the community as such. This is in part due to the large quantity of on-street car parking, as well as broader concerns with highway infrastructure as it exists between the neighbourhood and the A3 to the south at Tolworth Roundabout

Opportunities

North Kingston's character can be preserved and enhanced through considerate and sustainable development and design, and the waterfront and neighbouring footpath (the hazards of which has been identified by the Forum) could be redeveloped in order to create a safer and more attractive environment for local residents to enjoy.

There are a number of brownfield sites that could be suitable for high quality redevelopment, such as The Keep.

There is also the opportunity to improve the quality of shopfronts, and improvements to the public realm more generally.



Threats

There is substantial pressure to develop housing, which risks detrimentally impact upon not only the character of the local built environment but also upon employment opportunities as local office floorspace is lost to housing development. There is also pressure on community assets in the area such as pubs, forming part of a sense that the community is 'losing control' of their area.

Based on our methodology, we have identified six critical needs for the North Kingston area:

- **Ensuring that new housing serves a social purpose:** Increased volumes of new development will be a feature for years to come in North Kingston. Our conversations with the forum indicated that appropriately scaled development would be welcomed, if it was delivered for the benefit of existing and future residents. However, concern was expressed over whether these new homes would genuinely be affordable and genuinely used as homes, instead of as empty investment units. NKNF's plans for the area should therefore seek to influence and direct not only the location of housing, but who it is for and how it should be managed
- **Preservation of character:** It is critical that new development does not upend the distinctive character of North Kingston. Design guidance and controls, based on the various vernaculars found within the forum boundaries, can help ensure visual coherence·
- **Managed heights:** Density – or at least the perception of density – plays an important part of such character formation. NKNF harbours legitimate anxiety over the potential for inappropriately scaled development to mar the predominantly suburban character of the area, especially in light of the numerous precedents identified by the Forum in the town centre. Restrictions and guidance on what scale would be appropriate for where would help preserve, and in places reinforce, the existing urban form of the area
- **Maintaining a strong local economy:** An excessive focus on housing threatens to overwhelm North Kingston's diverse economy. Mitigation of this threat, and using development as a means by which to enhance the local economy, will be important in retaining Kingston's GLA-recognised status as a metropolitan centre within London
- **Ensuring ease of movement:** Congestion already constitutes a major problem for residents and the possibility of thousands of new car-owning inhabitants, as well increased traffic flows throughout the area, could potentially worsen the situation. Investment in the areas sustainable transportation infrastructure therefore must be a priority
- **Revitalising green and blue spaces:** Though possessing strong links to both the Thames and Richmond Park, North Kingston's green and blue infrastructure does not fulfil its full potential. The proceeds of development could go a long way in enhancing the areas outdoors spaces and could catalyse new forms of community engagement with what purpose green areas serve

Strategy

Preservation

The proposed scale of development within North Kingston runs the risk of overwhelming the areas distinctive character and damaging what makes it special. Our suggestions and ideas seek to counteract this possibility, exploring ways in which the Forum can retain control

Improvement

At its best, changes to the built environment can be a powerful force for creating a better sense of place. We have produced guidance on the kind of options NKNF can explore to harness the regenerative aims for the area to the benefit of its residents.

Empowerment

The formation of the NKNF could be a catalyst for a much deeper sense of civic engagement in the North Kingston area. We hope our ideas could underline the important role the Forum could play in mobilising local stakeholders and encouraging a wider appreciation of how planning can be used to achieve positive outcomes

Housing

Housing

Identified Concerns in the area

Local concerns for housing include providing for an aging population, ensuring affordable housing, and positively influence the private rental market. We have also recommended looking at community rights to build, and a referendum on second home ownership.

Affordability

One of the frustrations voiced by the Forum is that affordable homes are not "genuinely" affordable. This is true: they are usually marked as being 80% of market rates. Considering the cost of housing in London, an 80% reduction of market prices remains unaffordable for many, especially in an expensive area such as Kingston.

The recently published GLA Affordable Housing SPD (2017) suggests that socially rented housing should not be tied to the housing market but wages, and establishes a London Living Rent. This puts rent levels against pay, and should deliver genuinely affordable homes. To set a similar criteria in North Kingston would ensure that affordable housing is more realistically priced, reflecting the budgets and concerns of the local community. Supporting discounted market rent, and making sure that it is discounted to the level set by London Living Rent, is recommended.

The Forum may also wish to consider providing their own planning guidance that sets a North Kingston Living Rent. This should be based upon the average wages within North Kingston.

Lifetime Homes

In order to make sure that the Forum helps with the delivery of homes for an aging population, we recommend that they used the Lifetimes Homes Standard (published July 2010), which identifies criteria by which one should assess development. They put forward requirements that should be met in order to make sure that sites are accessible to all. These criteria include: Parking, entrances, stairs and lifts, internal doorways and hallways, entrance-level living space, potential for entrance-level bedspace, entrance-level bathroom, potential for fitting hoists, window handle heights, location of service controls.

By supporting and seeking to increase the delivery of houses that meet these standards, the Forum will enhance the number of future dwellings that are able to meet the needs of all.

Referendum on Second Homes

A referendum on whether or not to allow second home ownership within the neighbourhood could begin a process that places restrictions on people seeking to purchase dwellings for predominantly investment purposes. In doing so (and therefore reducing the capacity and demand for investment housing) the Forum may be able to reduce general housing demand by freeing up potential stock, and reducing housing costs by removing potential wealthy investors seeking to buy up assets.

Community Right to Build

As part of the Localism Act 2011, neighbourhood forums may exercise their right to build - this is one the best way for a community to redevelop - or construct anew - a community provision. It may include housing (including affordable), shops, office space, and community uses. By using a Right to Build, the Forum will be able to control to the greatest possible extent the scope and design of a development scheme, and will therefore be able to provide a greater amount of housing than may be sought by private actors. To start the process, an area should be designated. This is then followed by consultation with the community (this should include discussions with the landowner), and the preparation of the scheme. This may then be submitted to the Royal Borough of Kingston for examination, and followed by a local referendum on the proposed development. If the Order is supported by more than 50% of the vote, it is made, and allows for planning permission as described within the Order's scheme.

This method is recommended if the Forum are keen to shape and control the future housing provision in the neighbourhood area, as well as ensuring that sites do not lose much desired community facilities. It may even allow for the increase in such uses. To begin, we recommended reviewing potential sites, and undertaking preliminary consultation with the neighbourhood in order to ascertain what future development most important to the populace, and where they would most want to see it delivered. The creation of a local register of builders to engage in community led housing projects, (Just Space: 2017) would ensure stronger local links and an increased likelihood of design proposals responding to local needs and vernacular.

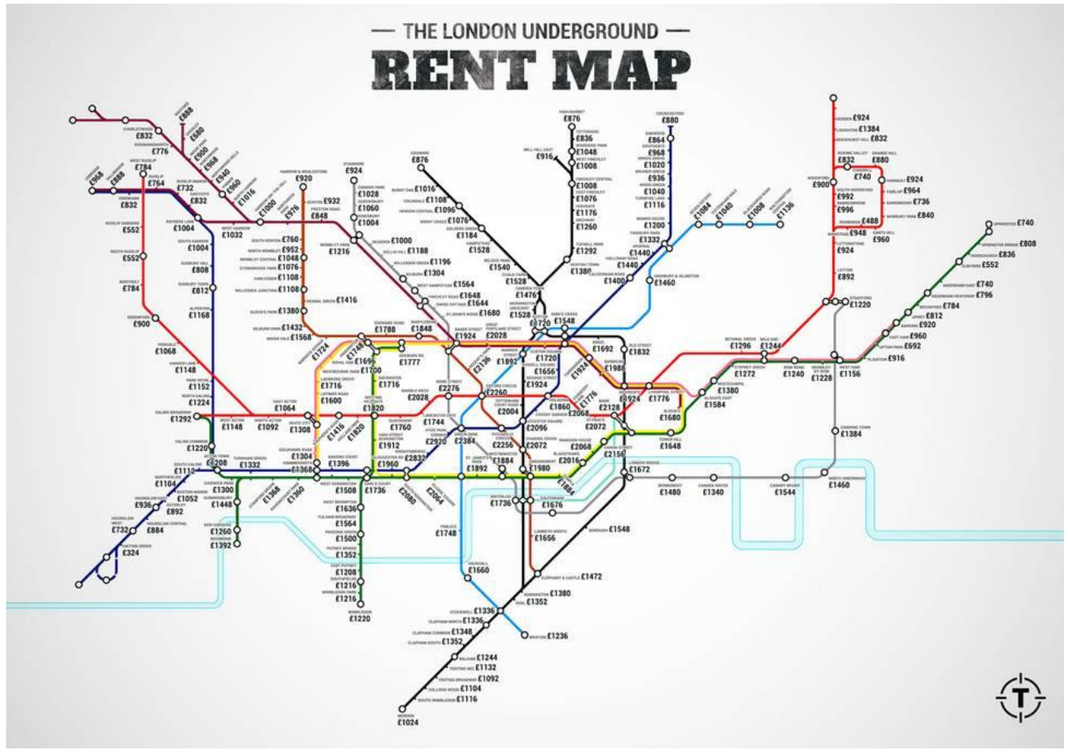
Housing - Renting Considerations

Positive Renting Opportunities

Renting is an increasingly important topic in London, and one which the Forum might overlook if uncareful: Local Neighbourhood Forums can be dominated by homeowners, and the views of those who rent may not always come to light. Despite this, the private rental market is often exploitative. The creation of a local tenants subgroup within the Forum will strengthen the evidence base for housing-related proposals, diversify input, and strengthening potential solutions to housing related issues. We have suggested some helpful points of reference for future action and research:

Consulting Organisations

Groups such as the London Tenants Federation could provide valuable support in gaining the perspective of social renters in particular, a subsection of society that is often excluded in the considerations of the planning process, and who are not always democratically active within a community. By talking to organisations that deal with these issues on a regular basis, the Forum will be able to build a solid foundation of evidence upon which to consider future strategies, as well as to hear of other strategies that have been a success elsewhere.



A rent map of London (to which Kingston will soon be included owing to CrossRail 2). Levels of rent in the capital are high, and this is not aided by the fact that landlords may not always be held to account. Lobbying for a Landlord Licence Scheme will help address this.

Landlord Licence Schemes - Tower Hamlets Case Study

Another way of protecting local renters may be found in the a requirement that private Landlords are licensed. This has been done in Tower Hamlets. Owing to problems such as anti-social behavior, exploitation management of privately rented properties, and poor quality of privately rented housing, the London Borough of Tower Hamlets forced (commencing 01 October 2016) all private landlords to be licensed. This ensures that:

- The licence holder and manager meets the 'fit and proper' person requirement; and
- The property is subject to inspection and deemed acceptable.

There are also requirements such as an up-to-date gas safety certificate, safe electrical appliances and furniture, a tenancy agreement, and a procedure to deal with anti-social behaviour.

Encouraging the Royal Borough of Kingston to establish a similar scheme, and suggesting criteria for consideration and review within the neighbourhood boundary, will ensure that the Forum is able to represent and improve the standard of living for all within its area of influence, including those who may not otherwise be heard.

Employment

Employment

Observations

The desire to keep local jobs in the area has been noted, and there is a fear that future development will bring the loss of much needed employment space. To counter this we propose two main strategies: objecting to the loss of such use; and supporting development that modernises the current stock, making it more attractive and accessible to small local businesses

Kingston Employment Analysis

We have reviewed the latest evidence on employment within Kingston: an Economic Analysis Study published in 2014. It found the following:

Job growth in the Borough was 14% over the last 16 years; lower than the Greater London average, but similar to the national average;

Small and Medium Enterprises (SMEs) dominate the Borough, but productivity is below the regional and national average;

The Borough has one of the largest stocks of office floorspace in the sub-region. There has been minimal amount of new development in the past decade; some floorspace has been lost to permitted development rights;

Much of the demand for office floorspace is for local industries seek to upscale. The lack of new development and of falling stock (owing to Permitted Development) has meant limited provision for small businesses. There is scope to increase provision for small start-ups in the area;

In the main, Kingston has good levels of demand, low vacancy rates, and limited industrial space (especially modern space). There is demand in particular for small scale space.The report identifies a potential need for new industrial development;

There is - in quantitative terms, insufficient floorspace to meet the demands up to 2031.

The Risk of Losing Floorspace - Canbury Park

Permission was sought for the redevelopment of Canbury Business Park, for which there was an application for the wholesale redevelopment for a residential-led scheme. The application was withdrawn by the developer 16 February 2018. A letter from the local authority to the developer identifies the following areas of concern:

- Loss of employment space within a Locally Significant Industrial Site;
- Internal Site Layout;
- Design (poor architecture, too high, poor relation to streets and surrounding area;
- Density;
- Loss of school;
- Impact on listed buildings;
- Unsatisfactory provision of affordable housing
- Reduced vehicle parking owing to excellent public transport access; and
- Further information required on Air Quality
- Preventing Unwanted Development and Loss of Employment Space - Lessons from Canbury Park

The withdrawal of permission at Canbury Park shows that - in instances where developers are proposing the loss of employment space - the NKNF can exert substantial pressure to resist development to elicit successful results. For developments that are considered to be unacceptable in the eyes of the Forum, putting forward robust objections, supplemented by positive and constructive advice, may influence future planning decisions (and development within the neighbourhood) positively and considerably. The reasons of concern listed by the planners at the Royal Borough of Kingston should be noted and referenced to in future objections: these are areas about which they appear concerned, and directing focus to them could prove beneficial.



Canbury Business Park: While the application has been withdrawn there is still pressure for redevelopment, and a concern that employment floorspace will be lost.



As evidenced by hoarding, the site still has high levels of occupancy, and is an important element of the local provision of economic space.

Employment

Recommendations and Potential Strategies

The proposed arrival of CrossRail 2 is likely to increase demand for office units - especially for smaller companies that may not be able to afford rents in Central London, but require quick and convenient access into the capital. There is ample opportunity to anticipate such needs and provide for it accordingly.

Based on the identified lack of long-term supply, the need for employment space for small businesses, and the large amount of stock, we recommend:

- the Forum support the redevelopment of sites provided that they provide modern office units that upgrade the existing stock so that it is flexible, adaptable, and fit for modern purposes;
- support the delivery of smaller units that can support and foster a strong culture of small local industries and start up companies;
- aside from wholesale redevelopment, enhancing the current employment stock more generally so that it is more practical in terms of usability for business, and visual appearance. Making floorspace more open plan, and increasing local information technology infrastructure are good starting points;
- Support and encourage the provision of affordable business rates to support small local industries, especially on any proposals to redevelop industrial sites that are currently occupied by local business which may be priced out of the new scheme; and
- Use such sites as opportunities to include additional facilities such as community uses or housing where viable and appropriate;

Additional Ideas and Strategies

Beyond strategies planning interventions, there are other ways in which the Forum can use development in order to enhance the local economy to benefit of the workforce. Many Local Planning Authorities set minimum targets for the employment of local apprenticeships on public sector construction contracts, and by encouraging the council to consider local apprenticeship employment as a consideration in all major planning decisions, the Forum could facilitate upskilling of local residents. Another suggestion would be for the Forum to lobby RBK to prioritise locally based companies when it comes to subcontracting and procurement of all matters pertaining to planning and the built environment.



Sites such as the one on the south side of Manorgate Road are left unoccupied, possibly due to their age and lack of adaptability. There are likely to be pressures to redevelop such sites. Efforts should be made to ensure that redevelopment does not come at the cost of office shortfall.

Community oriented employment

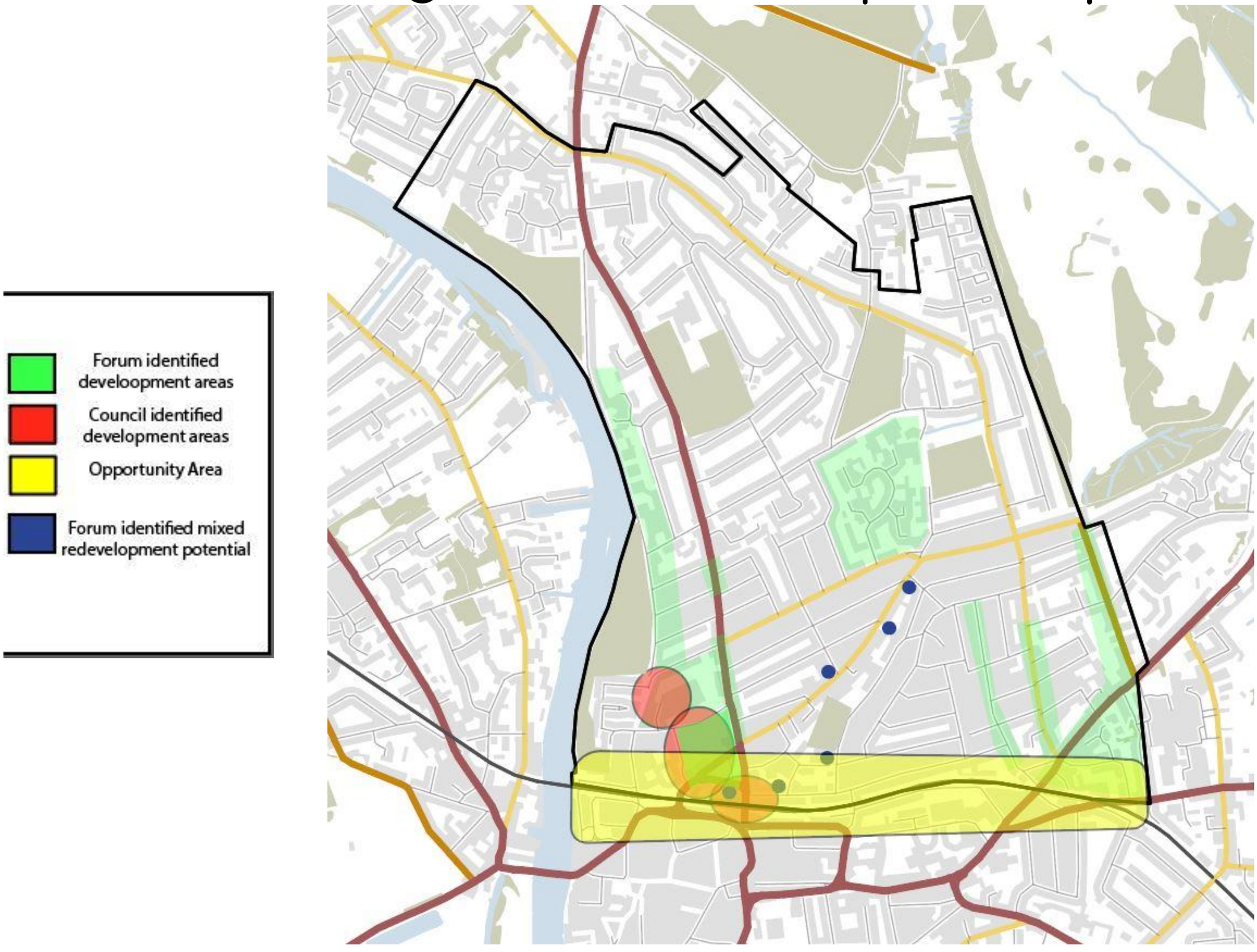
The desire for further provision of community services is a noted priority within NKNF. Policy may support the inclusion of community uses within residential development schemes, or establish targets and thresholds for community uses relative to the size of housing schemes.

The loss of pubs is an identified worry, and attention was drawn during the tour to the former pub on the corner of Acre Road and Kings Road. Pubs can be protected to some extent as an Asset of Community Value (which can also be used for local shops/libraries/etc. where necessary). The GLA are also opposed to the loss of pubs in London generally. Some London Authorities have issued Article 4 directions on permitted development that lead to loss of pubs (Southwark is an example). The Forum could explore the possibility of community management of pubs, social enterprises and facilities, as and when they are brought forward as part of developments.



Managing Heights

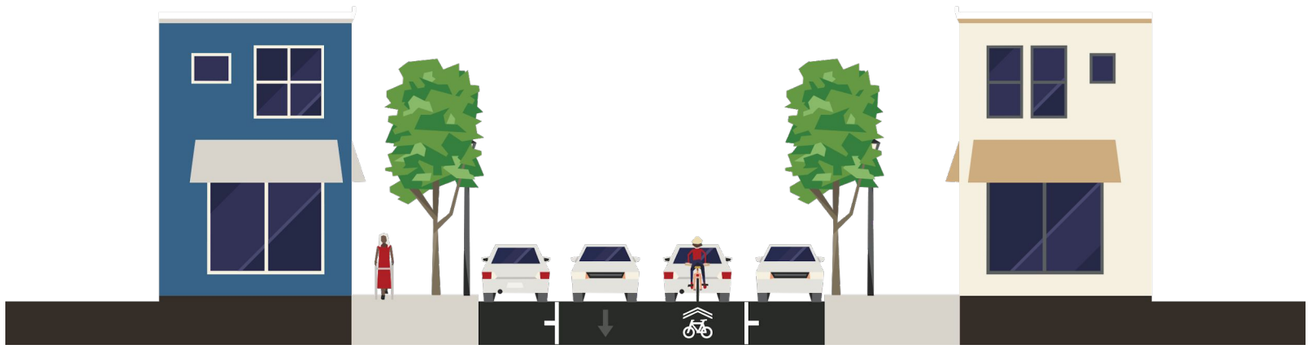
North Kingston - development potential



Street typologies

Delivering development and housing at a sufficient scale as demanded by North Kingston's housing target represents one of the greatest challenges facing the area. Concerns over inappropriate development detracting from the largely suburban character of the area are understandable, especially in light of the numerous bad precedents identified by the forum in the town centre.

Based on the NKNF's briefing note, our guided tour of the North Kingston area and follow up visits, we have identified four key street typologies upon which development could be guided by certain height principles, as a means by which to control the amount of inappropriately scaled additions to the area. The NKNF could then make representations to the emerging Kingston plan in order to try to establish these height and density restrictions, having demonstrated a willingness to engage positively with the imperative of development delivery. In addition, we have identified four potential major development sites suitable for what we have termed 'perceived density oriented development'. These guides are not intended to proscriptive, but to encourage the Forum to think about scale and how development could actually strengthen urban form.



Street type: Low-rise suburban

Context: The predominant form of scale in the North Kingston area, low-rise suburban streets are formed of 2-3 storey properties that follow a generally regular, semi-grid like urban pattern that sees frontages adjoin closely to the pavement. The Canbury and Tudor wards are dominated by this street type, where property values tend to be very high.

Recommendation for development: Likely to come predominantly in low unit capacity small sites, in areas where this form of building dominates the North Kingston Forum should seek to encourage proportionate development that does not exceed the height of the tallest building on the street. Given the draft London Plan has emphasised the importance of small sites in meeting the city's annual housing target – entrenched through a presumption in favour of development for all sites within 800m of a rail station – the NKNF should be proactive in identifying smaller sites, allowing them to prioritise which they would like to see brought forward and building upon their knowledge of the locality.

Examples







Street type: Higher-rise suburban

Context: On higher rise suburban roads, such as those found on parts of Manorhouse road or Queens Road, buildings often reach four to five stories and contribute to a less compact street structure, with properties often set back away from the pavement, loosening the pleasing pattern of urban form found in other areas.

Recommendation for development: These roads can lack the sense of enclosure and symmetry that make the low rise suburban streets so attractive, but offer the possibility of slightly higher density development that could in fact restore a tighter urban grain by re engaging the buildings with the street-front. These areas often possess unremarkable or character detracting buildings, as identified in the Forum briefing note, and could be a good fit for redeveloped well-designed 'townhouse' style structures that re-establish the more coherent streetscape. The Forum have also identified a number of existing sites on which businesses or social infrastructure are located on that could be good candidates for mixed redevelopment - Forum engagement with such groups could be highly effective. Those businesses and social enterprises could be the beneficiaries from improved facilities, and there are plenty of precedents across London of effective, such as the Ark Academy school in Maida Vale, the creation of which was subsidised through the addition of luxury flats within the same tight site.

Examples







Street type: Transitional

Context: Transitional streets most regularly form part of the major roads leading into the centre of Kingston, with storey heights occasionally reaching as high as five or six stories, examples being Kingston Hill Road or Richmond Road, between Acre and Queens Park Road. Effectively similar to traditional market High Streets, they work best when their scale bears good relation to the suburban roads they connect, transitioning the more built up areas in the smaller. A good example of what should be a transitional site that fails to do this would be the formerly proposed Canbury Business Park development, where the envisaged bulk obliterated any notion of transition and could have created precedent for further out of centre large scale builds.

Recommendation for development: The quality of design of such sites will be critical to their acceptability to local residents. The withdrawal of the Canbury development application attests to this power of community organising. As a means by which the Forum could dissuade excessively tall development, they could lobby the council to allocate higher bedroom unit 'townhouse' style properties (ie family homes) into such streets, again potentially on top of ground level commercial and retail purposes, as a way of exerting control over 'bulky' development.

Examples







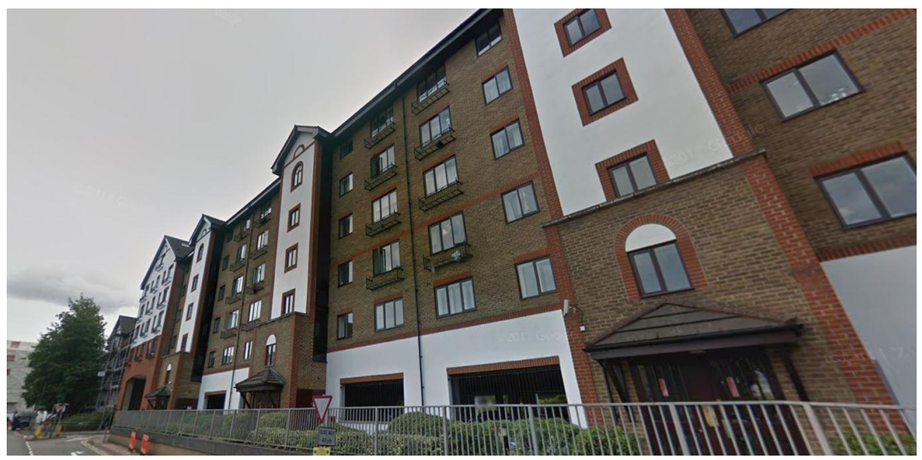
Street type: Town centre

Context:: Falling within the boundary of the GLA identified Opportunity Area, the centre of Kingston will be crucial in delivering high volume strategic sites that can bear much of the brunt of development in the area. Currently, there is a real mixture of heights and densities, complicating any effort to introduce coherent and consistency. There is already precedent for large scale development in the centre, with proposals for further tall buildings in the pipeline. The North Kingston Forum has however identified a number of tall developments that have been poorly received within the community and are keen to avoid any further buildings felt to be inappropriate to Kingston's still suburban character and that could ruin views in the local area.

Recommendation for development: In the draft London Plan, the removal of density limits for development in favour of a design led approach to appraisal of building heights represents a risk to the forums desire to prevent inappropriately large schemes being approved. One potential solution could be for the North Kingston Forum to work with the Kingston Residents Alliance and the Kingston Upon Thames Society in creating a community 'design panel' that works proactively with the council and developers in inputting resident feedback on proposals at the earliest possible stage of development. The creation of a specific design focussed community institution could raise greater awareness of public consultation on major schemes and empower residents to be a part of the planning process.

Examples

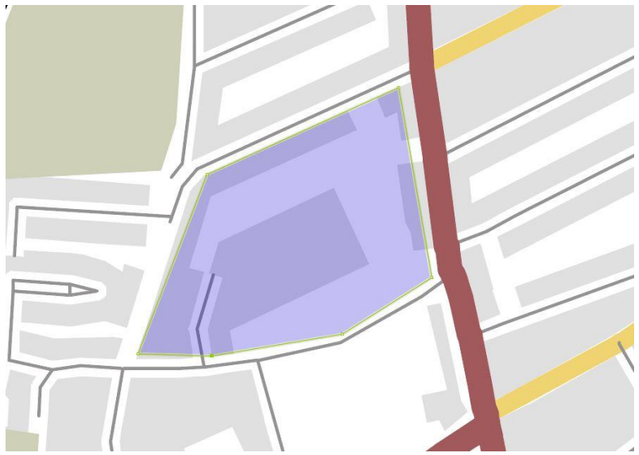




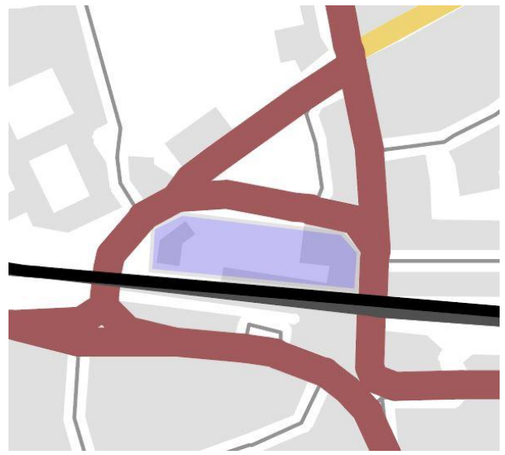
Appropriate sites for perceived density oriented development

Recommendation for development: We have identified four sites that, whilst all varying considerably in type, constitute opportunities to deliver a high proportion of Kingston's housing obligations due to their size, relative isolation from nearby development and existing precedent of scale. This does not mean development on these sites should disregard their context, but the forum should be supportive of proposals that perhaps exceed the number of units they'd imagine appropriate for the area provided they can be delivered with the highest standard of design that reduces the perception of high density. Again, a resident led design body that engages with planning proposals could be highly useful in such circumstances, allowing them continuous input to inform design. High levels of development - done sensitively - could alleviate pressure to develop less appropriate sites, and deliver considerable CIL funds . These sites have been identified using a mixture of forum briefing notes and council priorities.

Sainsbury's site



Kingston station site



Lower Ham Road site



The Keep site



Revitalising green and blue spaces

The challenge

The dual presence of the Thames and Richmond Park means that the Mayor's target of every London resident living within a ten-minute walk of a high quality outdoor space is already comfortably realised within North Kingston. However, this is not to say that there is no room for improvement. Though it remains unlikely that the council will seek to remove green spaces for development, there are pockets of greenery that are neglected and even constitute a security risk through poor management.

One avenue the Forum could explore would be the establishment of a local 'Friends of Parks' group, which RBK currently provides guidance and support for. By setting up a recognised Friends of Parks group that focuses away from the obvious draw of Richmond Park, residents could lead on park based community initiatives and would gain a greater say in what goes on in their local green spaces, potentially help determine future park policy within the borough. Innovative ideas seen elsewhere in the country include the introduction of 'pocket allotments' in Worcester, or to create community gardens and allotments, as are increasingly popular in London. The Forum's potential CIL receipts could be used to beautify and improve local parks for local residents, guided by local resident priorities.

Perhaps the biggest barrier to a more active relationship with Kingston's green and blue spaces is the failure to maximise the amenity offered by its adjacency to the Thames. Canbury Park is a cherished local space, but currently constitutes the only real place of leisure by the riverfront. That the river is inaccessible to pedestrians from the north of Canbury Park is not a product of any private property considerations, but due to the fact that the Lower Ham Road currently bounds the bank.



Community pocket park - Newcastle



Community pocket allotment - Worcester

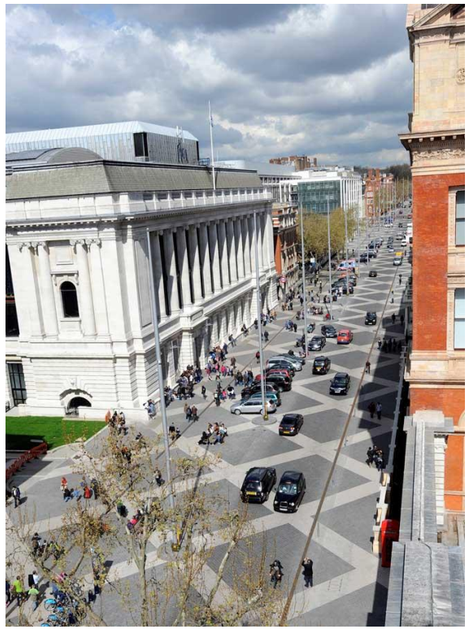
Current configuration of Lower Ham Road



The use of CIL funds to reconfigure Lower Ham Road and to ensure that pedestrians are prioritised by granting direct access to the river front, instead of vehicles as is currently the case, could be a means by which North Kingston residents could really benefit from the receipts of development, particularly if the Lower Ham Road located potential major development site identified on page 21 was pursued. Through our conversations with the Forum, they felt much more could be done in this part of the area. In the future, they could draw upon the resources available for planners, developers and communities alike, such as from River Restoration Centre, that can aid in the revitalisation of riverfronts, particularly if the forum pursued a strong ecological interest. Kingston council have begun a consolation to investigate improving the riverside as a whole, acknowledging pedestrians should be prioritised and enhancement of the areas biodiversity is necessary.

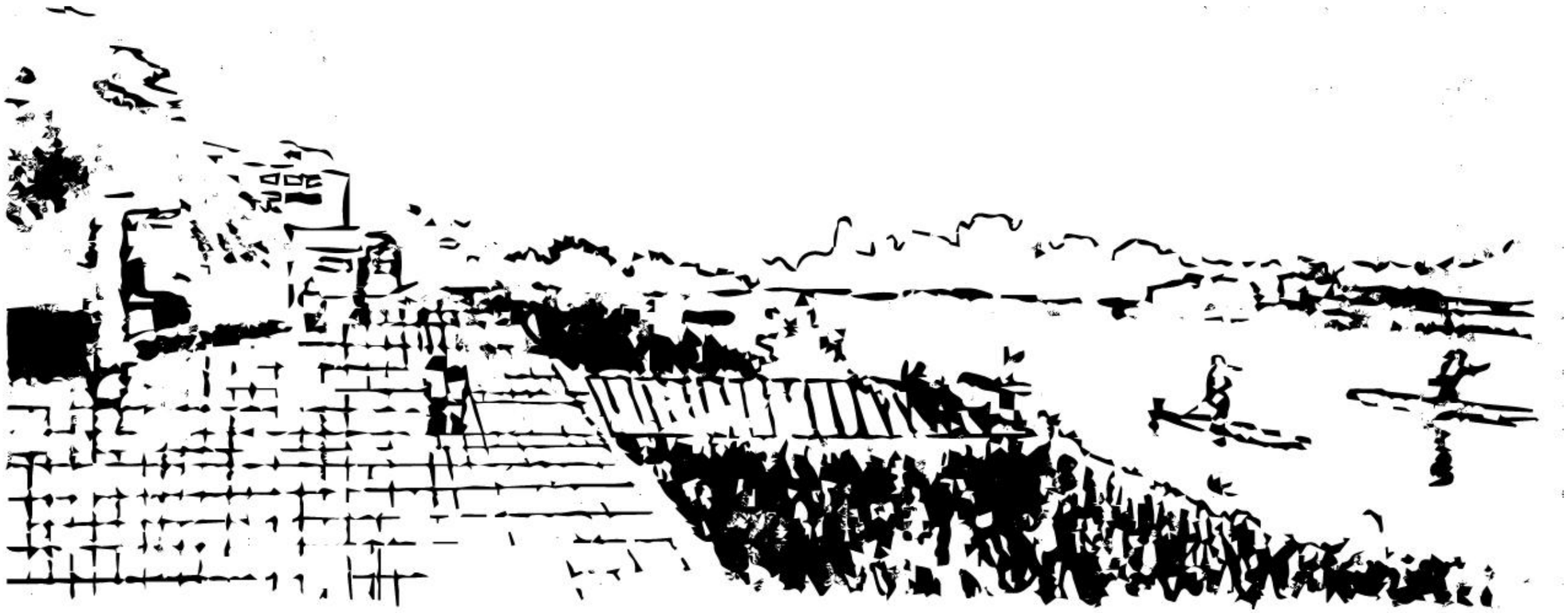
By making Lower Ham Road a 'shared' road in the same vein as Exhibition Road in Kensington, the relationship between pedestrians and riverfront would be reactivated, creating the possibility of a vibrant riverside space. The removal of traditional means of pedestrian-vehicle separation through the creation of a shared road would allow pedestrians clear access to the riverfront, whilst having only a minor impact on vehicular access due to the low volumes of traffic that use the Lower Ham Road. The forum could also seek to have mini-wharfs added to enable barges to dock and pedestrians close vantages to the Thames, enhancing the attractiveness of accessing this somewhat forgotten corner of Kingston. Engagement with local riverfront stakeholders such as the Kingston Rowing Club, the nearby Canbury Pavilion Community Centre and the Albany Park Canoe & Sailing Centre would further strengthen the vitality of such a scheme, and incorporating the interests of key river users could spark innovative ideas for alternative riverfront uses.

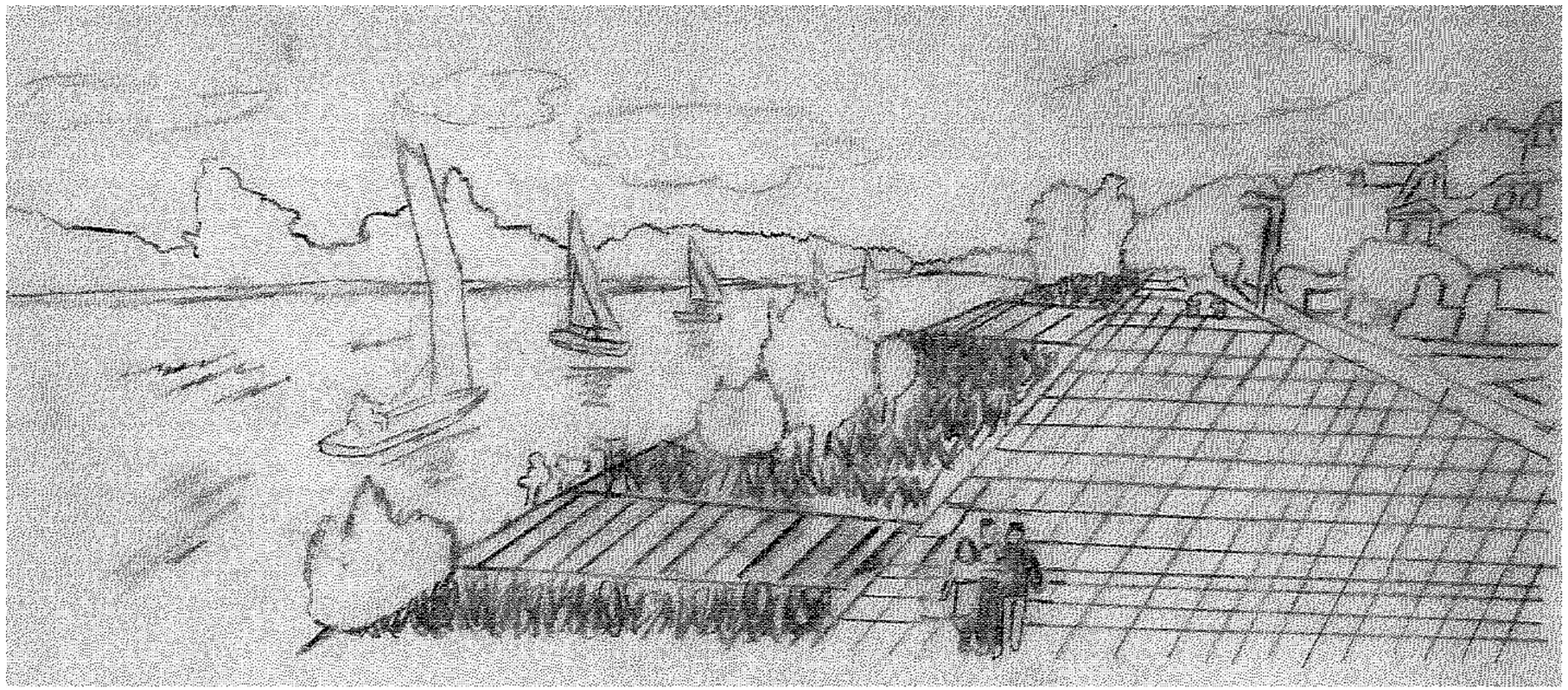
Examples of shared roads





Artistic impressions of how a shared Lower Ham Road could look





Ensuring ease of movement

The congestion problem

North Kingston suffers from areas of heavy traffic congestion and in certain areas, poor pedestrian permeability. The prospect of road capacity expansion remains highly unlikely, creating a need to enhance the appeal of other modes of transportation, with all of the health and air quality benefits this brings. We therefore propose that the Forum lobbies RBK to embolden its £30 million cycle infrastructure enhancing 'Go Programme', and to use the CIL money secured as a result of the successful approval of the Forums neighbourhood plan, to implement a phased introduction of 'filtered permeability' for the largely suburban roads found within the North Kingston area.

Filtered permeability has been defined as 'separating the sustainable modes (of transport) from private motor traffic in order to give them an advantage in terms of speed, distance and convenience '(DCLG & TCPA: 2008). In effect, this will mean making walking and cycling far more desirable and accessible within the local area. Beautification and safety improvement of North Kingston's often degraded pedestrian pathways and pavement was raised as a CIL priority in various conversations with the Forum. One of the strengths of filtered permeability is that it can be as extensive or as restrained as the local community decides - the guide overleaf makes a range of suggestions, from the radical to the more subtle.

Such an approach would chime with the Mayor's office 'Healthy Streets' initiative, which offers the prospect of funding and logistical support in achieving the localised aim of making Kingston a more walkable place and the metropolitan target that 80% of all trips should be made by public transport, walking or cycling (GLA: 2017). The Forum could collaborate with local cycling clubs, such as the Kingston Wheelers or Kingston Junior Cycling club, in ensuring their views are engaged with and the subsequent proposals reflect local needs.

New development can help contribute toward the improvement of North Kingston's walkways and pavements, presenting an opportunity to secure the reorientation North Kingston's roads and streets to focus on supporting cyclists, buses, pedestrians and the public realm. The Forum could lobby the council for non-forum controlled CIL money to focus on improved streetscapes so that a more substantial fund for street improvements could be built up.

Example from Richmond Road of an unattractive streetscape and poorly defined cycle lanes



Possible filtered permeability-based improvements

1. Introducing shared space roads
2. Identifying areas of poor pedestrian cross-street permeability and installing pedestrian crossings to rectify this issue
3. Ensure that the roll-out of Kingston's 'Go Programme' is fully supported and engaged with in the local community
4. Introduction of new and more attractive street lighting, to engender a greater sense of pedestrian safety and desirability for journeys made by foot
5. Promote an area wide tree planting programme, focusing on major artery roads such as the A307, which are particularly unwelcoming to pedestrians
6. Improving the quality of pavements in the area, which have been identified as a hazard for those using wheelchairs or prams
7. Identifying particularly vulnerable pedestrian routes, such as those near schools and assisted living residences, as areas for further safety improvement
8. Redesigning important crossings in suburban streets so that they 'merge' with the pavement, visibly prioritising pedestrians at such sections and encouraging cars to slow down
9. Selective removal of car access to certain streets with 'modal filters', ensuring continued cycle and pedestrian access
10. Introducing Kingston maps, inspired by those found in central London, to improve wayfinding for those not familiar with the area

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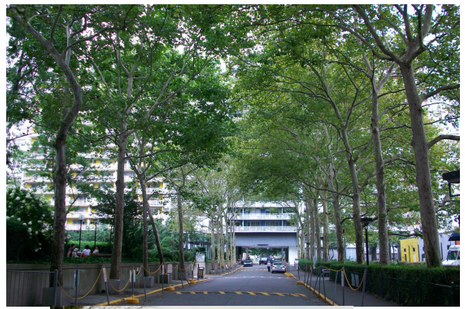
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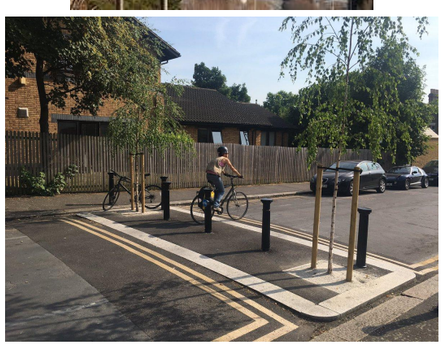
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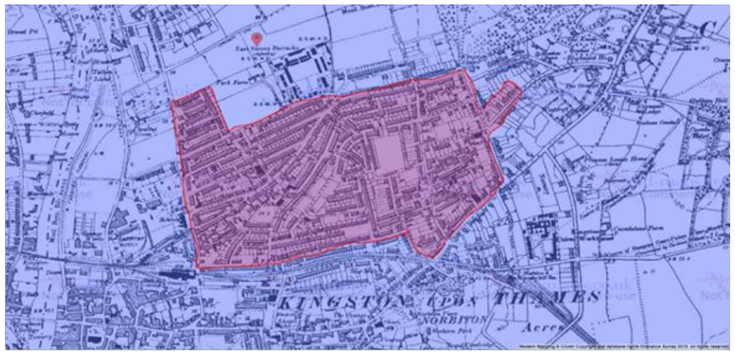
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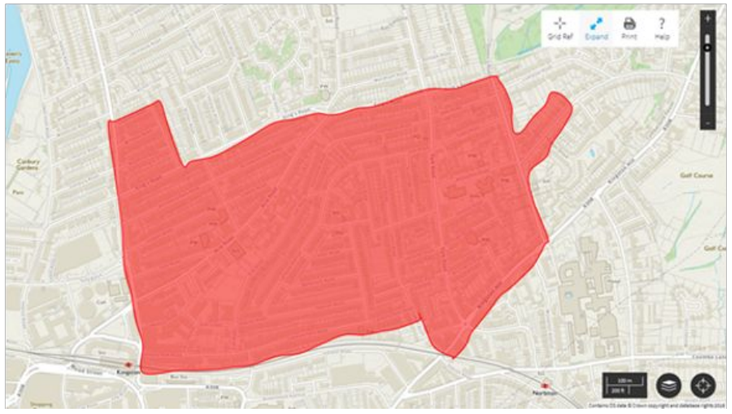


Preserving character through design

Canbury: Sense of Place

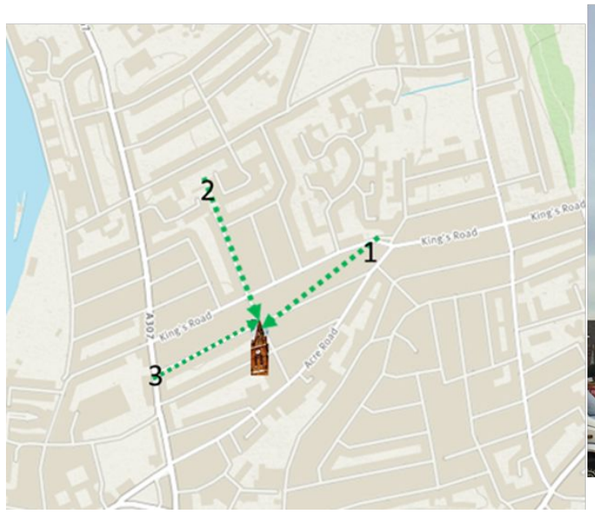


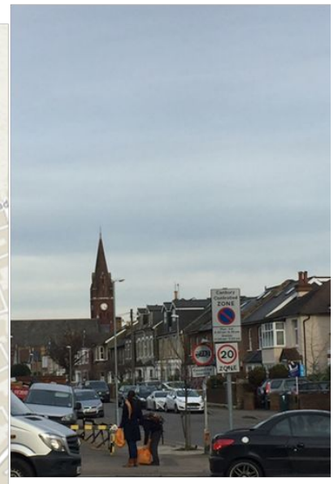












The composition of the built environment in Canbury contains variations on the theme of Victorian terraced. The diversity of form within defined tradition gives the area a strong sense of character.

The historic map is from the late 1880s. It shows the original Victorian urban fabric to the north of the railway line. Canbury should be addressed as a whole to ensure a continuity of townscape is maintained, rather than just pockets of Victorian terraced housing.

The area currently has some listed buildings. Securing new listed buildings, where appropriate, would ensure the area retains its most impressionable, oldest and most celebrated structures.

The case for listing will be strongest where the building is under serious threat of major alteration.

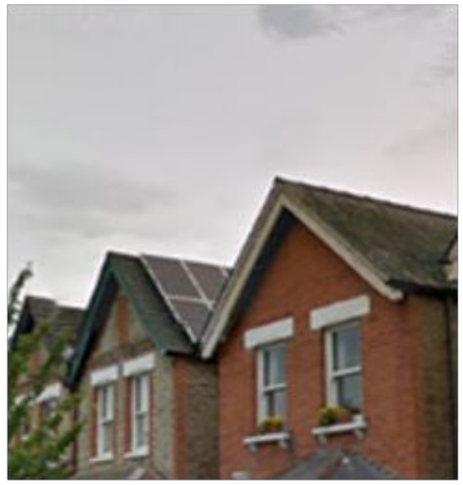
Demonstrating that buildings have outstanding architectural design would also add more weight to the case for listing. Researching the building's architect and documenting the buildings outstanding features is a good start. Rarity and uniqueness are crucial. More details of how listings can be attained can be found at Historic England.

Canbury has fine example of historic Victorian terraces, and an identifiable sense of place is created by the buildings continuity of form and design. Any subsequent extensions or development in the area should enhance and maintain this historic character. This can be achieved by suitable and sympathetically designed proposals. This management strategy provides the forum with some ideas for future strategy regarding building materials, colour palate, height and form. The need for protecting the Canbury area stems from increasing redevelopment pressure. This document does not intend to stifle redevelopment but to promote future development that adheres to a management strategy that ensures a legible, collective identity for this special area.

St, Luke's spire is a landmark building in North Kingston. Sightlines of it should remain undisturbed. This view looking north-east from the Richmond road demonstrates the listed building's impact on the skyline towards Richmond Park.

Canbury Challenges





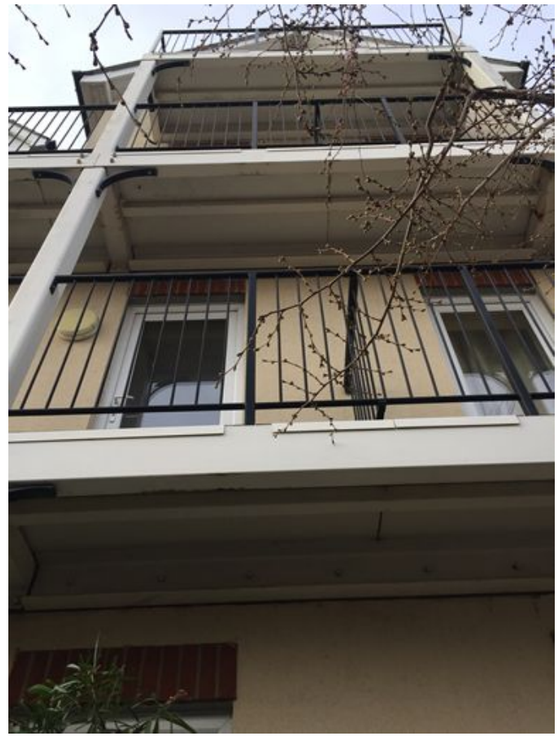




The previously industrial area north-east from the railway station has been identified for development. Much recent development has responded unsympathetically to the area's original character. The Victorian terraced housing are less uniform here: there are various typologies, ranging from a three-story former pre-second world war cinema to small units built in the second half of the 20th century for light-industrial use. Future development should be more considerate towards the historic character.

Many of the post war buildings are not sympathetic to the older terraced homes. For example, Dale Court is in contrast to the buildings surrounding it. Infill developments should not fall under the same guidance and management strategy attributed to the Victorian terraced buildings.

Ill-fitting loft conversions and solar panels mean the roof now has a poor connection to lower levels. flats' use of steel and plastic, along with the balconies have no architectural connection to the Victorian terraced houses surrounding.



Design Guidelines for Canbury

External Soffits- Visible exterior features such as guttering, window ledges and ornaments should be consistent with previously used designs. Metal and sand stone would be appropriate for minor soffits, whilst wooden beams should be maintained. Plastics are inappropriate. The colours should match the existing palate of black and white.

Greenery and gardens- Trees within the area provide organic roadside features and should be maintained. The promotion of front gardens with flowers, plants and grass is more appropriate over front gardens that are wholly used as driveways. Bushes and hedgerows should be trimmed regularly to ensure light and viewpoints into gardens.

Roofs- Tiles should be of slate. Chimney funnels should be clay tubes no larger than two feet. Any roof top features such as stylized ridges should emulate previous and surrounding designs. Buildings should adhere to a height limit of two storeys.

Bricks- Buildings should use red or yellow (London stock) clay-based bricks.

Doors and Windows- Wooden doors and window frames, preferably oak. Windows should follow original pattern and consider the symmetry of the street.















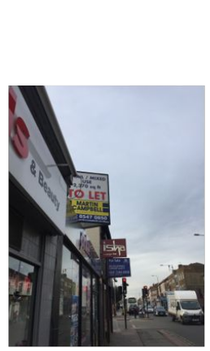
Richmond road: Preserving Character

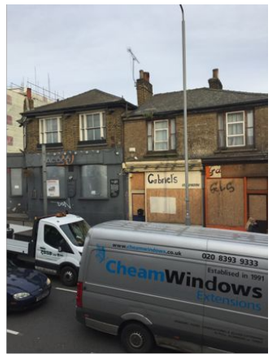


Why the aesthetic of the Richmond Road matters?

The 1988 Richmond Road character appraisal is a good start for assessing the historic nature the street, however it is not detailed enough in giving instructions for future strategies, and does examine Richmond Road in its entirety.

Many shopfronts such as Bevan's Butchers and the Queen's Head pub already do a great job of promoting their goods and services in a functional and decorative way. This should be an example to others.



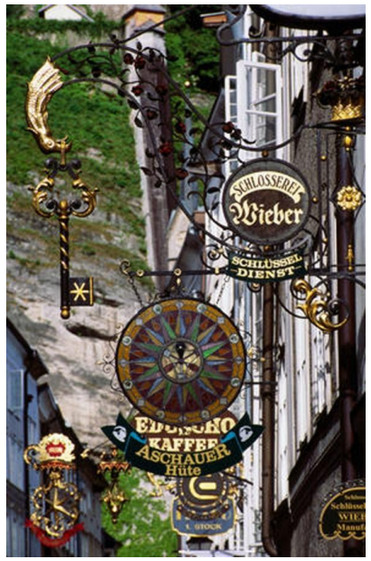




Challenges faced on Richmond Road:

- Visual clutter caused by bright colours, non-symmetrical shaped adverts and abrasive features
- Lack of legibility for local residents
- Unused or empty buildings.
- Unattractive shop displays
- Overriding lack of uniformity

Richmond Road: Design guides and management strategy







A) Shop front windows should not be disturbed by large advertisements or flyers. The interior of the stores should be visible and inviting. Inside the buildings the un-obscured windows provide optimum natural lighting.

B) Signage placed outside shops should be unique and identifiable. Hanging signs should provide clarity to what the shop sells, however they can use symbols to give a light-hearted and abstract signal. They should avoid generic remarks and should aim to promote local business. Text should be minimal but large, so as to stand out. Emphasis should be placed on the shop's skills, owners and employees, not just the product or service sold.

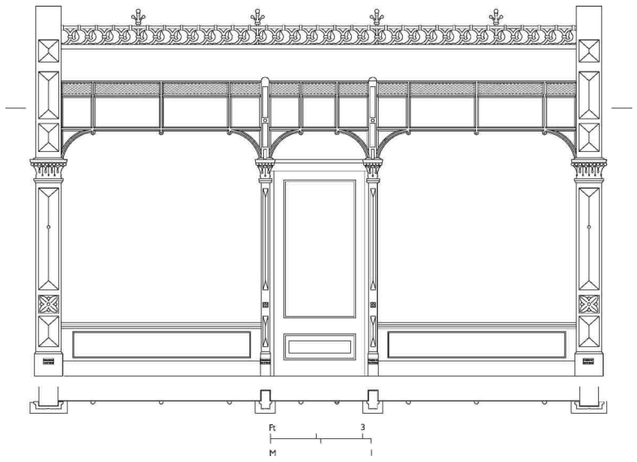
C) Security shutters offer important protection, but often look grey and unappealing. Steps could be taken to either ensure visibility into the shops interior or render the shutters more attractive of the shutters. Painting the shutters could achieve this. This would allow for a continued character in the street after opening hours.

D) As seen in the example of Leyton High Street, repainting the facades facing the Richmond Road could bring significant vitality to the area's aesthetic. Individual shops could adopt a uniform colour scheme. Cleaning the building's exteriors using sand blasters, pressure washers and brushes would be the first step to making the overall impression of the buildings more attractive. The retailers should consider themselves as part of the wider streetscape, not just a singular ground floor shop.

E) Where possible, shops and service providers should take advantage of the pavement and use the space effectively. For example, some goods can be displayed outside. They should avoid dominating the space and leave room for pedestrians. They should use – as a maximum – no more than one third of the pavement. This will give a sense of the street as a route and as a place for trade.









Future Action Plan

Representations to Kingston Local Plan

As RBK starts to formalise its new Local Plan, it is likely to set a target figure for NKNF to provide within their area. Early and positive engagement with the new Local Plan through - for example - the Forum identifying sites they would like to see prioritised for development would go some way in fostering a strong relationship with the Borough.

The Forum can anticipate that a large amount of housing will be proposed within Kingston Town Centre, some of which lies within the neighbourhood boundary. In order to effectively restrain the possibility of excessive allocation, representations can address certain aspects:

- Request clear policy that will seek to ensure that lost floorspace for desired uses is replaced to the greatest possible degree;
- Insist that any housing built within the boundaries of the neighbourhood is counted towards the neighbourhood's supply, and request that RBK does not to set a high target that stands over and above the amount that is provided within the Town Centre Area of North Kingston.
- In the event that RBK allocates a housing target to NKNF, any representation may wish to include a critique of the figure and request that it is lowered. RBK may allocate land for housing (on large sites or small) within the Neighbourhood Area.
- There are some sites within North Kingston that are allocated in the Core Strategy (all of them within the town centre). These could be re-allocated by the emerging plan.
- How the Forum responds to allocations should be assessed on a site-by-site basis. In advance, it may therefore be worth considering which sites are likely to be considered favourable by RBK, and which of these could be acceptable in the eyes of the community.
- While the details of the borough's strategy is not yet known, the need to provide a measure of housing within the neighbourhood should be considered an inevitable certainty. How this is delivered can be shaped indirectly through representations that seek to reduce the figure, and controlled directly through a Neighbourhood Plan by identifying development sites and seeking to protect certain areas and uses.



Community Consultation

It will be vitally important to engage as wide a portion of the community as possible in order to show that proposed strategies have public support. We have suggested some strategies to ensure that the process is as positive as possible:

Questionnaire

The circulation of a questionnaire to all local residents would be beneficial in . This will provide a strong idea of what is most important to local residents. Questions can cover:

- Quality of life in the area;
- How frequently they visit/use local amenities;
- how important they regard these amenities as being;
- Any other other facilities they would like to see;
- How much housing they would like to see built over the plan period (what size of unit & development site, what type of tenure);
- Preference for infill as opposed to strategic sites;
- Need for future facilities to handle any future housing;
- Concerns about future development in the neighbourhood;
- Importance of heritage/greenspace;
- Perceived standards of environmental quality
- Transport concerns.

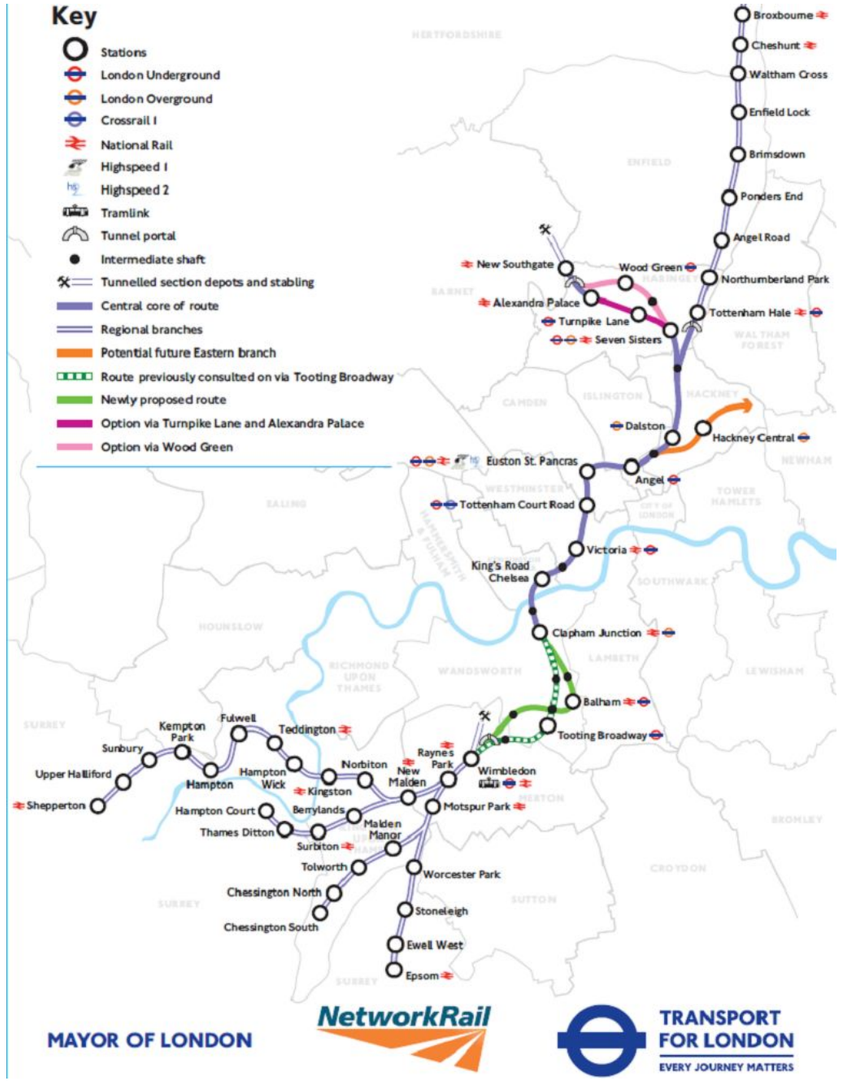


Public Meetings and Updates

Arranging regular public meetings, and sending out updates (either online or via mail) will help to keep the community involved in the process, and bring to light any possible local concerns that may arise as strategies are developed. Extensive effort should be made to consult with as wide a range of community stakeholders as possible. In particular, social renter tenants can often be excluded from engagement with planning policy and given that SRL housing can often be subject to regenerative efforts that seek to expand housing supply, the input of such renters will be critical.

Crossrail 2 - considerations

If and when Crossrail 2 is approved, the effect on land values and property prices in the North Kingston area are likely be transformative. The experience of areas in close proximity to the original Crossrail network has been extraordinary, raising the property prices of homes within a mile radius of a station by 66 per cent since 2009. However, it is likely to also raise the development imperative in the area. There are a huge variety of lessons to be learnt from the development of Crossrail, but the most salient from North Kingston's perspective was outlined by Future for London (2014), who stated that it was critical that planners "engage meaningfully with all facets of the local community to mitigate construction impact and integrate the scheme thoughtfully into the area." They further emphasised the need to "allocate sufficient budget for events, translators, promotion and related efforts." The Forum should be vigilant of future developments on this front and act as a conduit for expression of local opinion, from residents to local business holders, on how Crossrail 2 might impact on the area.



Conclusion

We hope to have provided a framework through which NKNF can view development not as a threat, but as a potential boon for their area. The strong civic connections that bind North Kingston are a huge asset , and the collective knowledge that these various groups, support networks and professions can provide will be invaluable in ensuring that the Forum is able to engage effectively with how planning will impact upon the neighbourhood boundaries. However, North Kingston does not exist in a vacuum. The shared sight lines with the areas north and south of the neighbourhood boundary means that many of the concerns and aspirations held by the Forum will be beyond their immediate control. The Forum already possesses strong links the Ham Neighbourhood Forum to the north and with the wider Kingston Residents Alliance. Integration of action and ideas will need to come from these relationships, so as to create a borough wide perspective that effectively challenges – and collaborates – with the Borough's planning authorities, ensuring that Kingston remains an attractive, socially rich and community oriented corner of London for



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