

NORTH KINGSTON NEIGHBOURHOOD PLAN

2019 - 2041

Pre-Submission Plan

NORTH KINGSTON FORUM



PUBLISHED BY

North Kingston Neighbourhood Forum for Pre-Submission
consultation under the Neighbourhood Planning
(General) Regulations 2012 (as amended).

APRIL 2021

GUIDE TO READING THIS PLAN

Of necessity, this Neighbourhood Plan is a detailed technical document. The purpose of this page is to explain the structure and help you find your way around the plan.

1. INTRODUCTION & BACKGROUND

This section explains the background to this Neighbourhood Plan and how you can take part in and respond to the consultation.

2. THE NEIGHBOURHOOD AREA

This section details many of the features of the designated area.

3. PLANNING POLICY CONTEXT

This rather technical section relates this Plan to the National Planning Policy Framework and the planning policies of the London Plan and the Royal Borough of Kingston upon Thames.

4. COMMUNITY VIEWS ON PLANNING ISSUES

This section explains the community involvement that has taken place.

5. VISION, OBJECTIVES & LAND USE POLICIES

This key section firstly provides a statement on the Neighbourhood Plan Vision and Objectives. It then details Policies which are proposed to address the issues outlined in the Foreword and in Section 4. These Policies are listed in Table 1. There are Policy Maps at the back of the plan and additional information in the Appendices to which the policies cross reference.

6. IMPLEMENTATION

This section explains how the Plan will be implemented and future development guided and managed. It suggests projects which might be supported by the Community Infrastructure Levy which the Forum will have some influence over. Finally, it deals with a number of issues which although relevant are outside the scope of a Neighbourhood Plan.

FOREWORD

LIST OF POLICIES

1.	INTRODUCTION & BACKGROUND	1
2.	THE NEIGHBOURHOOD AREA	5
3.	PLANNING POLICY CONTEXT	19
4.	COMMUNITY VIEWS ON PLANNING ISSUES	24
5.	VISION, OBJECTIVES & LAND USE POLICIES	26
6.	IMPLEMENTATION	99

POLICIES MAPS & INSETS

APPENDICES

Appendix A – North Kingston Community Facilities

Appendix B – Conservation Areas and Local Areas of Special Character

Appendix C – listed buildings and locally listed buildings

Appendix D – local green space review

TABLE OF PLANS

Plan A: Designated Neighbourhood Area

Plan B: Our Neighbourhood Today

Plan C: North Kingston's Historic Environment

Plan D: Surface Water Flood Risk in North Kingston

Plan E: Fluvial Flood Risk in North Kingston

Plan E: Fluvial Flood Risk in North Kingston

Plan H: Air Quality Map

Plan F: North Kingston Forum's Neighbourhood Map

Plan G: The Go Cycle Programme

Plan H: Air Quality Map

Plan I: Key Views

Plan J: Some of the opportunities available to enhance North Kingston's Green Infrastructure Network

TABLE OF FIGURES

Figure 1 Neighbourhood Plan Basic Conditions

Figure 2: North Kingston Design Strategy

TABLE OF IMAGES

1 North Kingston Forum Logo

2 With thanks to the local community for their permission to use this image

3 Typical Late Victorian housing in Canbury Ward

4 Typical "Tudorbethan" style houses in Tudor Drive

5 Canbury Gardens Bandstand

6 Canbury Pavilion

7 The beauty of Canbury Gardens & the River Thames

8 Canbury Secret cafe

LATCHMERE RECREATION GROUND:

9 Keep Fit!

10 Working Together

11 Biodiversity Corner

12 2019 Dog Show

13 Fluvial Flooding in Canbury Gardens riverside and Lower Ham Rd

14 Surface water flooding Richmond Park Road

15 2018 Consultation event at the Wych Elm PH

16 2018 Consultation event at the Co-op

- 17 2017 Consultation at the Canbury Gardens Dragon Boat event
- 18 2019 Consultation event at the Co-op
- 19 Policy NK2: Existing shops in the Richmond Road Corridor (South)
- 20 Policy NK6: St Luke's Church, a key landmark in North Kingston
- 21 Policy NK10: The Queen's Head, Richmond Road
- 22 Policy NK16: Canbury Gardens - An important local amenity we are immensely proud of
- 23 Policy NK19: An overview of the existing Sainsbury's Superstore
- 24 Policy NK21: The Sitel building fronting Canbury Park Road
- 25 Policy NK29: The Keep, a 1960s MoD estate

FOREWORD

The Borough of Kingston upon Thames was granted a Royal Charter in 1964 by the Queen and is, along with Greenwich and Kensington and Chelsea, one of the three royal boroughs in the capital.

Kingston expanded rapidly during the nineteenth century after the construction of the new bridge across the Thames in 1828, and with the arrival of the railway in 1863, encouraging a 'housing boom' at that time. Much of the surrounding land was developed by the 1890s, supporting manufacturing with Hawker Siddeley, Sopwith and Hurricane building planes in the borough, mostly located in North Kingston. The Thames was used as a landing strip for floatplanes.

North Kingston is a mature, generally built out suburban neighbourhood on the fringe of Kingston Town Centre, predominantly residential, punctuated by open spaces and schools, with local shopping parades, business premises and a range of community facilities and places of worship within its well-defined boundaries; the river Thames, Richmond Park, the railway line and the borough boundary. It encompasses the combined area of Canbury ward and Tudor ward.

Domestic architecture locally is dominated by two-storey homes from three periods, each with its own distinctive style; the late Victorian and Edwardian terraces and villas of much of Canbury ward, the inter-war suburban developments in Tudor ward, interspersed with apartment buildings and a number of post-war developments of mixed quality.

There are 4 Conservation Areas (CA) that are all or in part within the Neighbourhood Area, and 5 Local Areas of Special Character (LASC). The area is also home to a number of Listed Buildings and Locally Listed Buildings.

However, the pressure and demand for housing in London is huge, with the new London Plan target for Kingston of at least 9640 new homes over the next 10 years, North Kingston will be expected to take its share.

We believe that planning should be managed locally. The North Kingston Forum was formally ratified in 2017 with the aim to retain and enhance the local character of North Kingston by developing a Neighbourhood Plan, which will be a vehicle to guide, promote and allow balanced and sustainable change within North Kingston.

Over the past 5 years we have held over 50 semi-open meetings, 4 AGMs, 2 public meetings and 2 major consultations held over a number of months at venues throughout the neighbourhood area. We asked residents how they would like to see that future change managed, the overwhelming majority considered tight controls essential to protect the residential character of the area they call home.

This report forms the draft North Kingston Neighbourhood Plan 2019-2041 and is the result of the extensive community consultation outlined above. We now ask for your comments and support.



Neighbourhood

Planning

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LIST OF POLICIES

DESIGN POLICIES

POLICY NK1: INTENSIFICATION ZONE	32
POLICY NK2: TRANSITION ZONE – SUBURBAN AREA	33
POLICY NK3: KEY DEVELOPMENT CORRIDORS	35
POLICY NK4: QUALITY DESIGN - CHARACTER AND CONTEXT	37
POLICY NK5: SUSTAINABLE DESIGN STANDARDS	40
POLICY NK6: KEY VIEWS	44
POLICY NK7: CONSERVATION AREAS AND LOCAL AREAS OF SPECIAL CHARACTER	45
POLICY NK8: LOCALLY LISTED BUILDINGS	46

BUSINESS & COMMUNITY POLICIES

POLICY NK9: LOCAL SHOPPING PARADES	48
POLICY NK10: PUBLIC HOUSES	50
POLICY NK11: COMMUNITY FACILITIES	52
POLICY NK12: ACCESS & MOVEMENT	54

ENVIRONMENTAL POLICIES

POLICY NK13: CLIMATE CHANGE MITIGATION – NEW BUILDINGS	56
POLICY NK14: CLIMATE RESILIENCE	59
POLICY NK15: GREEN INFRASTRUCTURE	60
POLICY NK16: LOCAL GREEN SPACES	63
POLICY NK17: NEW POCKET PARKS	66
POLICY NK18: PUBLIC REALM	67

SITE-SPECIFIC POLICIES

KEY DEVELOPMENT SITES

POLICY NK19: SURY BASIN	71
POLICY NK20: CANBURY CAR PARK/KINGSGATE ROAD	73
POLICY NK21: CANBURY BUSINESS PARK	76
POLICY NK22: COWLEAZE ROAD	78
POLICY NK23: ST. GEORGE'S INDUSTRIAL ESTATE	79
POLICY NK24: LONDON ROAD/KINGSTON HILL ROUNDABOUT	81
POLICY NK25: MANORGATE ROAD	82

POSSIBLE FUTURE 'WINDFALL' SITES

POLICY NK26: PARK ROAD SCOUT HALL 84

POLICY NK27: THE SEVEN KINGS CAR PARK 86

POLICY NK28: RICHMOND ROAD PETROL STATION 88

PUBLIC SECTOR OWNED OPPORTUNITY SITES

POLICY NK29: THE KEEP 89

POLICY NK30: ELM GROVE 91

POLICY NK31: ACRE ROAD (MURRAY HOUSE) 94

POLICY NK32: CANBURY COURT GARAGES 95

POLICY NK33: ST. LUKE'S PRIMARY SCHOOL 96

POLICY NK34: KINGSTON FIRE STATION 97

1. INTRODUCTION & BACKGROUND

1.1. North Kingston Forum (hereinafter “the Forum”) is preparing a Neighbourhood Plan for the area designated (“North Kingston”) by the local planning authority, The Royal Borough of Kingston upon Thames (hereinafter “the Borough Council”), on 30 March 2017 (see Plan A). The plan is being prepared in accordance with the Neighbourhood Planning (General) Regulations of 2012 (as amended). The Forum was also formally designated by the Borough Council on 9 August 2017.

1.2. The purpose of the Neighbourhood Plan is to set out a series of planning policies that will be used to determine planning applications in the area in the period to 2041. The Plan will form part of the development plan for the Borough Council, alongside the adopted London Plan (2016) and the Core Strategy (2012). The emerging new London Plan and the emerging new Borough Local Plan will in due course replace the adopted London Plan (2016) and Core Strategy (2012), the latter will cover the same period as the neighbourhood plan.

1.3. Neighbourhood Plans provide local communities, like North Kingston, with the chance to shape the future development of their areas. A proposed Opportunity Area in our area has been identified by the GLA (Greater London Authority); developers and landowners may come forward with planning proposals for other sites. Once approved at a referendum, the Plan becomes a statutory part of the development plan for the area and will carry full weight in how planning applications are decided. Plans must therefore contain only land use planning policies that can be used for this purpose. This often means that there are important issues of interest to the local community that cannot be addressed in a Plan through planning policies if they are not directly related to planning. Although there is scope for the local community to decide on its planning policies, Neighbourhood Plans must meet all of the relevant basic conditions (see Figure 1).

1.4. In addition, the Forum will need to demonstrate to an independent examiner that it has successfully engaged with the local community and stakeholders in preparing the Plan. If the examiner is satisfied that it has, and considers the Plan meets the above conditions, then the Plan will go to a referendum of the local electorate. If a simple majority of the turnout votes in favour of the Plan, then it becomes adopted as formal planning policy for the area.

THE ‘PLANNING FOR THE FUTURE’ WHITE PAPER

1.5. In August 2020 the Government published for consultation its White Paper, ‘Planning for the Future’, which proposes to make significant changes to both the development plan and management system. It indicates that there is a future for neighbourhood planning in that system, but the precise role that plans will play is not yet clear. The expectation is that the new system will be in place in 2021 but unlikely to be before the examination of this Neighbourhood Plan.

1.6. However, the new system will still require local communities to engage in shaping how their settlements will develop and in ensuring their heritage and landscapes are given proper protection. It will also enable communities to define local design standards, and the Neighbourhood Plan contains proposals in all of these respects. It may be that how those proposals are implemented may change and this will be taken into account in its final version for examination.

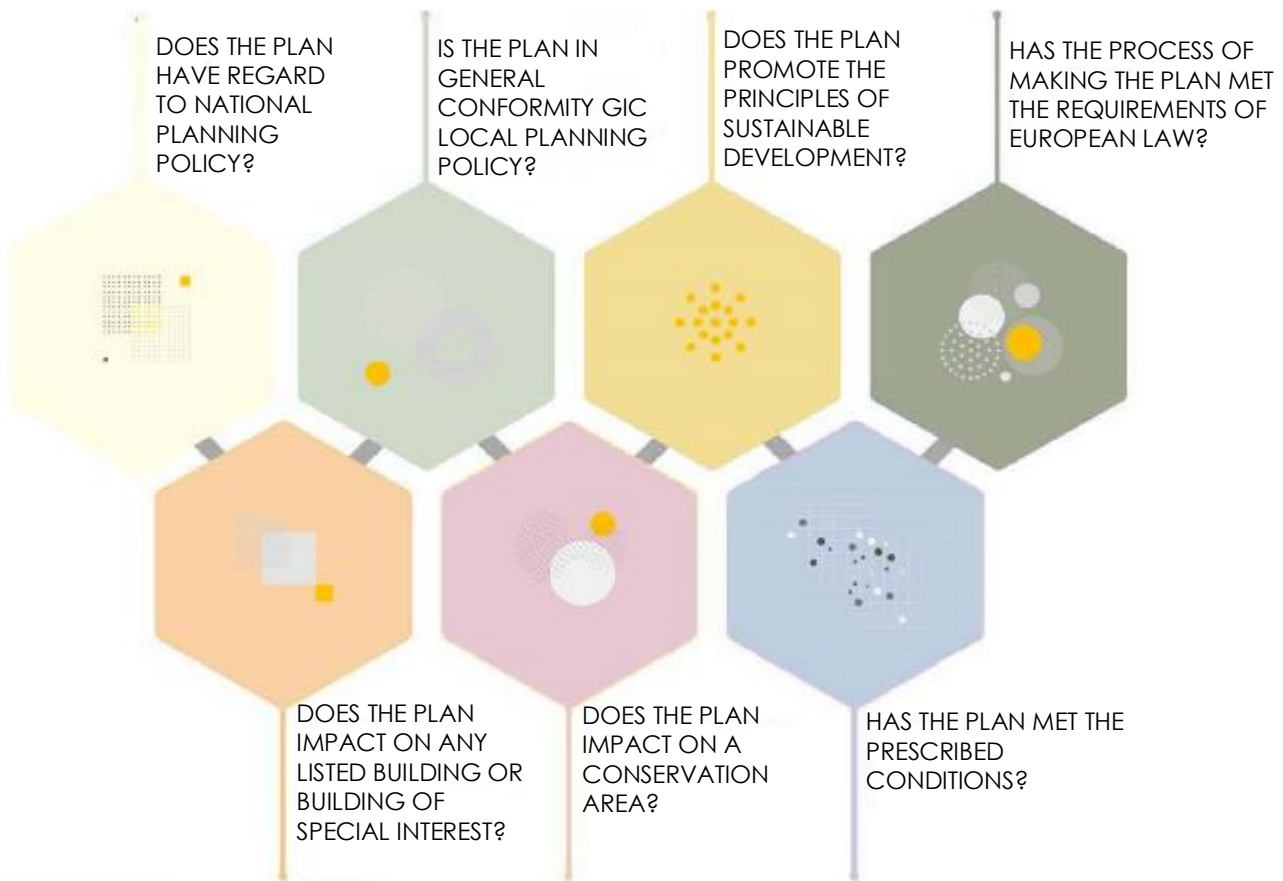


Figure 1 Neighbourhood Plan Basic Conditions

THE PRE-SUBMISSION PLAN

1.7. The Pre-Submission Plan is the opportunity for the Forum to formally consult on the proposed vision, objectives and policies of the Draft Neighbourhood Plan. It has reviewed the relevant national and local planning policies and assessed how they affect this area. It has also gathered its own evidence and its reports are published separately in the evidence base.

STRATEGIC ENVIRONMENTAL ASSESSMENT & THE HABITATS REGULATIONS

1.8. The Borough Council confirmed in its screening opinion of 14th February 2020 that a Strategic Environmental Assessment (SEA) is required in accordance with the Environmental

Assessment of Plans & Programmes Regulations 2004. The Borough Council also advised that such an assessment is incorporated into a Sustainability Appraisal (SA) to consider more widely the balance of sustainability objectives and to help ensure the plan meets the basic conditions. The Forum has accessed the government funded technical support package through Locality for the preparation of this evidence and AECOM has been appointed to undertake this technical task.

1.9. A Draft SA/SEA report will therefore be prepared to inform the Plan and to accompany it during the Regulation 14 consultation period. This will follow a scoping exercise that involves consultations with the statutory bodies where a framework of relevant sustainability objectives will be agreed to measure the attributes of the Plan and of any reasonable alternatives. It is anticipated that the final version of the SA/SEA report will be published for the examination alongside the Submission version of the Plan.

1.10. The Borough Council's screening opinion also confirmed that a Habitats Regulations Assessment will be necessary in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended). It is anticipated that AECOM (accessed from the government funded technical support package through Locality) will be supporting the Forum in its preparation of the necessary technical evidence and reports to enable the Borough Council to carry out an Appropriate Assessment, and these will be submitted alongside the Submission Plan in due course.

THE NEXT STEPS

1.11. Once the consultation is complete, the Forum will review the comments made, assess where amendments are required and prepare a final version of the Plan, known as the Submission Plan. This will be submitted to the Borough Council for a further consultation and to arrange for its examination by an independent examiner and subsequent referendum, if the examiner is satisfied that the draft plan meets the basic conditions.

THIS CONSULTATION

1.12. If you have comments to make on this plan, please do so by **14th June 2021** at the latest in the following ways:

POSTAL ADDRESS: 99 Richmond Park Road, KT2 6AF

EMAIL ADDRESS: northkingstonforum@gmail.com

1.13. Further information on the Plan and its evidence base can be found on the Forum project website at:

<https://www.northkingstonforum.org/>



DESIGNATED NORTH KINGSTON NEIGHBOURHOOD AREA



Plan A: Designated Neighbourhood Area

2. THE NEIGHBOURHOOD AREA

2.1 The North Kingston Neighbourhood Area is situated in the Royal Borough of Kingston upon Thames in south-west London. It encompasses the adjoining wards of Canbury and Tudor and forms the northern part of the Borough's boundary with the London Borough of Richmond upon Thames.



Plan B: Our Neighbourhood Today

2.2 North Kingston is a mature generally built out suburban area on the fringe of Kingston town centre, extending to the boundary with Richmond at Ham Parade. It is predominantly residential, punctuated by open spaces, including 6 formal parks and open fields, smaller green spaces, allotments and public areas; schools with local shopping parades, business premises and a range of community facilities and places of worship within its well-defined boundaries: enclosed by the River Thames at its western boundary, Richmond Park – a Special Area of Conservation, National Nature Reserve and a Site of Specific Scientific

Interest – to its east, the aforementioned Borough boundary in the north and the railway line defining its southern boundary. This variety of land uses supports a reasonably sustainable community with a population of 21,951, the majority of which is aged between 30 to 44, with the highest population of children in the Canbury Ward compared to the wider Borough, recorded in the 2011 Census. (See Plan B: Our Neighbourhood Today)



3 Typical Late Victorian housing in Canbury Ward

2.3 The majority of North Kingston's existing building stock is two-storey houses of traditional construction fronting on to a network of local streets served by two distributor roads; Richmond Road, the main road to Richmond, and Tudor Drive/Park Road. Domestic architecture locally is dominated by buildings from three periods, each with their own distinctive style; the late Victorian and Edwardian terraces and villas of much of Canbury ward, the inter-war suburban developments of semi-detached houses and shopping parades in Tudor ward, interspersed with apartment buildings and a number of post-war developments of mixed quality. Many, but not all, of the streets within Canbury ward are tree lined while the principal roads in Tudor ward are enhanced by wide grass verges with sporadic tree planting. Also within the Tudor estate there are a number of small, generally well maintained, amenity spaces. The variety of housing throughout the neighbourhood

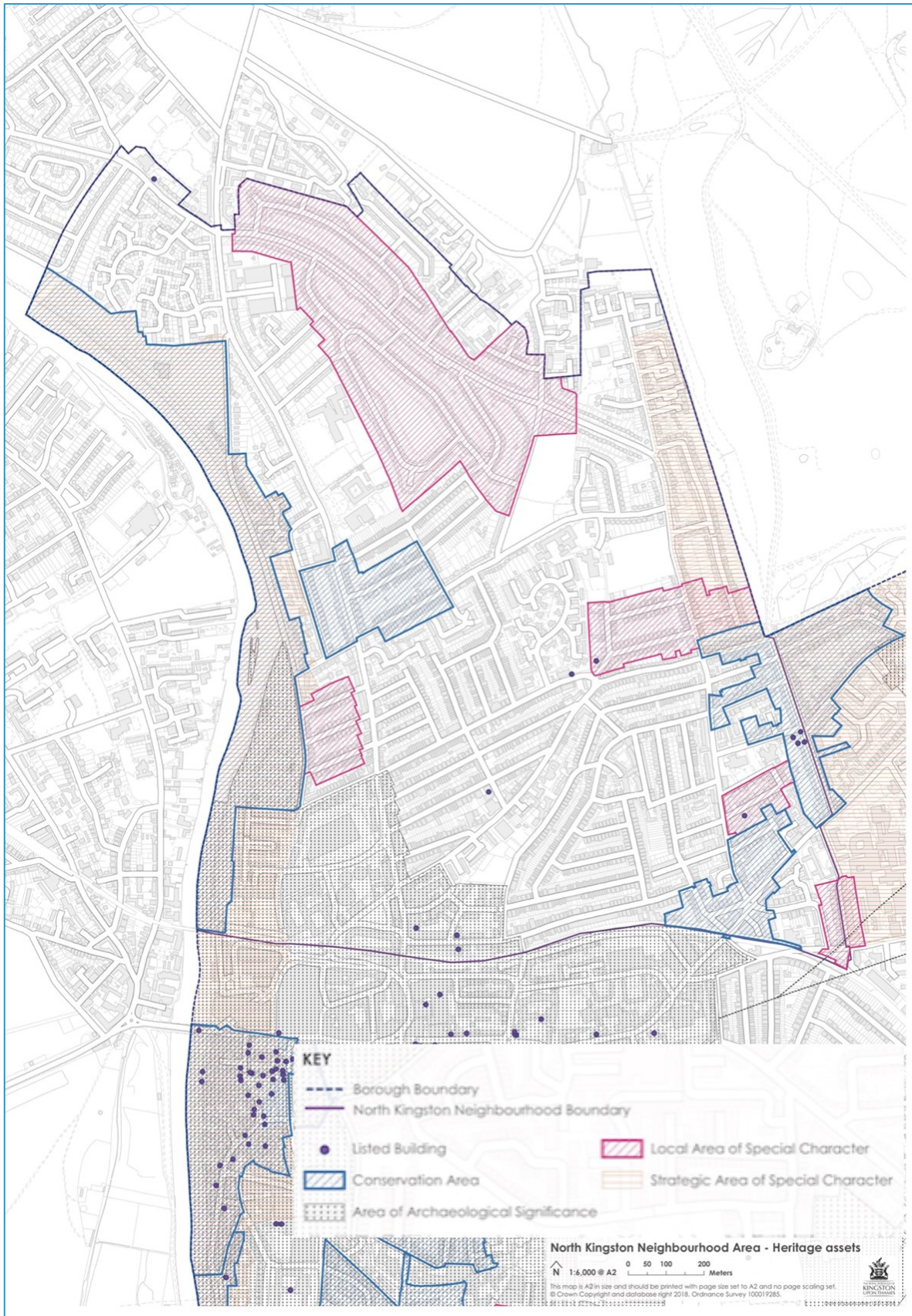
area has a great deal of individuality which together with the area's attractive public realm helps give North Kingston its sense of place.

2.4 The spire of the Grade II listed St Luke's Church is of significant importance and can be enjoyed from a great distance away. There are further local landmarks to the south of the neighbourhood. In total North Kingston has twelve Grade II listed buildings and a further 38 buildings or structures are recorded on the Borough's local list (which means that these 38 buildings or structures possess sufficient interest to make them of local value even though they do not meet the criteria of statutory listing). See Appendix C for the full list.

2.5 North Kingston includes three Conservation Areas in their entirety: Riverside North Conservation Area (CA25: November 2004), Richmond Road Conservation Area (CA13: September 1998), and Park Road Conservation Area (CA15: June 1989). Part of the Liverpool Road Conservation Area (CA5: November 1980 and extended in October 1990) extends into the neighbourhood area at its eastern boundary. In addition to this, its four local areas of special character: Woodside Road/Eastbury Road, Tudor Estate, Wyndham Road/Bockhampton, and Princess Road; Arthur and Borough Road, adds to the richness of the local built environmental and local distinctiveness. Part of the Wolverton Avenue Local Area of Special Character also lies in the neighbourhood area. Together these identify and are examples of the architectural richness of the local built environment and the local distinctiveness. (see Plan C: North Kingston's Historic Environment)



4 Typical "Tudorbethan" style houses in Tudor Drive



Plan C: North Kingston's Historic Environment

(prepared for the North Kingston Forum by Kingston Borough Council)

2.6 Open space within the North Kingston Neighbourhood is both formal and informal in character:

Canbury Gardens is the Neighbourhood's most important open space. Its charming and tranquil character of mown lawns and mature trees is complemented by the Boaters pub and boatyard and by its proximity to the River Thames. The Gardens and its many excellent facilities including tennis courts, outdoor exercise gym, a community garden with chickens, a community pavilion, children's play area and Canbury Secrets cafe, are well used by residents and visitors. A tree lined footpath, King's Walk, links the Gardens to Kings Road.

The adjoining towpath, part of the Thames path, which follows the river from its source in Gloucestershire to the Thames Barrier; in our area it links Kingston Town Centre to the border of Richmond and beyond, providing a green corridor for much of its length. Royal Park Gate Open Space (a Site of Importance for Nature Conservation) links the river and towpath with Northfield Ave to Duke's Avenue/Ham Cross border of Richmond.

Within the Neighbourhood, **Latchmere Recreation Ground** lies strategically between the two wards and its combination of sports fields and children's playground attracts people from a wide area, including from beyond the Neighbourhood.

The only other substantial public open space within the neighbourhood is **Elm Road Recreation Ground**, with its mown lawns, mature trees, recreational area and children's play area. The importance of this space is acknowledged by the designation as a Fields in Trust in 2012.

Dinton Field, although owned by the Council, is sign-posted as "private" and is apparently leased to Kingstonian Youth/ Dinton Field Trust who organise weekend football events, sometimes



5 Canbury Gardens Bandstand



6 Canbury Pavilion



7 The beauty of Canbury Gardens & the River Thames



8 Canbury Secret cafe

entertaining teams from a wide area beyond the borough's boundary. A private children's nursery is organised there during the week, and local schools use the site from time to time for their sports events.



Latchmere Recreation Ground - Community



Elsewhere within the area there are the [YMCA Sports Ground](#), which adjoins the River towards the north of the Neighbourhood, the [Scout Field](#) in Park Road, and a number of allotments.

There are also a number of [foot and cycle paths](#) in various states of repair, providing vehicle free routes; two of which link Acre Road and Elm Road and provide local access. Other routes within Tudor ward also serve local destinations such as schools and shops. More significantly the lane between St Agatha's Drive and Dinton Road is a busy pedestrian and cycling thoroughfare linking Tudor ward with Canbury, providing access to and from St Agatha's and Latchmere Schools, Latchmere rec and the Kings Road Co-op. It also forms part of a more strategic pedestrian and cycle link between the Neighbourhood and the town centre, the railways station, shops and other services.

2.7 With high water tables from close proximity to the River Thames and run off from Kingston Hill and Richmond Park, there are parts of the neighbourhood area that are affected by surface water flooding. (see Plan D: Surface Water Flood Risk) According to the Environment Agency, there are areas susceptible to flood zone 3 in the west along the river boundary. (see Plan E: Fluvial Flood Risk)



14 Surface water flooding Richmond Park Road



20 July 2007 (courtesy Alan Ferdman)

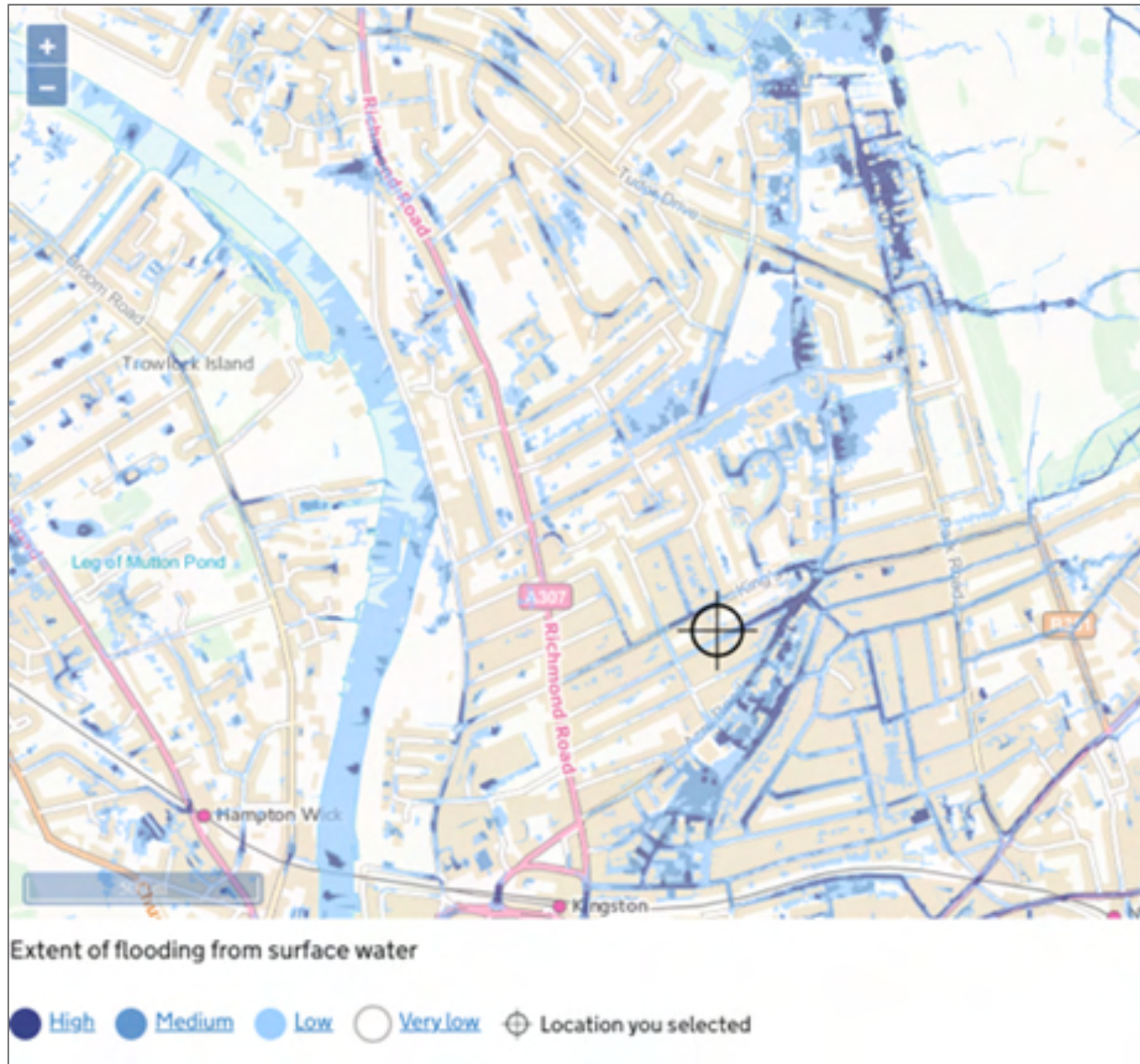
13 Fluvial Flooding in Canbury Gardens riverside and Lower Ham Rd

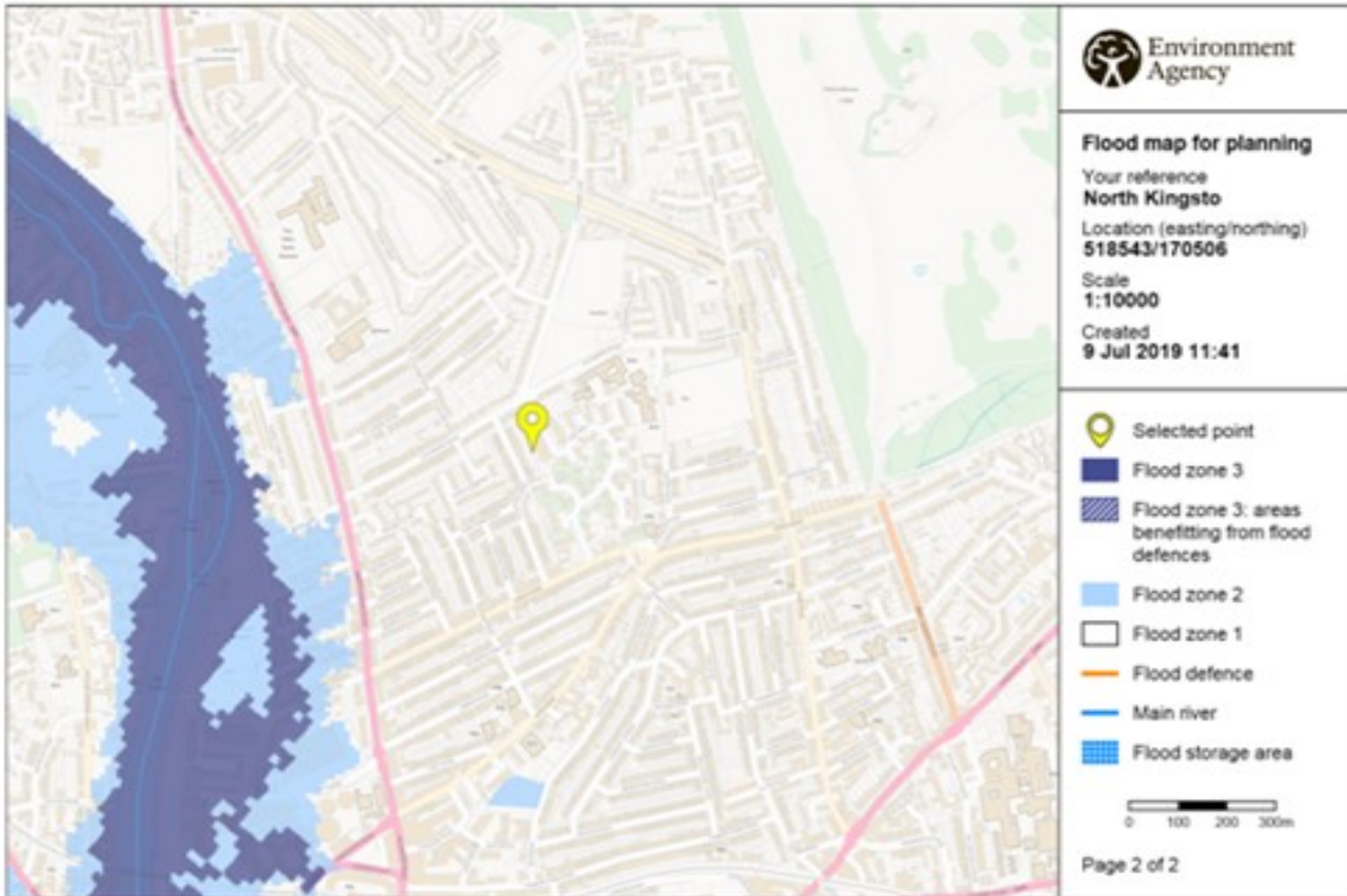


a regular occurrence

**Plan D: Surface Water Flood Risk
in North Kingston**

**(Environment Agency Long term
flood risk information BETA
service on 26 January 2020)**

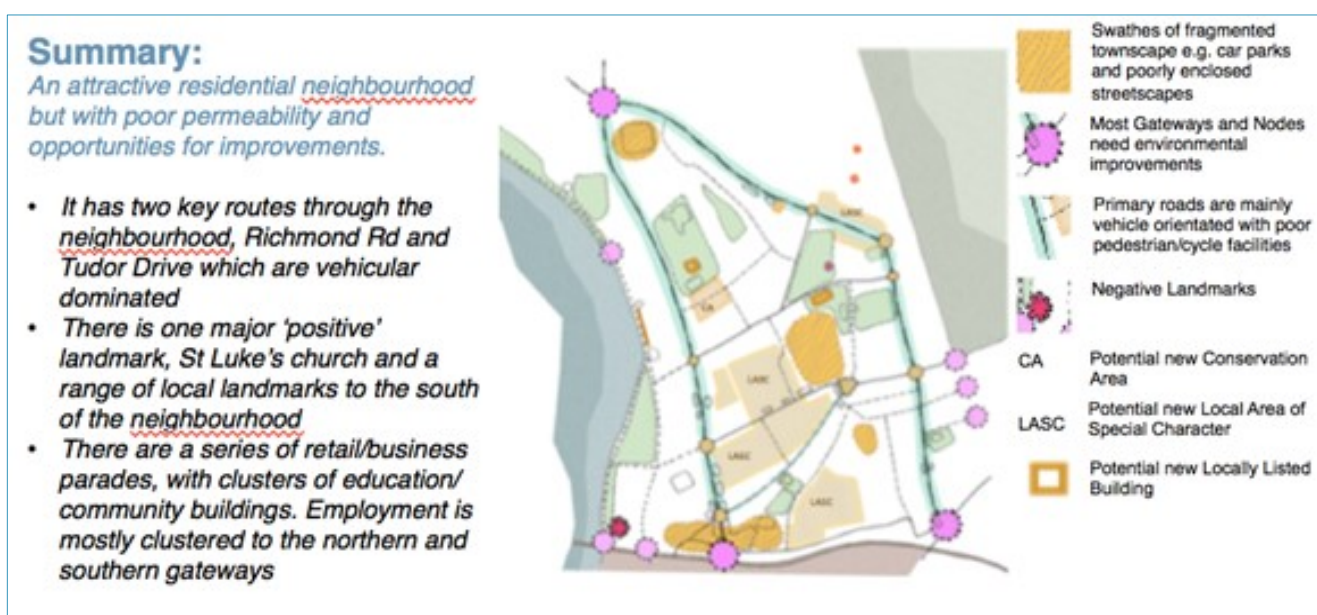




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Plan G: Fluvial Flood Risk in North Kingston

2.8 The neighbourhood area is served by two key road routes, Richmond Road and Park Road/Tudor Drive that are both vehicular dominated. Each has frequent bus services to these supplemented by a local K5 bus service that feeds the residential back streets between. The main routes are congested at peak times with commuter cars able to short cut access via Richmond Park to access Richmond and Kew using Queens Road as an alternative route. However, the Park is often closed to traffic and traffic congestion at peak times along residential roads with associated rat running has been an increasing problem. Public transport also includes train travel into London via Kingston, and the proximity of Norbiton station means that there are train stations within a 10-minute walk of most of the area. There are also three bus routes throughout the area; however, connectivity through the area remains poor (see Plan F: North Kingston Forum's Neighbourhood Map).



Plan J: North Kingston Forum's Neighbourhood Map

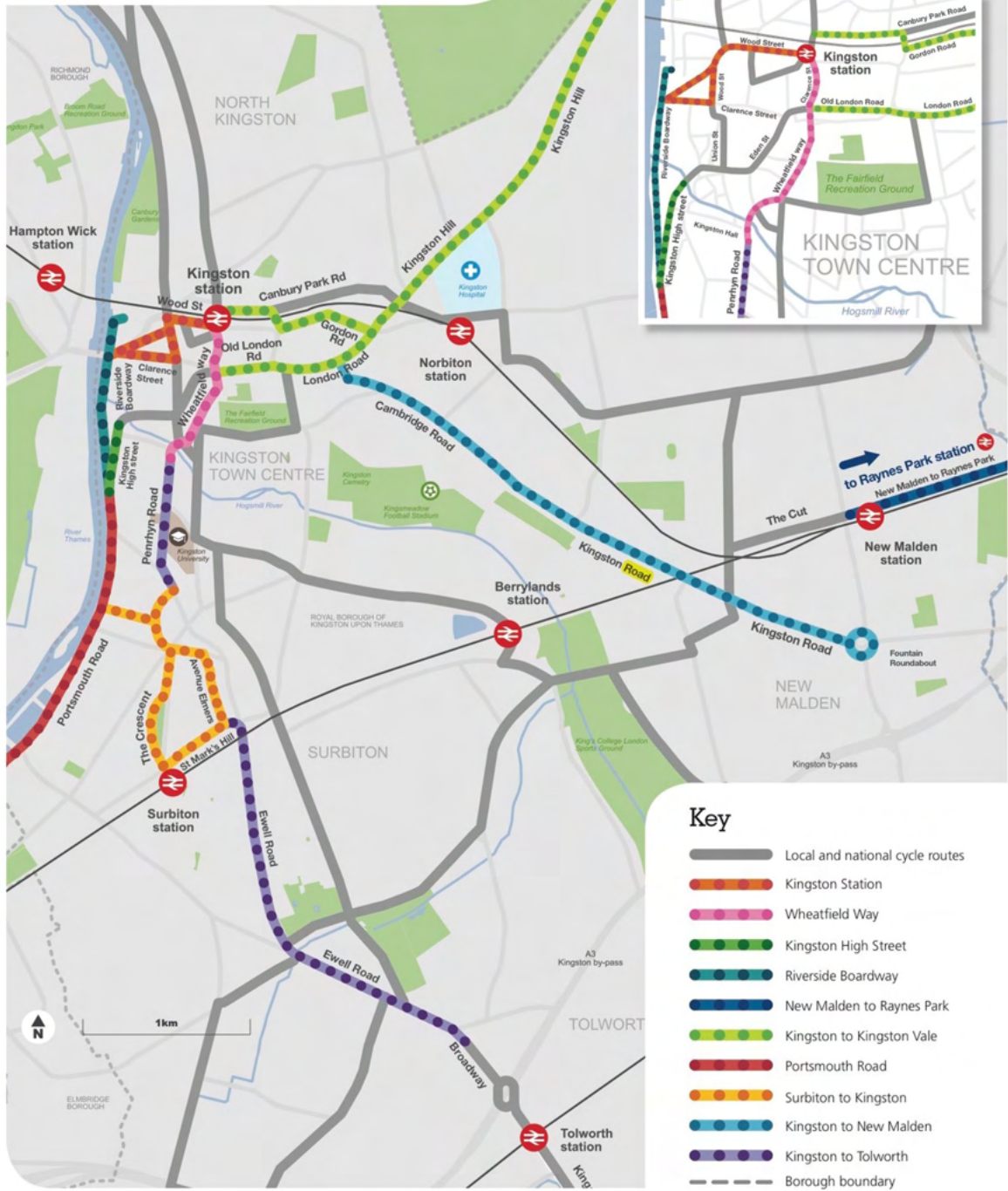
2.9 Kingston Borough's Go Cycle Programme seeks to promote sustainable travel choices and is currently carrying out work as part of that scheme. Those alterations include the Richmond Road cycle route, which falls within the neighbourhood, linking Kingston with Richmond together with the Kingston Hill/Kingston Vale commuter route linking Kingston with Putney, Wandsworth and Central London. (See Plan G).

2.10 The Borough also has a Walking Strategy and an adopted Rights of Way Improvement Plan to help promote walking in the Borough. The neighbourhood area is host to part of a riverside walk promoted from Kingston Town Centre and includes portions of two walking routes which forms part of London's Strategic Walking Network (the North Kingston Section of the Thames Path and Section 8 of the London Loop through Kingston Town Centre).

2.11 In June 2019, Kingston Council declared a climate emergency and aims to become carbon neutral by 2038 through encouraging residents to adopt sustainable travel modes by considering walking, cycling and using public transport plays as an important part of this declaration. The Mayor's Healthy Streets approach is intended to take a wider view of how streets function best for people, and the Liveable Neighbourhoods programme allows boroughs the opportunity to bid for the TfL funding of local schemes that bring forward long-term healthy streets. The Forum aims to work with Kingston and Richmond Borough Councils, in conjunction with the Ham and Petersham Neighbourhood Forum to deliver improved sustainable transport connectivity between Kingston and Richmond town centres.



The Go Cycle programme



Plan K: The Go Cycle Programme

2.12 The whole Borough was declared an Air Quality Management Area (AQMA) in 2013. There is not much data that is specific to North Kingston in the Borough's latest Air Quality Annual Status Report (published May 2018), though pollution at some local monitoring stations is particularly high alongside feeder roads approaching the town centre one-way system, mainly because of heavy traffic and congestion. Although many residents live within a reasonable walking distance of the town centre with its abundance of amenities, there is an influx of through traffic and drop offs to the excellent schools in the area and the central car parks of the town centre frequently have long queues. There are various local shopping parades, with clusters of education and community buildings alongside the principal roads in the Neighbourhood. Employment is mostly clustered to the northern and southern gateways. (see Plans B and H)

Image 5 Annual mean concentrations of PM₁₀ in LB Kingston upon Thames 2011

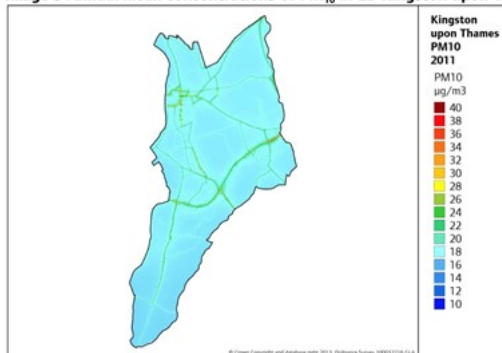
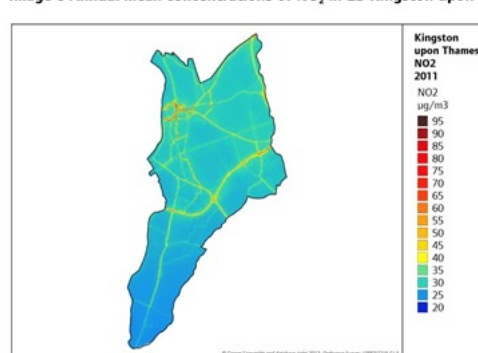


Image 6 Annual mean concentrations of NO₂ in LB Kingston upon Thames 2011



Plan L: Air Quality Map

(from: **Air Quality in Kingston Upon Thames: A Guide for Public Health Officials 2013**)

2.13 The Neighbourhood's local shopping parades include Richmond Road, Kings Road, Park Road, and Tudor Drive and is currently noted as important local centres for convenience retail in planning policy, but they are not geographically defined.

2.14 Employment is mostly clustered to the Northern and Southern Gateways (Plan F). Canbury Business park including Ashway Centre/Dolphin Nursery and Canbury medical Centre, St Georges Business Park including Richmond road fire station Nikon HQ site (being redeveloped as Big Yellow storage) are defined as locally significant industrial areas in planning policy but are also not clearly defined geographically.

2.15 The Neighbourhood offers primary and secondary school provision with seven primary schools (one in Tudor Ward and the remainder in Canbury Ward) and two secondary schools (both located in the Tudor Ward). Demand for primary school places is anticipated to remain at its current high level, which in the short term can continue to be managed through temporary expansions of existing schools. In the longer term, the expectation is that an additional primary school will be required in line with the growing population. The opening of The Kingston Academy has helped to alleviate the pressure on secondary school places for North Kingston families. As with primary schools, forecast

demand for secondary school places re-mains high and in the short term, managed through temporary expansions. The recently ap-proved application for a new Church of England secondary school in Norbiton, due to open in 2024, will offer much needed additional school places for existing and future residents of North Kingston.

2.16 North Kingston enjoys a range of community facilities that are widely used, appreciated and which support the community's needs. These are summarised in Appendix A and which includes public services, conveniences, sports, recreation and leisure facilities, including arts and culture facilities, and open spaces and parks and green spaces. There is a DoubleTree by Hilton hotel for visitors to the area in Skerne Road with a nearby landing pier for river boats just beyond the southern boundary of the Neighbourhood for those using the river services to Hampton Court and Richmond. The area generally feels like a very pleasant, attractive and safe place to live and work.

3. PLANNING POLICY CONTEXT

3.1 The Neighbourhood Forum covers in the northern part of the local planning authority area of the Royal Borough of Kingston-upon-Thames in London. Neighbourhood Plans are the third tier of developments plans in city, with strategic policy set by both the London Plan and the Kingston Core Strategy and emerging Local Plan.

NATIONAL PLANNING POLICY

3.2 The most recent version of the National Planning Policy Framework (NPPF) of February 2019, is an important guide in the preparation of the neighbourhood plans. The plan must demonstrate that it is consistent with the provisions of the NPPF. The following paragraphs of the NPPF 2019 are especially relevant:

- Neighbourhood Planning (§18 and §28 - §30)
- Development contributions (§34)
- Testing the viability of development (§57)
- Delivering new homes (§61 and §65 - §66)
- Identifying land for new homes (§68 - §69)
- Encouraging sustainable economic growth (§81)
- Promoting healthy and safe communities (§91 - §92 and §94)
- Open space and recreation (§96 - §97 and §99 - §101)
- Promoting sustainable transport (§102 - §104)
- Making effective use of land (§118 - §121)
- Achieving appropriate densities (§122)
- Achieving well-designed places (§125 - §127)
- High quality design (§127)
- Proposals affecting Green Belt (Metropolitan Open Land) (§143 - §146)
- Planning for climate change (§149 - §150)
- Planning and flood risk (§157 - §159)
- Habitats and biodiversity (§174)
- Air quality and noise pollution (§181 - §182)
- Conserving and enhancing heritage assets (§185 and §190)

STRATEGIC PLANNING POLICY

3.3 The Neighbourhood Plan must also be able to show that its policies are in general conformity with the relevant strategic policies of the Development Plan. At the time of the examination of the Neighbourhood Plan, the development plan will comprise the new London Plan (2019 – 2041), the Kingston Core Strategy of 2012 and the Kingston Town Centre Action Plan 2008.

3.4 The Core Strategy will be replaced by the new Kingston Local Plan in 2023 and it may be that the examination will be timed to coincide with the examination of, or follow the adoption of, the Local Plan. For now, the Forum has taken into account the reasoning

and evidence of the emerging Local Plan, as expressed in the 'Early Engagement' document published for consultation in May 2019 and its evidence base (notably its accompanying Site Assessments Report).

London Plan (2019 – 2041)

3.5 The draft London Plan was originally published in December 2017. Its examination has ended, and the latest Publication London Plan was published in December 2020. The Secretary of State intends to formally respond to its content by 1 February 2021. In practice, all the policies of the London Plan are 'strategic' for the purpose of neighbourhood planning in the capital. The most relevant of the draft policies for North Kingston are those below:

- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- SD1 Opportunity Areas (including Kingston Town Centre)
- SD7/SD8 Town centres (district and neighbourhood centres)
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D6 Housing quality and standards
- D8 Public realm
- D9 Tall buildings
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S2 Health and social care facilities
- S3 Education and childcare facilities
- S4 Play and informal recreation
- E2 Providing suitable business space
- E3 Affordable workspace
- E6 Locally Significant Industrial Sites (St. George's and Canbury Park)
- E7 Industrial Intensification, co-location and substitution
- E9 Retail, markets and hot food takeaways
- HC1 Heritage conservation and growth
- HC3/HC4 Local Views
- HC7 Protecting public houses
- G1 Green infrastructure
- G3 Metropolitan Open Land
- G4 Open space
- SI1 Improving air quality
- SI12 Flood risk management
- SI14 Waterways (Thames Policy Areas)
- T2 Healthy streets

- T5 Cycling
- T6 Car parking
- DF1 Planning obligations

Kingston Core Strategy (2012 – 2027)

3.6 The Core Strategy comprises strategic ('CS') and development management ('DM') policies. The latter are all in conformity with the former and as 'non-strategic' policies it is possible for the Neighbourhood Plan to refine or replace them, provided they remain in general conformity with the strategic (and relevant London Plan) policies. The most relevant strategic policies are considered to be:

- KT1 Kingston Town Neighbourhood
- CS3 Natural and green environment
- CS4 Thames Policy Area
- CS5/CS6 Sustainable travel
- CS8 Character, design and heritage
- CS10 Housing delivery
- CS11 Economy and employment (St. George's and Canbury Park)
- CS12 Retail (Park Road, King's Road, Richmond Road and Tudor Drive)
- CS13 Community health and well-being (deficit of GP practices)
- CS15 Schools
- CS16 Community facilities
- IMP3 Securing infrastructure

Kingston Town Centre Area Action Plan (AAP)

3.7 The AAP (branded as 'K+20') was adopted in 2008 and covers the southern edge of the designated Neighbourhood Area adjoining the railway line and Kingston Town Centre from the lower part of Richmond Road to the Thames. Its focus is on the town centre itself, but it contains proposals for sites in the Neighbourhood Area (P17 – P20) in what it defines as Character Area 10 'North Kingston', some of which have now been implemented.

3.8 The most relevant of its strategic policies are:

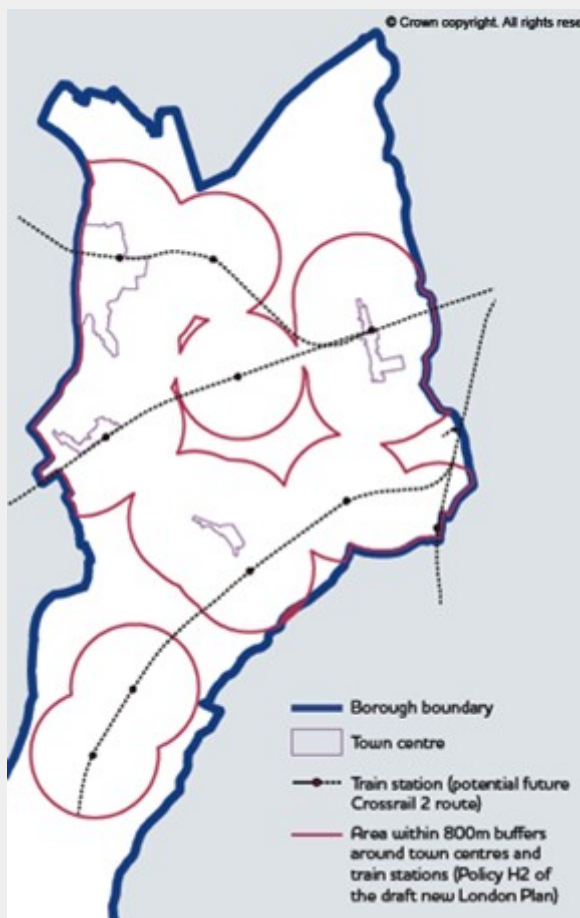
- K1/K2 Shopping facilities/frontages (denoting frontages at Sainsbury's and on Richmond Road)
- K9 Design quality (denoting key view from Thatched House Lodge towards Guildhall)
- K10 Public realm (proposing environmental and pedestrian improvements along Richmond Road/Skerne Walk/Sury Basin)
- K11 Buildings of Townscape Merit (denoting the oldest College buildings on Richmond Road as such)
- K18 Cycling (denoting routes 3, 4, 33, 74 and 75 through the Area)
- K24 Flood risk (noting Flood Zones 2 and 3 across most of the Area)
- P17 Former power station (implemented)

- o P18 Skerne Road (implemented)
- o P19 Kingston College (implemented)
- o P20 Kingsgate Car Park/Richmond Road (residential and retail mixed use consented but not yet implemented)

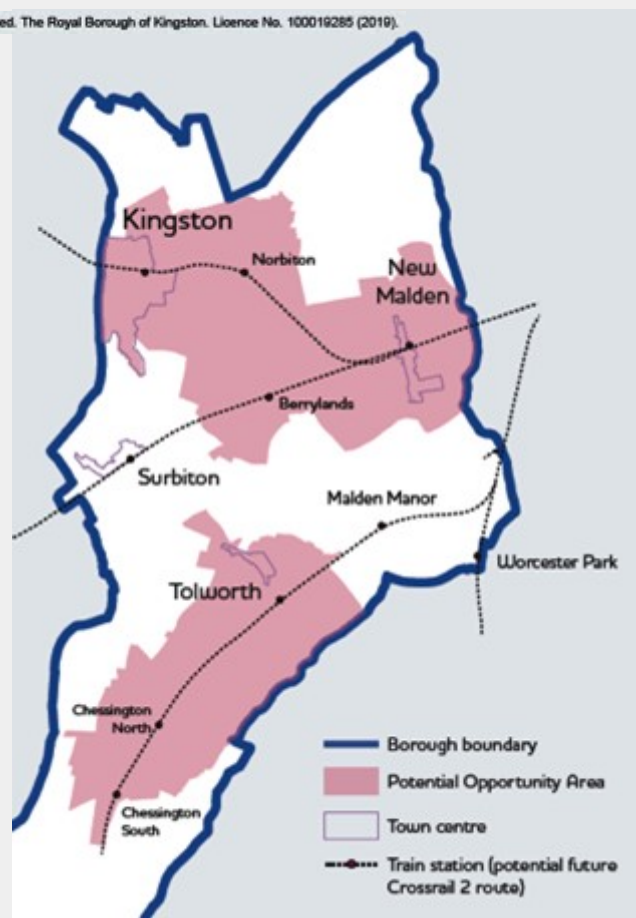
Kingston Local Plan 2019 – 2041

3.9 The new Local Plan will be submitted for examination in 2022 after the adoption of the new London Plan. The 'Early Engagement' document of May 2019 contains no policy proposals but does set some key signals for spatial and development options that may have significant consequences for the Neighbourhood Area:

- o Housing – a doubling of the Borough's annual housing target by the new London Plan
- o Kingston Town Centre Opportunity Area – extending the Area further north into North Kingston broadly in line with an 800m distance from the town centre and the Kingston and Norbiton railway stations – the whole Kingston Opportunity Area is expected to deliver 9,000 homes and 5,000 jobs over the next 15 years or so
- o Two spatial scenarios for managing growth: either 'widespread' or 'concentrated' (see maps below)



Scenario 1: Widespread Growth



Scenario 2: Concentrated Growth

- Widespread growth – assumes small sites development come from extending and redeveloping existing homes to make a larger number of new homes in areas in walking distance of stations or town centres through infill (building between properties) and back garden development, extensions and conversions of larger houses into flats to bring forward new homes, meaning up to a quarter of the existing homes in these areas would need to be converted or intensified by 2041. This option would change large parts of North Kingston’s suburban areas. It also relies on many private homeowners choosing to have their homes redeveloped to provide more homes.
- Concentrated growth – assumes more development would come forward in the new Opportunity Area. Buildings in these locations would be at very high densities and include a mix of uses. People would be able to live in central locations with conveniently placed shops, transport and services. Building at these densities would significantly change the look and feel of these parts of North Kingston. However, there would be less immediate change in areas with a more residential character compared to the widespread growth scenario.
- Protected employment locations - These are the key locations in the borough where certain land uses provide jobs - including retail, office, industrial, storage and distribution uses, and leisure facilities. Currently, when sites in these protected areas are redeveloped, they must re-provide the employment floor space, or enough space for the same number of jobs to be on site. This means that the employment use can sometimes be provided on part of the site, and the rest used for housing, or other uses. However, this means that the Borough is not increasing the total amount of space available for employment and businesses. Over the last six years, 40,000sqm of employment floor space has been lost.

3.10 The Forum has responded formally to the Early Engagement document of May 2019 and will continue to engage with the Royal Borough of Kingston-upon-Thames throughout this process.

4. COMMUNITY VIEWS ON PLANNING ISSUES

4.1 The North Kingston Forum was born out of the desire to plan for sustainable development in the area. All local residents and businesses are automatically members of the Forum and can register their interest by subscribing to the mailing list. A committee has led the Forum, with its main task being to collect the views of our community so as to produce a Neighbourhood Plan for North Kingston which conforms to national, London and local priorities.

4.2 At an open meeting in March 2017 a general discussion about North Kingston was held. Attendees identified positives, negatives and general observations about the area. These opinions led to the formation of some initial objectives and key policy ideas. The Forum Committee, made up entirely of volunteers, led a number of working groups to research some of the themes that were identified, which included:

- **Business & Commerce**
- **Heritage & Design**
- **The Environment**
- **Community Facilities & Services**
- **Design Codes for development sites & areas**

4.3 In addition to this, the Forum is very grateful to the UCL students for their Neighbourhood Plan reports on the North Kingston forum area which also informed the scope of the Plan.

4.4 In Spring 2018 we consulted throughout the Forum area to find out what the community thought we needed to include in the Neighbourhood Plan. Key issues were highlighted and the working groups each presented their findings. Responses to the main themes identified that emerged from the consultation were as follows:

- **Business and Commerce** – Residents and



17 2017 Consultation at the Canbury Gardens Dragon Boat event



18 2019 Consultation event at the Co-op

frequent users of local shops wanted to see local parades protected as well as identifying public houses as important community assets. Working age residents are still having to commute to find "quality employment".

- **Heritage and Design** – Residents thought that fitting in with local character was the most important priority for new developments, particularly in protecting the Victorian and Edwardian building stock and the Tudor Estate.
- **The Environment** – Protecting green spaces including the improvement of those that need it.
- **Community Facilities and Services** – Adequate public facilities, school places, medical provision and utilities were part of the top 6 priorities for the community.
- **Design Codes for development sites and areas** – The majority of residents thought that we should guide the development should sites be redeveloped.

4.5 There were also numerous comments on how Community Infrastructure Levy (CIL) monies should be applied to the area and these have been included in Section 6 of this plan, where relevant. Over 400 residents took part in the consultation exercises which corresponds to 5% of households and approximately 3% of the population. Respondents were largely supportive of the proposals, but questions were general. Additionally, although the historic context of consultation since the start of the project reflected that the results were valid, the Forum agreed that the consultation did not yield enough responses to go forward as a majority community view.

4.6 Throughout Spring 2019 and Summer 2019 a further focused consultation was therefore held to elicit responses. The community were engaged, and postcode analysis indicated that there was a good spread of respondents from most geographical areas of the Neighbourhood Area. Where gaps were identified, such as The Keep and Canbury Business Park, a further invitation to respond was undertaken.

4.7 The consultation confirmed that most, between 80% and 90% of respondents, supported the Draft Proposals. However, inevitably, strong opposition was expressed by some to certain aspects - or to all aspects. Nevertheless, there was a degree of support for modest development that respects the area's character. Concerns were expressed about loss of employment space and strain on infrastructure and schooling. Many of the individual comments were similar to those received during the consultation carried out in 2018; "no more development", "OK but make sure it fits in" and support for "more controls" or "fewer controls". Strong opinions for and against cyclists, and "more trees please". The importance of retaining employment space, schools and other social amenities were mentioned throughout.

4.8 At this stage the Forum concluded that the consultation responses indicated that there was overall support for the scope of the Neighbourhood Plan, with no major differences to the previous engagement and has therefore produced the Pre-Submission plan with this in mind.

5. VISION, OBJECTIVES & LAND USE POLICIES

The following is the Forum's vision of where North Kingston will be in 2041.....

VISION

“North Kingston is a busy, thriving residential suburb of London. Our population has increased significantly over the last twenty years, but this has enabled many positive things to happen for the benefit of the local community and businesses. The way change has come about has been crucial to this success.

Almost all of the new homes built in that time have been in specific locations and not spread across our area. This has meant that, for the most part, its essential Victorian and Edwardian character has been conserved in terms of its housing stock and street scene. Our listed buildings have been protected, our conservation areas have remained relatively unchanged and our key open spaces continue to be valuable amenity and recreation assets for local people to enjoy. The spire of St. Luke's re-mains the most visible feature from much of our area, with views to it having been protected.

The focus of change has been on the edges of our area with the town centre and railway stations and at other key locations. Many of the new residents live in apartments in those areas, some in stand-alone buildings, others above new retail and business units, and above new primary schools and new health and other community facilities. Although the buildings are taller than was traditional in our area, their careful design and location have meant that they have not dominated our skyline. And they have enabled us to increase the number of commercial and social uses, that have clustered together in local 'commercial hubs' to increase footfall and that are protected from changing use, so we don't have to travel by car out of the area as often.

But in places like The Keep and St. George's, and across many small infill sites that became available, the new homes are suited to young families and our local schools and early years facilities have been able to expand to provide enough places for them. We have invested in new cycle routes and facilities and made the key routes around the schools more pedestrian-friendly – our new community bus services have encouraged most parents to abandon the 'school run'.

All of our new buildings have contributed to our green infrastructure, whether through their new garden areas, green roofs/walls and rainwater harvesting. In planning for new development, we have secured a number of new pocket parks that together with our existing green spaces and the Thames have helped lower the highest summer temperatures and provided local respite from our denser area. We still suffer from flood events, but the new developments have successfully managed surface water and have not made matters worse.

Looking back, it seems our careful planning of North Kingston has enabled us to become a leading example in London for how local communities can work with landowners and developers to manage change successfully.”

OBJECTIVES

Respondents to the initial Draft Neighbourhood Plan carried out in 2019 overwhelmingly (91%) considered tight controls essential to protect North Kingston's residential character therefore, the key objectives of the Neighbourhood Plan are:

To ensure North Kingston remains a desirable place to live by maintaining its essential suburban character and by successfully managing the transition between the growing town centre and the surrounding suburban area.

To ensure the long-term socio-economic sustainability of North Kingston by protecting and improving its essential local retail, business and social facilities.

To help North Kingston adapt to climate change, including by way of new buildings designed for climate resilience and by protecting its important green spaces from development, and to mitigate climate change by reducing carbon emissions locally and delivering a net biodiversity gain from new development.

To help meet local housing needs by managing new housing development along two key transportation corridors and a small number of key sites.

LAND USE POLICIES

5.1 The following policies relate to the development and use of land in the designated Neighbourhood Area of North Kingston. They focus on specific planning matters that are of greatest interest to the local community, especially in seeking to respond to the challenges set by the new London Plan and by the emerging Kingston Local Plan.

5.2 The London Plan encourages neighbourhood forums to bring forward policies in their Neighbourhood Plans “that vary from the detail of the Policies in this Plan where locally-specific circumstances and evidence suggests this would better achieve the objectives of the London Plan and where such an approach can be considered to be in general conformity with the London Plan” (§0.0.21A). However, in almost every case, each policy does accord with the direction set by the Mayor.

5.3 The 34 policies are grouped into four categories based on their type. Each policy is numbered and titled, and it is shown in bold italics. Where necessary, the area to which it will apply is shown on the Policies Map at the end of this document. After each policy is a Rationale: some supporting text that explains the purpose of the policy, how it will be applied and, where helpful, how it relates to other development plan policies.

DESIGN POLICIES

5.4 North Kingston is an attractive part of suburban London which residents have expressed a desire to see preserved. It has retained the essence of its character over many decades, but there are pressures for change as the area lies on the edge of Kingston Town Centre and the main railway station. The neighbourhood plan aims to strike an appropriate balance to meet the concerns of the community as well as to provide a positive planning policy framework to create opportunities for new development.

HOW CAN WE ADDRESS THE LONDON PLAN'S REQUIREMENTS?

5.5 There has locally been some concern about what the new London Plan means for the area. Its Policy SD1 identifies Opportunity Areas across the capital as the main focus for development growth over the next few years. It includes Kingston as an Opportunity Area for delivering 9,000 new homes and 5,000 jobs by 2041 and expects that it will be based on the Borough's network of town centres. The policy does not define the Area but requires the Boroughs to do so in their development plans.

5.6 The Kingston Local Plan Early Engagement document of May 2019 suggested a possible Opportunity Area boundary extending well beyond Kingston Town Centre into North Kingston covering most of the Canbury Ward. It set out two options for managing design:

- *Widespread Growth – “This option would change many of our suburban areas. It also relies on many private homeowners choosing to have their homes redeveloped to provide more homes. This would mean that the Local Plan would need to consider how to develop policies to manage such intensification”*
- *Concentrated Growth – “Buildings in these locations would be at very high densities and include a mix of uses. People will be able to live in central locations with conveniently placed shops, transport and services. Building at these densities would significantly change the look and feel of these parts of the borough. However, there would be less immediate change in areas with a more residential character compared to the widespread growth scenario.”*

5.7 Policy D9 of the London Plan sets out a strategy for tall buildings. It requires Boroughs to define what is meant by ‘tall buildings’ and to define what parts of their area are suitable for this type of development. The Neighbourhood Forum has been mindful of an important, late modification to that policy, which now establishes a minimum six storey building height for tall buildings.

5.8 In order to bring earlier certainty for applicants and the local community alike, the Neighbourhood Forum has taken the opportunity to use the Neighbourhood Plan to set out a design strategy for the whole area. The strategy comprises seven types of policy as demonstrated overleaf.

5.9 Taken together this strategy accommodates the strategic goals of the Opportunity Area, no matter which spatial option is chosen in the new Local Plan.

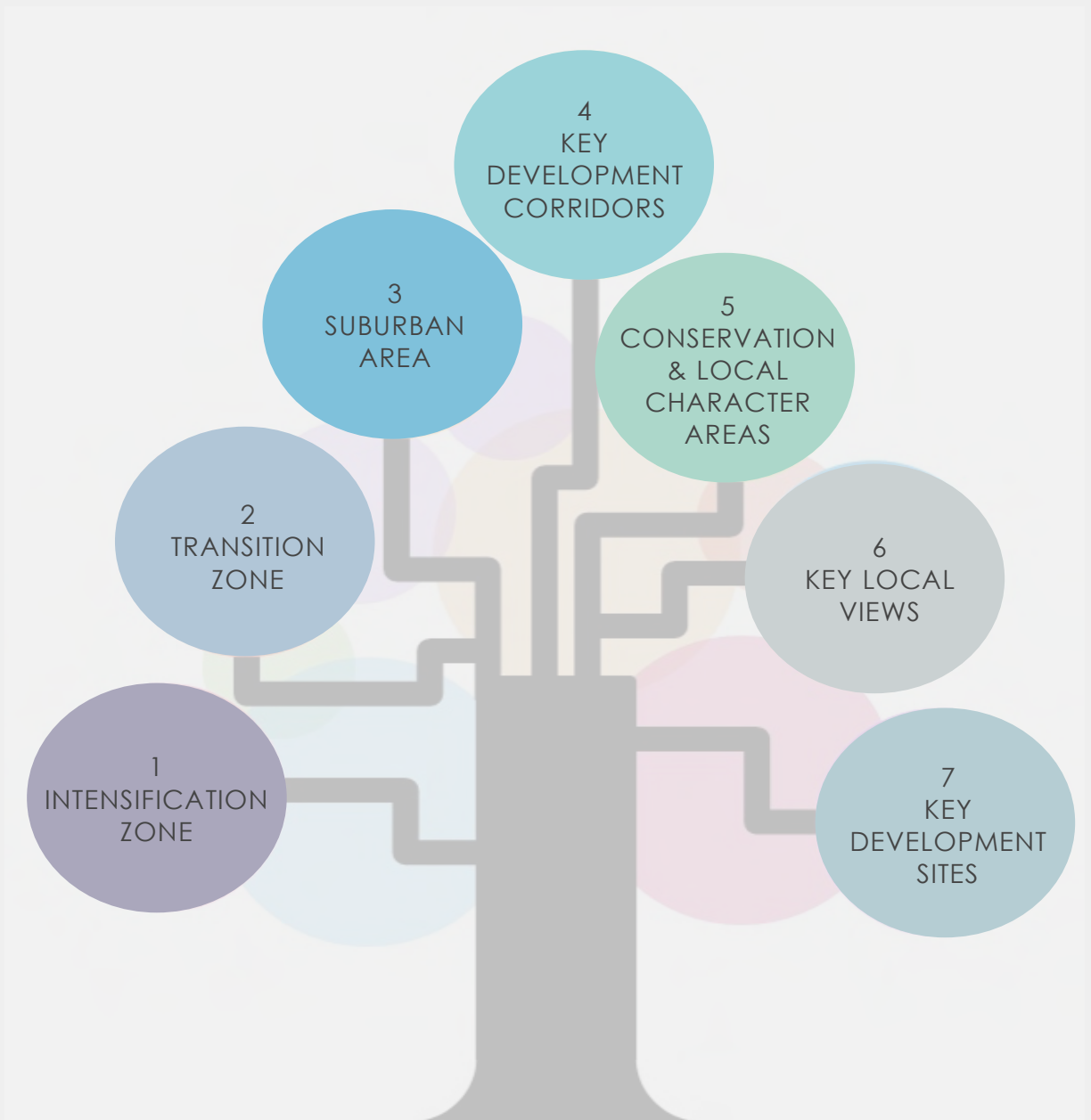


Figure 2: North Kingston Design Strategy

1 INTENSIFICATION ZONE

Defines those parts of the designated area that are generally considered suitable for taller buildings and higher building densities to apply Policy D9 and the most important focus for delivering the aims of Policy SD1

2 TRANSITION ZONE

Defines a crucial zone to manage the gradation of building heights and densities between the Intensification Area and the rest of North Kingston to apply London Plan design policies D1 – D5

3 SUBURBAN AREA

Defines the remainder of North Kingston to which apply London Plan design policies D1 – D5

4 KEY DEVELOPMENT CORRIDORS

Defines two existing intense, mixed use, public transport corridors extending from the Intensification Zone to apply Policy D9 and another focus for delivering the aims of Policy SD1, but where the minimum six storey 'tall building' height cannot generally be achieved

5 CONSERVATION AREAS/LOCAL CHARACTER AREAS

Defines the designated Conservation Areas and a number of Local Character Areas as heritage assets, for each of which a design code is provided, combining elements of London Plan design policies D1 – D5 and its heritage policy HC1

6 KEY LOCAL VIEWS

Defines a small number of key local views in North Kingston that may extend across a number of other design areas to apply London Plan Policy HC3

7 KEY DEVELOPMENT SITES

A small number of brownfield sites in the Intensification Zone for which a finer grain of design coding is provided, combining elements of London Plan design policies D1 – D5, as well as D9

POLICY NK1: INTENSIFICATION ZONE

The Neighbourhood Plan defines an Intensification Zone within the designated Neighbourhood Area, as shown on the Policies Map.

Land inside the “Intensification Zone” is considered suitable for higher density, mixed use development. Buildings within the Intensification Zone will be expected to be constrained generally to 6 storeys, or the equivalent, and exceptionally may rise to a maximum of 12 storeys, unless otherwise constrained (listed buildings for example) or as indicated otherwise in a site-specific policy in the Neighbourhood Plan, to achieve a specific benefit such as an important public amenity and a satisfactory architectural solution to the particular constraints of the site including the protection of strategic and local view corridors (see Plan K), daylighting and sun lighting, privacy and overlooking.

5.10 The Intensification Zone forms the southernmost part of the area which is mostly covered by the North Kingston Development Brief, adopted October 2016 and is within 400m distance of Kingston Station. The Development Brief establishes a set of principles how the sites within the development area and the adjoining Richmond Road should be developed to complement the vision for North Kingston. Development form, height and massing will need to take into account not only the impact of surrounding areas and existing townscape but will also need to be considered closely alongside the spaces they frame.

5.11 Building heights must respect the local context and not adversely impact on the amenity of neighbouring properties or spaces. This is especially the case with regard to locally listed and statutory listed buildings, where enhancements of the Richmond Road frontage will successfully incorporate the existing Locally Listed Building at Kingston College and the Listed Former Gala Bingo building.

POLICY NK2: TRANSITION ZONE – SUBURBAN AREA

The Neighbourhood Plan defines a Transition Zone between the Intensification Zone and the Suburban Area of North Kingston, as shown on the Policies Map.

The boundary of the Transition Zone has been drawn to include the majority of the council's land ownership where future development is anticipated and to include existing commercial premises with potential for development to accommodate additional mixed-use schemes within the period of the Plan.

Development proposals in the Transition Zone may comprise schemes of higher densities than the remaining area of North Kingston and between 200-300 habitable rooms per hectare (200-300hr/ha) and buildings that are taller than is characteristic of Canbury and Tudor Wards, but generally lower than are considered suitable in the Intensification Zone. Development of 4 storeys or more may be acceptable subject to design of exceptional quality and townscape justification, accompanied by a comprehensive Visual Impact Study; however, the protection of the amenity of existing properties nearby will be paramount.

Development proposals in the Transition Zone must avoid harmful massing of new buildings that would adversely impact on the amenity of existing properties in terms of overlooking, noise, loss of daylighting, traffic generation and general security or would create a significant visual barrier between the town centre and the suburban areas of North Kingston. Views along streets within and on the edge of the Transition Zone should only be terminated by well-articulated building frontages and not unsightly rear servicing yards or car park areas.

Beyond that area the Transition Zone is defined to protect the existing residential character of the majority of North Kingston, the Suburban Area.

Developments of more than 3 storeys will not normally be considered acceptable in the Suburban Area and if proposed will need to demonstrate a particular public benefit or secure essential social infrastructure as well as architectural quality, together with townscape justification and no appreciable loss of amenity to neighbouring properties.

5.12 The London Plan identifies the Kingston Opportunity Area in its Policy SD1 as a way of focusing change in and around the Town Centre to deliver part of 9,000 homes and 5,000 jobs over the next decade. It is expected that parts of the Neighbourhood Area will lie

within the Opportunity Area, the precise boundary of which will be defined by the new Local Plan, informed by the policies of the Neighbourhood Plan.

5.13 These policies are therefore intended to manage the relationship between the Town Centre area and the surrounding suburban areas of North Kingston so that the transition from the one to the other is not stark. It is necessary because it is anticipated that, with the steer of the London Plan, the new Local Plan will contain policies for the Opportunity Area that will lead to significant changes in established building heights and plot densities. Policy D9 of the London Plan already defines a minimum height of tall buildings as 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Policy NK1 therefore defines tall buildings and the area, the Intensification Zone, where tall buildings may be more appropriate. Historic England's Advice Note 4 on Tall Buildings should continue to be followed, which states; "if the building is not in the right place and well designed a tall building, by virtue of its size and widespread visibility, can also seriously harm the qualities that people value about a place." The quality of the architectural design of any such proposed development will be paramount.

5.14 The surrounding suburban streets can accommodate some degree of change through intensification but not wholesale change, especially if they have been defined as Local Areas of Special Character in Policy NK7. There is the risk that the scale of harm to established local amenity, access to daylight and privacy may be significant and this must be managed carefully through the application of this policy. Policy NK2 therefore defines a Transition Zone. The density, height, scale, massing and layout of new development will normally reflect the context set by existing development in the immediate area of the site. Generally, densities outside of the Transition Zone, in the Suburban Area, should not exceed [200] habitable rooms per hectare, unless stated otherwise in other policies of the Neighbourhood Plan. Subject to the adoption of the Council's Opportunity Area boundaries and the policies contained in the draft Local Plan housing densities there should not normally exceed [300] habitable rooms per hectare. Tall buildings as defined by Policy NK1 are not considered appropriate in the Transition Zone, unless indicated otherwise in other policies of the Neighbourhood Plan.

POLICY NK3: KEY DEVELOPMENT CORRIDORS

The Neighbourhood Plan defines the Park Road Corridor and Richmond Road Corridor as shown on the Policies Map.

Development proposals in the Corridors may contribute to an increase in density of up to 300 habitable rooms per hectare (300hr/ha) enabling a gradual development of its character, to enhance and sensitively respond to the existing character by being of high quality and respectful of the immediate surroundings. While new residential development is expected, particularly above the ground floor level, commercial development, including uses within Parts E as defined in the Use Classes Order 2020, will also be supported, subject to the protection of local amenity and road safety.

Specifically, development proposals may increase the predominant height of buildings by adding an additional storey taking the form of medium-rise blocks with associated amenity space or larger buildings with a continuous street frontage. A further additional storey may be considered in exceptional circumstances for designs of high townscape value and if specific additional public amenities are provided.

5.15 The London Plan encourages plans to realise the potential for new housing within and on the edges of town centres through mixed-use or residential development that makes best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport (Policy SD6). The policy identifies two Corridors in North Kingston that are considered suitable and capable of increasing their capacity to accommodate new housing and other development in comparison to the surrounding suburban area. As such, the new Local Plan may seek to incorporate these areas into an extended Kingston Opportunity Area to relieve development pressure on more sensitive locations in the area, but these corridors remain inappropriate for the application of Policy D9 of the London Plan in the sense of confining the definition of a tall building to a minimum of 6 storeys.

5.16 The intensification of the Corridors are expected to enhance and sensitively respond to existing character, although this is less well defined for the Park Road Corridor than at Richmond Road.

5.17 Elements which contribute positively to the character of the Richmond Road Corridor is its mix of active ground floor uses for retail, pubs/cafes and local services, its heritage buildings, including a number of surviving traditional shop fronts. These characteristics should be preserved, and enhanced, and new development should be designed to respond positively towards them. It is also vital that the functional and visual

relationship between the Corridor and its immediate suburban area is handled sensitively so that there is no significant loss of amenity for nearby residents. It should be acknowledged that in parts of the Corridor there are very consistent building heights which may not allow for upward extensions without harming their character.

5.18 In the Park Road Corridor there are a number of potential opportunity sites for redevelopment along the road, but all will require careful design to manage the effects of taller buildings on the amenity of the surrounding streets.



19 Policy NK2: Existing shops in the Richmond Road Corridor (South)

POLICY NK4: QUALITY DESIGN - CHARACTER AND CONTEXT

New development will generally be expected to maintain the area's essential character and be in scale with its surroundings.

The Design and Access Statement submitted in support of future planning applications for new development, should include an appraisal addressing; the design quality; scale and land-use; privacy and amenity; landscape and occupancy/density of the proposals.

Development proposals, where applicable, must have regard to the following design principles:

- **Loss of gaps between Buildings ('terracing') will normally be resisted - extensions between neighbouring properties should be sited back from the front façade and the side elevations of existing buildings will only be completely filled where terraced houses are common in the street scene of the location.**
- **Distinctive roofscapes will normally be protected - loft conversions and similar alterations must respect the original profile of the roof, so that 'piggy-back' and similar extensions will be set well back from the front elevation. Hipped roofs will be retained unless adjoining properties have already been altered in which case symmetry must be sought.**
- **The protection of front boundary enclosures - front garden walls and railings should normally be retained or rebuilt if already lost when further development is contemplated. New paving will be permeable. While appreciating the need to control on-street parking residents are reminded that planning permission is required under certain circumstances for the paving over of front gardens.**
- **The selection of materials should reflect those that are common to the locality for buildings and boundary treatments, without necessarily replicating architectural style.**
- **New detached, semi-detached and terrace houses will normally be dual aspect and include private garden space of no less that 90sqm, part of which may be used to contribute towards a communal amenity area for developments of 6 or more dwellings.**

- **Apartments must provide private amenity space, either with balconies or with shared amenities, communal open space accessible to future residents**
- **Public and private spaces must be clearly defined in their design, but space designated for communal use will be accessible to all residents of the scheme irrespective of the nature of the housing tenure.**
- **With the exception of householder applications all planning applications for new development must be accompanied by an integrated landscaping strategy, including where appropriate the improvement of adjoining public areas such as street tree planting and re-paving.**
- **Overlooking distances between opposing residential properties will not normally be less than 21m measured from window to window and not less than 30m between commercial and residential properties.**

Subject to any other relevant policies elsewhere within the Neighbourhood Plan, the Borough's Local Plan, the London Plan and the National Planning Policy Framework (NPPF), new development will generally be supported when it can be demonstrated that the existing context including, scale and land-use have been respected and that any resulting adverse environmental impacts will be fully mitigated.

Conversion of larger villas or family housing into apartments must provide adequate living spaces, at least equivalent to space standards expected in new build developments.

5.19 This policy establishes a series of important design principles applying to any development in North Kingston, in addition to any site-specific policy that may also apply. The principles reflect the success of development proposals of the past, which have culminated in the character of the area today. Applications for new buildings, including those within the Council's proposed Opportunity Area, will need to demonstrate how the proposal acknowledges the local character of the area in which it is proposed, in line with the Mayor of London's SPG Shaping Neighbourhoods: Character and Context.

5.20 The design quality of new development is paramount and major planning applications will be expected to be architect-designed and endorsed by the Design Council, Historic England or equivalent body. The Council's Residential Design SPG identified a number of Key Local Design Issues arising from poorly designed residential development in the Borough all of which are appropriate in the North Kingston Neighbourhood and will be expected to be followed. Furthermore, the Neighbourhood Plan proposes specific policies applying to Householder Applications derived from that Guidance.

5.21 New development will generally be expected to acknowledge the prevailing design and local character of North Kingston's built communities, its green spaces and network of highways and by-ways and respect the amenity of neighbouring properties, including daylighting/sunlighting and privacy.

5.22 Key development sites may exploit the diversity of the Neighbourhood within the constraints outlined in the relevant site-specific Policies. Where appropriate, reference to how a proposal addresses the character of an area will need to be addressed in the accompanying Design and Access Statement together with a Heritage Statement if appropriate. Such appraisals will be expected to be proportionate to the size and complexity of the proposed development.

5.23 The landscaping and public realm design and private amenity space of major new development is expected to be of the highest quality and accompanied by a landscaping strategy and management plan to ensure its future maintenance and where appropriate provide for the improvement of adjoining public areas such as street tree planting and re-paving. Where appropriate, such proposals should comply with the guidance of Natural England, the Environment Agency or equivalent advisory body.

5.24 The maintenance of existing and new green spaces, including landscapes accompanying new development, is crucial to the wellbeing and climate resilience of the neighbourhood and increasingly so as the population of North Kingston grows. New development in particular will be expected to put into action a maintenance programme agreed with the council as part of the planning permission to secure the landscaping/planted areas in perpetuity.

5.25 The Neighbourhood Forum supports the objectives of the Government's "Building Better, Building Beautiful Commission" to promote and increase the use of high-quality design for new build homes and neighbourhoods.

POLICY NK5: SUSTAINABLE DESIGN STANDARDS

New development will be expected to contribute to the sustainability of the Neighbourhood for the benefit of existing and future residents.

Proposals for development must be well designed, contribute to health and well-being and mitigate the effects of, and adapt to, climate change. Where appropriate, the design of proposals should be informed by the 10 characteristics of 'well-designed places' set out in the National Design Guide.

Proposals will be expected to make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy and make efficient use of natural re-sources (including water), by making the most of natural systems to reduce vulnerability to climate change impacts over the lifetime of the development. Mature, healthy trees should be retained wherever possible and integrated into the design of the new development.

Planning applications must demonstrate through a written statement how the delivery of sustainable design standards is integral to the development. As a minimum, development will be expected, subject to viability, to achieve the standards required by the National Model Design Code including space standards or any subsequent national requirements.

5.26 A written statement would include details on:

- Air quality – proposals for new development will be expected to follow the recommendations and actions arising from the "Citizens' Assembly on Air Quality" as adopted by Kingston Council¹. Contractors will be expected to respect the requirements of the Considerate Contractors Scheme, and commit to best practice on noise, dust and other air pollution management during construction.
- Energy efficiency and energy generation – proposals will promote housing developments that heat efficiently while reducing energy consumption and waste, including the wastefulness of light pollution, as well as reducing air pollution and CO₂ emissions. New development should seek to comply with higher standards of energy efficiency than current Building Regulations (2017), regarding insulation; heat recovery; natural light and appropriate lighting where needed; efficient heating and

¹ https://moderngov.kingston.gov.uk/documents/s87451/10a_Final%20Citizens%20Assembly%20on%20Air%20Quality%20wo%20frontsheet.pdf

water usage; clean, low- or no-emission, efficient heat and power systems and natural cooling systems.

- Sustainable transport – new development shall embrace the Government's guidance on “active travel”² by encouraging clean and sustainable modes of transport and ensuring developments where appropriate are permeable and contribute to an improved network of accessible local pedestrian paths, with appropriate signage, including heritage interpretation information where appropriate, with links to cycling routes. Proposals should provide plentiful and secure cycle storage and with workplaces, showers and lockers, as appropriate. All commercial and educational developments shall be supported by a Travel Plan with provision for monitoring over the long term. The introduction of electric vehicle charging infrastructure to the area is welcomed as and when agreed by the local community and should embrace new and emerging technological innovation over and above the current charging bay propositions.
- Flood risk – Proposals for new development (including householder applications) should ensure the safety of local homes, businesses and people by taking all reasonable steps to reduce flood risk. There shall be no net loss of drainage with the use of sustainable drainage systems (SuDS), green roofs and rain gardens, and/or storage and use of rainwater. Hard surfaces shall be permeable or well drained by SuDS and maintained in perpetuity. This requirement recognises that periods of flooding will become more frequent due to climate change as seen in July 2007 and most recently in August 2020 where significant surface water flooding was experienced at multiple locations in the Neighbourhood Area.
- Green infrastructure and biodiversity – The protection of North Kingston's natural features: parks, riverbank, allotments, gardens and trees, is a priority and new developments will be expected to contribute to local green infrastructure. Planning applications (not including householder applications) should normally include a Biodiversity Survey, identifying and quantifying ecological features, and take steps to conserve existing green spaces and natural features, habitats and biodiversity, or provide adequate mitigation. This will normally include the specification of wildlife-friendly indigenous plants that can also contribute to the absorption of toxic air pollution, particularly critical around schools and children's play areas.
- Natural assets - development will seek to capitalise on valuable natural assets and landscape features such as the Neighbourhood's riverside or woodland settings. Redevelopment of a site will normally ensure that any mature trees are retained, or if removed, replaced on site, one for one, by trees of the same or similar species.

² <https://www.gov.uk/government/publications/active-travel-a-briefing-for-local-authorities>

- Residential development – proposals will be expected to contribute to meeting the housing needs of local residents, key workers and first-time purchasers living or working in the borough.
- Commercial development – proposals should demonstrate how local employment will be encouraged and also support small businesses including local shops, as defined by the Neighbourhood Plan’s business policies.
- The protection of local services - is a priority and major new development will be expected to provide support for community facilities such as schools, health facilities, and other social amenities, by way of mitigation, as appropriate and proportionate.
- Accessible and Adaptable homes – our homes are currently designed with only the first user in mind, not the many households and individuals who will use it during its lifespan. Proposals for new development should therefore outline how they will achieve the highest standards attainable.

5.27 North Kingston has developed over nearly 200 years into a mature and attractive mainly residential enclave close to the town centre. The managed growth of the Neighbourhood over the plan period will require the observance of policies that ensure the area’s continued sustainability and shall not adversely impact on natural systems; our air quality or the biodiversity of our parks, gardens and waterways, a priority identified in the response to the initial Draft Neighbourhood Plan.

5.28 If North Kingston is to maintain its attractiveness for existing and future residents, which was a key concern of respondents to the consultations on the initial Draft Neighbourhood Plan, it is appropriate to expect that all applications for new buildings demonstrate how the proposal contributes to the sustainability of the area in which it is proposed.

5.29 Local planning authorities are bound by the legal duty set out in Section 19 of the 2004 Planning and Compulsory Purchase Act, as amended by the 2008 Planning Act, to ensure that taken as whole, planning policy contributes to the mitigation of, and adaptation to, climate change. This duty signals the priority to be given to climate change in plan-making. In discharging this duty, the Plan should be in ‘general conformity’ with paragraph 149 of the NPPF and ensure that policies and decisions are in line with the objectives and provisions of the Climate Change Act 2008 (Section 1) and support the National Adaptation Programme. For the sake of clarity, this means that both local plans and neighbour-hood plans should be able to demonstrate how their policies contribute to the requirements of the Climate Change Act.

5.30 To date, most Neighbourhood Plans have not included policy on climate change mitigation, and some that have tried have encountered difficulties in navigating the viability test and the perceived limitations on policy such as for energy efficiency and building fabric. The 2019 NPPF places increased reliance on neighbourhood plans to fill

gaps that could be left by Local Plans that may have been adopted prior to the new NPPF or up-dated Planning Practice Guidance such as the new National Design Guide and forthcoming National Design Code. The purpose of this policy is therefore to alert applicants to these new requirements and to ensure that when published, the National Design Code, informs viability testing as required by Planning Practice Guidance (PPG) Paragraph: 001 Reference ID: 10-001-20190509.

5.31 The policy also responds to the recent signing into law of the legally binding national target of net zero carbon emissions by 2050 and the need to plan new development in ways to avoid vulnerability to climate change impacts in line with NPPF paragraph 150. These are issues which will become ever more prominent during the life of this Plan. In the context of Kingston Council's Climate Emergency Declaration (2019) and ongoing consultations, revisions of building regulations and national, regional and local planning policies, the best, most sustainable of the policies to emerge shall be implemented and prioritised as part of the Neighbourhood Plan.

5.32 In the context of Kingston Council's Climate Emergency Declaration (2019) and ongoing consultations, revisions of building regulations and national, regional and local planning policies, the best, most sustainable of the policies to emerge shall be implemented and prioritised as part of the Neighbourhood Plan.

5.33 In the context of sustainable transport, the Council's recently updated Local Implementation Plan 3rd iteration outlines a number of schemes for implementation of which this policy seeks to align and supports. This includes:

- i. A307 Richmond Road Corridor phase 2
- ii. Kings Road Area
- iii. Workplace Sustainable Transport
- iv. Schools Sustainable Transport

5.34 Additionally, this policy seeks to ensure that flood mitigation measures are incorporated into the design of new development in those areas of critical risk as indicated in the Environment Agency Fluvial and surface water flood risk areas (see Plans D & E). The Acre Road area is of risk and currently designated within Critical Drainage Area CD008. The Borough may be exploring a Flood Alleviation Scheme for the Acre Road Area and will be updating their Flood Risk Management Strategy in due course.

5.35 Planning applications for new development (not including householder applications) should also be accompanied by an environmental assessment, proportionate in scale and scope to that of the proposal. Householder applications will nevertheless be expected to respect the importance of environmental sustainability as outlined in the above policies.

5.36 The sustainability of the Neighbourhood's existing communities by looking after and improving our local environment and making North Kingston a healthier and more

attractive place is paramount and has benefits for existing and future residents of North Kingston. These objectives were widely supported in the consultations on the initial Draft Neighbourhood Plan held locally in 2018 and 2019.

5.37 The Neighbourhood Forum supports the objectives of the United Nations Sustainable Development Goals: SDG11 to make cities and human settlements inclusive, safe, resilient and sustainable in transforming our world.

POLICY NK6: KEY VIEWS

The Neighbourhood Plan identifies the following Key Views:

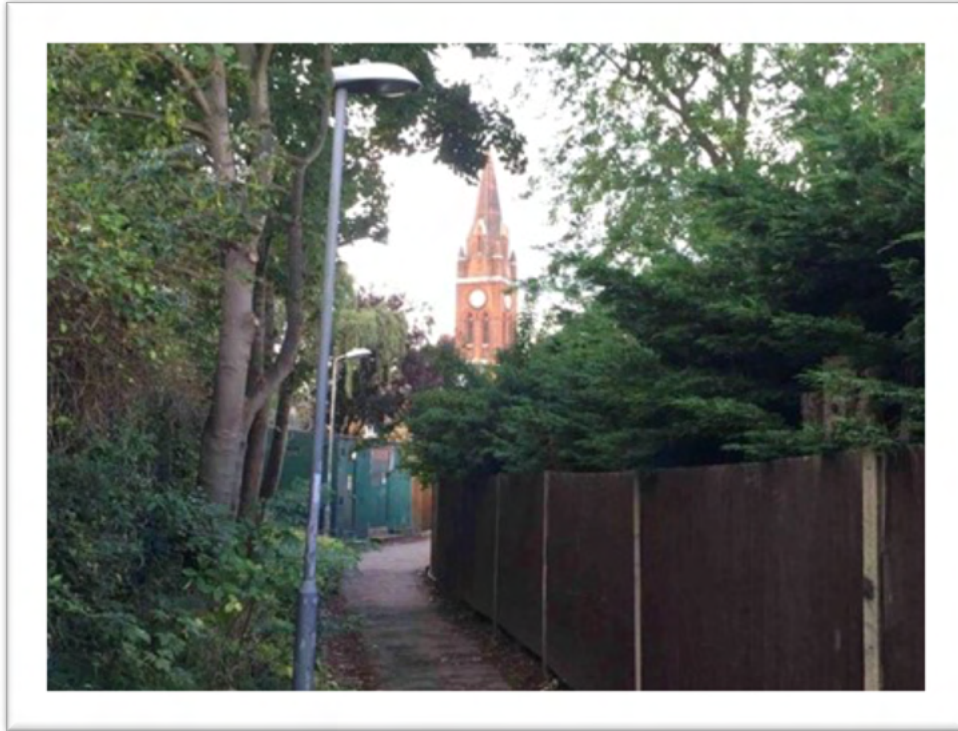
- i. of St. Luke's Church Spire from across the area;**
- ii. of Richmond Park from Durlston Road, St. Alban's Road and Latchmere Road in the vicinity of Richmond Road;**
- iii. of the River Thames from Queen' Road, the Hawker Centre and Canbury Gardens**

Development in the foreground, and middle ground and background of a designated view should not be overly intrusive, unsightly or prominent to the detriment of the view.

5.38 The London Plan enables plans to identify important local views using the principles of the London View Management Framework for their designation and management (Policy HC3). In this regard, there are three views within North Kingston that special and worthy of management through planning decisions.

5.39 The spire of St. Luke's Church on Burton Road is prominent in many views across the Canbury Ward. There are also glimpses of the edge of Richmond Park from streets in the area around its edge. And there are glimpse views of the Thames along the western edge of the area. (see Plan I)

5.40 Following the approach of the London Plan, the policy requires proposals that lie within such a view to have regard to the nature of the view and to demonstrate how they will avoid harming its character.



20 Policy NK6: St Luke's Church, a key landmark in North Kingston

POLICY NK7: CONSERVATION AREAS AND LOCAL AREAS OF SPECIAL CHARACTER

The Neighbourhood Plan identifies areas of local architectural or historic interest as Local Areas of Special Character, as shown on the Policies Map.

The architectural, historic and other features of each Conservation Area & Local Area of Special Character and its setting that are essential to the significance of the Area are set out in Appendix B for the purpose of enabling a judgement to be made regarding the scale of any harm or loss and the significance of the Area.

Development proposals located within a Conservation Area or Local Area of Special Character (both existing and recommended new) or its setting should demonstrate how they have had specific regard to the development principles set out in Appendix B, where appropriate to their location.

5.41 The London Plan encourages Local and Neighbourhood Plans to demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings (to utilise) the heritage significance of a site or area in the planning and design process (Policy HC1).

5.42 More than 80% of respondents to the consultation on the initial Draft Neighbourhood Plan carried out in 2019 agreed that more parts of North Kingston should be protected, many commenting “anything to enhance the residential/village atmosphere of the area”.

5.43 In addition to the four designated Conservation Areas in North Kingston there are five “Local Areas of Special Character” (LASC) designated in the development plan. As it is possible that the new Local Plan may not continue to save this type of designation, this policy identifies each LASC. The policy also identifies four additional LASC which, demonstrated in Appendix B, is worthy of designation. In Appendix B is set out a summary analysis of the essential features of each Area that define its character for the purpose of informing the design and determination of future planning applications in the Area.

5.44 The North Kingston Neighbourhood immediately adjoins the London Borough of Richmond upon Thames with the Grade 1 listed landscape of Richmond Park and two conservation areas close by: the Parkley's Estate and Ham Common, each containing a number of listed buildings. The Grade II* listed landscape of Ham House is slightly further away as Bushy Park and Home Park to the west of the Neighbourhood on the Middlesex side of the river. In addition, a number of important heritage assets, including some like Richmond Park of national importance, are close by, which require protection from intrusive development, especially ill-considered tall buildings.

POLICY NK8: LOCALLY LISTED BUILDINGS

The Neighbourhood Plan identifies buildings and their curtilages of local architectural or heritage interest as Locally Listed Buildings, as listed in Appendix C.

The architectural or historic interest of each Locally Listed Building that is considered essential to its significance is set out in Appendix C for the purpose of enabling a judgement to be made regarding the scale of any harm or loss and the significance of the Building.

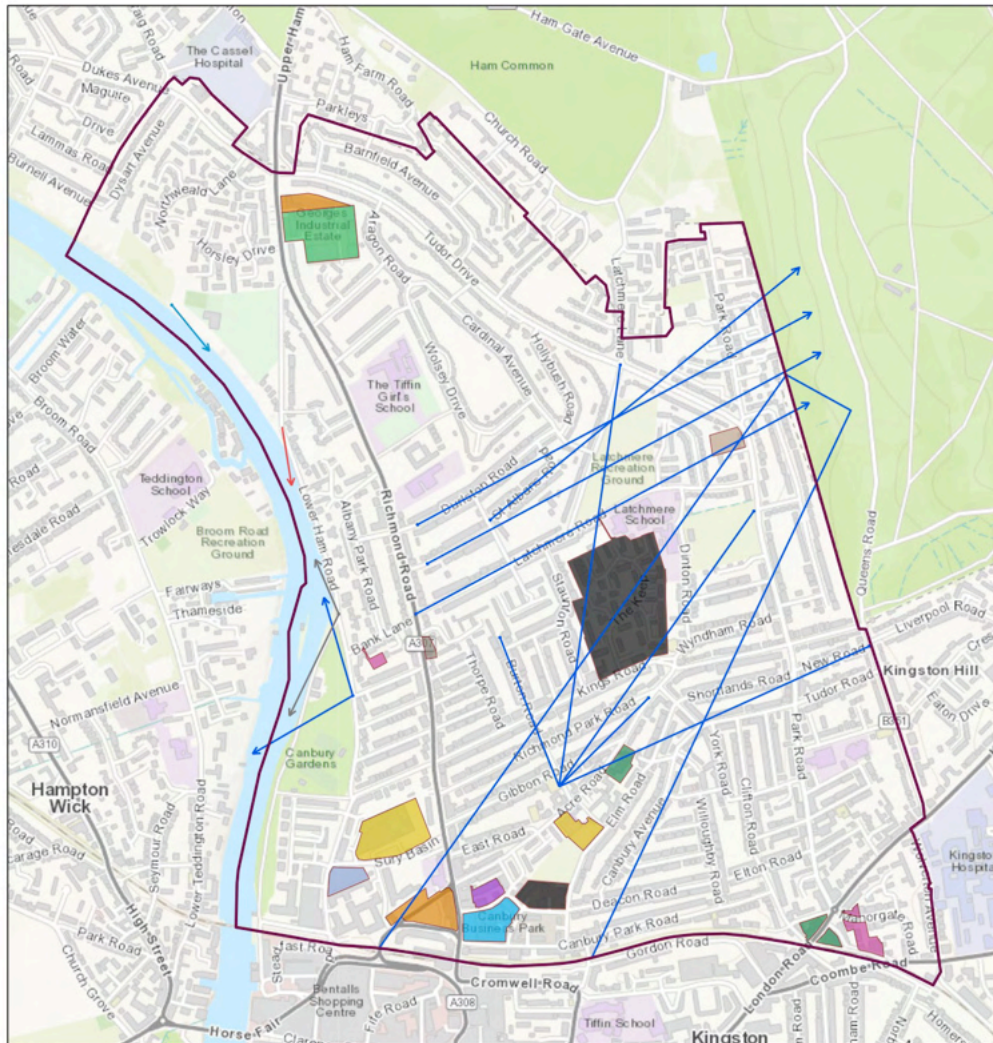
Development proposals affecting a Locally Listed Building should demonstrate how they have had specific regard to its significance.

5.45 Both national planning policy and the London Plan encourage the identification of local heritage assets, i.e. buildings and structures that have some local architectural and/or historical significance that may not warrant formal listing but stand out from the norm in a local area.

5.46 The Forum has surveyed and researched North Kingston to identify new buildings in addition to the minimally described existing list at the Borough level. This has resulted in the

schedule in Appendix C, which includes a description of each new building and a justification for its inclusion based on current Borough guidelines. Importantly, it also identifies what type of development proposals may succeed in sustaining the significance of the asset and those that may result in a scale of harm that would be unjustified, as required by the PPG (§18A – 040).

North Kingston Neighbourhood Plan Policies
 NK6: Key Views and NK19-34: Sites overlay



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RBK Digital and IT - GIS team
 Esri UK, Esri, HERE, Garmin, INCREMENT P, USGS, METINASA |

Legend:

- NKF BOUNDARY NK 19-34 Site Specific Policies
- NK 6 - Key Views
- VHIV 12
- i.
- ii.
- iii.
- iv.
- v.
- vi.
- vii.
- viii.
- ix.
- x.
- xi.
- xii.
- NK24 - LONDON ROAD/KINGSTON HILL ROAD
- NK25 - MANORGATE ROAD
- NK19 - SURY BASIN
- NK20 - CANBURY CAR PARK
- NK21 - CANBURY BUSINESS PARK
- NK22 - COWLEAZE ROAD
- NK23 - ST GEORGE'S INDUSTRIAL ESTATE
- NK26 - PARK ROAD SCOUT HALL
- NK27 - SEVEN KINGS CAR PARK
- NK28 - RICHMOND ROAD PETROL STATION
- NK29 - THE KEEP
- NK30 - ELM GROVE
- NK31 - ACRE ROAD (MURREY HOUSE)
- NK32 - CANBURY COURT GARAGES
- NK33 - ST LUKE'S PRIMARY SCHOOL
- NK34 - KINGSTON FIRE STATION

Plan I: Key Views

BUSINESS & COMMUNITY POLICIES

POLICY NK9: LOCAL SHOPPING PARADES

The Neighbourhood Plan defines the following clusters of retail and other local services uses as Local Shopping Parades, as shown on the Policies Map:

- i. Kings Road Parade**
- ii. Tudor Parade**
- iii. Park Road North Parade**
- iv. Park Road South Parade**
- v. Richmond Road North Parade**
- vi. Richmond Road South Parade**
- vii. Kingston Hill Gateway Hub**
- viii. Kingston Gateway Hub**

Where planning permission is required, proposals to change the use of a unit within a Parade to a residential ground floor use will be resisted unless there is authoritative marketing evidence that demonstrates that the unit is no longer viable to serve a non-residential purpose and that its change of use will not undermine the viability and vitality of the remainder of the Parade.

Development proposals will also be required to contribute to the improvement of the immediate public realm.

5.47 The London Plan encourages plans to consider the protection of local shopping parades and to develop appropriate policies to support and enhance their role and

prevent the loss of retail and related facilities that provide essential convenience and specialist shopping (Policy SD7 and E9).

5.48 This policy identifies those local shopping parades in North Kingston that fulfil this important local commercial and social function. The planned growth for the area will mean these local commercial and social functions become even more important in the future. At present, some change may be possible without requiring planning consent, so the policy focuses on changes of use and other development proposals that normally will require consent.

5.49 The public consultation on the initial Draft Neighbourhood Plan carried out in 2019 found general support for Local Shops with 80% of respondents indicating support for local shopping centres. Allowing a wider range of land uses such as business and community uses in order to maintain street frontages, with time limited free on street parking nearby, would help to prevent the domino effect of the incremental loss of units to purely residential use.

5.50 It is recognised that some changes of use do not now require planning permission and permitted development rights may be extended to enable future changes of use from what are now Class E commercial, business and service uses to residential uses. Should this be introduced, it is requested that the Borough Council will make an Article 4 Direction for Local Shopping Parades to remove those rights, enabling such changes to remain in planning control.



21 Policy NK10: The Queen's Head, Richmond Road

POLICY NK10: PUBLIC HOUSES

The Neighbourhood Plan identifies the following buildings and their curtilages as Public Houses for their heritage, cultural, economic or social value:

- i. The Oak, 98 Richmond Road, Kingston upon Thames, KT2 5EN
- ii. Whelans, 20 Richmond Road, Kingston upon Thames, KT2 5EB
- iii. The Grey Horse, 46 Richmond Road, Kingston upon Thames, KT2 5EE
- iv. The Canbury Arms, 49 Canbury Park Road, Kingston upon Thames, KT2 6LQ
- v. The Norbiton, 16 Clifton Road, Kingston upon Thames, KT2 6PW
- vi. The Black Horse, 204 London Road, Kingston upon Thames, KT2 6QP
- vii. The Pottery, 20 Park Road, Kingston upon Thames, KT2 6BE
- viii. The Willoughby Arms, 47 Lowther Road, Kingston upon Thames, KT2 6LN
- ix. The Wych Elm, 93 Elm Road, Kingston upon Thames, KT2 6HT
- x. The Park Tavern, 19 New Road, Kingston upon Thames, KT2 6AP
- xi. The Queens Head, 144 Richmond Road, Kingston upon Thames, KT2 5HA
- xii. The Boaters Inn, Canbury Gardens, Lower Ham Road, KT2 5AU
- xiii. The Cardinal Kingston, 174 Tudor Drive, Kingston upon Thames, KT2 5QG

Development proposals that will lead to the loss of a Public House will be resisted unless there is authoritative marketing evidence that demonstrates that there is no realistic prospect of the building being used as a pub in the foreseeable future. In addition to a conventional marketing exercise, it

must also provide the local community with a reasonable opportunity to express an interest in acquiring the property.

Development proposals for the redevelopment of associated accommodation, facilities or development within the curtilage of the Public House will be supported, provided it can be demonstrated that the development will secure the long term viable use of the Public House and that the works will not compromise its operation or viability.

5.51 The London Plan requires that “*development (plans) ... should ... protect public houses where they have a heritage, economic, social or cultural value to local communities ... unless there is authoritative marketing evidence that demonstrates that there is no realistic prospect of the building being used as a pub in the foreseeable future*” (Policy HC). It is clear from the engagement activities that the local community regards the remaining public houses in North Kingston as precious social as-sets and so the Forum wholeheartedly supports the Mayor's initiative.

5.52 This policy identifies those public houses that are considered to have either heritage, cultural, eco-nomic or social value, taking into account the factors set out in the London Plan (see its §7.7.6). A separate report demonstrates how each pub performs against these criteria.

POLICY NK11: COMMUNITY FACILITIES

The Neighbourhood Plan identifies buildings and their curtilages as Community Facilities, as listed in Appendix A.

Proposals that will lead to the loss of a Community Facility will be resisted, unless there is authoritative evidence that demonstrates the present use is no longer needed and the building and its curtilage are no longer suited to any other community use.

Proposals to relocate a Community Facility will be supported, provided the replacement facility will be of an appropriate standard to meet the needs of the local community, including, where possible, enabling the dual use of facilities and activities, and will be in a convenient and safe location to serve North Kingston.

Proposals to improve the viability of a Community Facility by way of its extension or partial redevelopment will be supported, including, where possible, enabling the dual use of facilities and activities, provided the design of the scheme and the resulting increase in use are appropriate in design terms and will not harm the amenities of adjoining residential properties.

Proposals for a new community facility at Latchmere Recreation Ground, as shown on the Policies Map, will be supported provided it is in accordance with other relevant policies of the development plan. In addition to the provisions of relevant Local Plan policies, all new parking should be provided off-street, unless an essential justification can be demonstrated.

5.53 The policy identifies those community facilities (buildings and land) that will be protected from change of use by the application of Core Strategy Policy DM24 and in accordance with the same steer given by London Plan policies S2 – S5.

5.54 All these strategic policies seek to resist the loss of community facilities unless there is evidence to suggest the facility is no longer needed, it has been vacant and marketed for a community use without success or it can be re-provided elsewhere or in a different way. The list of facilities is included in Appendix A and includes all of those facilities that are widely used, appreciated and which support the community's needs and should therefore be protected from loss. Continuing to have a range of local community services within the neighbourhood which reflect the community's needs is imperative to ensuring a desirable, well-functioning neighbourhood with strong community cohesion and the long-term potential value of land in community use should therefore not be lost without good reason.

Further-more, locally based amenities will help to encourage walking/cycling over driving and are vital to our many less-mobile residents.

5.55 In addition to protecting existing facilities, due to the predicted growth in North Kingston over the next few years it is expected that many facilities will need to be upgraded or expanded to meet demand and the policy therefore encourages proposals to enable these facilities to do so to remain viable community assets, in line with Policy CS16, in that it seeks the expansion of services and facilities in areas identified for population growth. In some cases, facilities will struggle to remain economically viable, rather than the limitations of the premises, land or location being the issue. There is also concern that the provision of any new community facility e.g. a new school, will still be inaccessible to the community after school closing times. It would therefore be advantageous to the community to have the design of any new or refurbished school to be flexibly designed to allow segregation for other community uses at other times. The Forum has identified that there is community support for a community/cultural hub alongside specialist care facilities, and it supports the ex-pression of interest by Kingston Adult Education in returning to the North Kingston Area following the closure of their base in the area to accommodate The Kingston Academy. Policy CS16 supports the co-location of facilities and the neighbourhood plan policy therefore encourages the partial redevelopment of facilities that will ensure that they remain viable but requires the resulting increase in use to be appropriate in terms of design terms and to avoid harming the amenities of adjoining residential properties.

5.56 Respondents to the consultation into the initial Draft Neighbourhood Plan in 2019 agreed that new development should contribute to additional amenities necessitated by the proposals.

5.57 Policy CS16 also supports the provision of new facilities in accessible locations. Latchmere Recreation Ground lies close to the community it serves and residents support the idea of a pavilion on the site. Friends of Latchmere Recreation Ground and Kingston Little League are developing proposals for a multiuse pavilion, incorporating changing rooms, toilets, hire space and a café. The policy therefore makes provision to support such proposals, but other planning policies will still need to be addressed. The Forum has also identified the project as a contender to attract investment via the Community Infrastructure Levy (see Section 6).

The Neighbourhood Plan identifies the following pedestrian and cycle routes on the Policies Map where there are opportunities to improve their function and capacity as part of the London Plan's Healthy Streets Approach:

- i. Pedestrian walkway between Tiffin Girl School and TKA
- ii. Richmond Road through Horsley Drive to the River Thames cycling path
- iii. Elm Crescent to Elm Recreation Ground
- iv. Elm Road to Elm Recreation Ground via Onslow House
- v. Acre Road to Elm Road via passage way to side of St Luke's School
- vi. Lowther Road to Florence Road
- vii. Elm Road through to Acre Road beside The Wych Elm public house and Murray House
- viii. Burnham Street to Coombe Road
- ix. Towpath and walking and cycling routes through Canbury Gardens and along the river from Kingston town to the border with Richmond
- x. Orchard Walk
- xi. Pedestrian path linking Lower Ham Road with Albany Park Road
- xii. Anne Boleyn's Walk to Latchmere Close
- xiii. Grosvenor Gardens to Lower Ham Road

Proposals to develop land adjoining a route must have regard to its value to pedestrians and/or cyclists and, wherever possible, seek to enhance its function, appearance and safety.

5.58 The London Plan requires development plans to deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling as part of the wider Healthy Streets approach of its Policy T2. Policy NK12 complements the other spatial policies of the Neighbourhood Plan by identifying specific opportunities to actively encourage walking and cycling through North Kingston as part of a wider programme of actions.

5.59 The community engagement work highlighted the importance of enhancing the cycle and pedestrian environment of the primary road network through the area, especially at its gateways and junctions improved (with signage and pedestrian and cycle crossings). The smaller local roads and shopping parades should also be enhanced with improved pedestrian realms and green connectivity. The result should be an area with safe and attractive place for all ages to walk and cycle in which residents and visitors drive through with care and respect. During the consultation on the initial Draft Neighbourhood Plan in 2019 80% of respondents supported for "active" travel in North Kingston. Similarly, 90% of respondents agreed that many existing open spaces in North Kingston could benefit from improvement.

5.60 The area would also benefit from better connectivity to Richmond Park, the River Thames and Kingston town centre and as well as to its schools and open spaces.

ENVIRONMENTAL POLICIES

5.61 The forecast changes in the climate of urban London are stark through 2050 and beyond. Although parts of North Kingston benefit from the cooling effect of the Thames and the proximity of Richmond Park, the area itself is dense in character with few open spaces and no water bodies.

5.62 Aside from tackling the causes of climate change, some harmful change is already unavoidable in respect of more extreme weather such as heat-waves, droughts and heavy rainfall/flooding. It is therefore crucial to the future of the area for living, working and recreation that measures are taken, using the planning system, to moderate these effects, primarily through investing in improving climate resilience and in protecting and creating new green infrastructure. The plan is positive about growth and each site has been considered within the context of the challenges of climate change. For example, key development principles include requirements for improvements to existing amenity space, or the creation of additional open space, tree planting in landscape schemes, all of which will become very important to North Kingston in years to come. Additionally, the Neighbourhood Plan strategy comprises four complementary policies that together will go some way to ensuring that every opportunity is taken to address this issue. The scale of change in North Kingston will present these opportunities and must not make matters worse.

5.63 New development will be expected to follow best practice in protecting the existing communities of North Kingston and fully mitigating any adverse impacts on the built and the “natural” environment and by demonstrating the crucial importance of tackling climate change.

POLICY NK13: CLIMATE CHANGE MITIGATION – NEW BUILDINGS

- A. All development must be ‘zero carbon ready by design’ to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.**

- B. Wherever feasible, all buildings should be certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m²/year. Where schemes that maximise their potential to meet this standard by proposing the use of terraced and/or apartment building forms of plot size, plot coverage and layout that are different to those of the character area within which the proposal is located, this will be supported, provided it can be demonstrated that the scheme will not have a significant harmful effect on the character area.**

- C. All planning permissions granted for new and refurbished buildings should demonstrate that they have been tested to ensure the buildings will perform as predicted and will include a planning condition to require the provision of a Post Occupancy Evaluation Report to the Local Planning Authority within a specified period, unless exempted by Clause B. Where the Report identifies poor energy performance and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.**

- D. All planning applications for major development are also required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its entire life.**

- E. An Energy Statement will be submitted to demonstrate compliance with the policy (except for householder applications). The statement will include a passive design capacity assessment to demonstrate how opportunities to reduce the energy use intensity (EUI) of buildings over the plan period have been maximised in accordance with the energy hierarchy. Designers shall evaluate the operational energy use using realistic information on the intended use, occupancy and operation of the building to minimise any performance gap.**

5.64 This policy is in five parts, the combination of which is intended to deliver a step change in the energy performance of all new developments in the neighbourhood area and, in doing so, encourage and incentivise the use of the Passivhaus or equivalent standard of building design. Along with the passive design capacity assessment, it is anticipated that designers will demonstrate compliance using a design for performance methodology such as the Passivhaus Planning package or CIBSE TM34 Operational Energy. Achieving this level of performance will make a significant contribution to mitigating climate change that the Neighbourhood Plan can deliver.

5.65 Clause A of the policy requires developers to ensure they address the Government's climate change targets and energy performance at the very initial stages of design. 'Zero Carbon Ready by Design' means making spatial decisions on layout and orientation of buildings at the outset to maximise the passive design benefits ('free heat') of a site and avoids leaving this to technical choices and assessment at the Building Regulation stage, by which time the opportunity may have been lost.

5.66 Its Clause B requires all schemes, no matter what their intended use or size other than householder extensions, to use the Passivhaus Planning Package (PHPP) or equivalent design methodology for all buildings where it is feasible to do so. This means that the applicant must demonstrate those factors that make its use unfeasible, for example, the topography and orientation of the site.

5.67 In respect of scheme viability, any extra-over cost of building to the 'zero carbon ready' Passivhaus standard (now less than 5%) will diminish to zero well within the period of this Plan, as per both the Governments Regulatory Impact Assessments and research by the Passivhaus Trust. The policy will also ensure that expensive and unnecessary retrofit costs are not passed down to building occupiers in the future, particularly in an area which has relatively high property values. Scheme viability will not therefore be acceptable as a reason for not using the Standard, unless the applicant can demonstrate the scheme has abnormal costs to accommodate.

5.68 The policy requires that the scheme density (measured by dwelling units/Ha) is assessed against that of the local 'character area' in the Design & Access Statement. Where that area is part of a designated Conservation Area for which there is an appraisal defining its character, then the applicant will be expected to use that as the baseline for the Statement. Outside of such areas, the applicant may define the 'character area' that is relevant for the purpose of this exercise.

5.69 Proposals seeking to apply the PHPP must be able to demonstrate that the Passivhaus standard can be achieved. Prior to commencement a 'pre-construction compliance check' completed by a Passivhaus Designer accredited by the Passive House Institute (PHI) will be required and secured by condition. Upon completion a Quality

Approved Passivhaus certificate for each building will be required prior to occupation, again secured by condition.

5.70 Clause C requires the developer of a consented housing development scheme of any size to carry out a Post-Occupancy Evaluation (POE) including actual metered energy use, and to submit the report to the local planning authority. It will be implemented by attaching a planning condition, which will only be discharged once the report has been submitted and any recommended actions to rectify any performance gap with the design stage assessment are carried out by the developer. Passivhaus certified schemes will not fail in this way and they are therefore exempted from this policy requirement.

5.71 The policy complements Policies CS1 and DM1 of the Kingston Core Strategy and is in accordance with Policy SI2 of the London Plan 2020 as Clause D requires all development proposals that are not householder applications to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment. This requirement will be added to the Kingston Validation Checklist for outline and full planning applications applying to proposals in the neighbourhood area until such a time that there is a borough-wide requirement.

5.72 Clause E requires an Energy Statement to be submitted to cover the following:

- an assessment of the proposal to minimise regulated and unregulated emissions, the embodied emissions and the emissions associated with maintenance, repair and replacement of the new building(s), as well as its dismantling, demolition and eventual material disposal
- a calculation of the energy and carbon emissions covered by the Future Homes Standard and Building Regulations and, separately, the energy demand and carbon emissions from any other part of the development that are not covered by the Future Homes Standard or Building Regulations
- the proposal to reduce carbon emissions beyond the Future Homes Standard and Building Regulations through the energy efficient design of the site, buildings and services
- the proposal to further reduce carbon emissions through the use of zero or low-emission decentralised energy where feasible
- the proposal to further reduce carbon emissions by maximising opportunities to produce and use renewable energy on-site, utilising storage technologies where appropriate
- the proposal for a demand-side response, specifically through installation of smart meters, minimising peak energy demand and promoting short-term energy storage
- an analysis of the expected cost to occupants associated with the proposed energy strategy

5.73 Every new build or redevelopment project in the neighbourhood area provides an opportunity to make a difference and a contribution towards meeting our climate change targets for 2050. This new information requirement need not be an unreasonable

expectation of even the smallest schemes for new buildings. Land values in the area are high relative to build costs and ought to be sufficient to ensure requirements to tackle improving energy and carbon performance are viable.

5.74 An industry consensus is emerging on the key sustainable outcomes, which are expected to become the standard measurables for all projects in the future. RIBA itself intends to fully embed sustainability into its Plan of Work and provide the means for teams on any project to target sustainable outcomes in the brief, manage their delivery through each stage and undertake meaningful analysis up to three years after handover.

POLICY NK14: CLIMATE RESILIENCE

Development proposals should contribute to increasing the resilience of North Kingston to climate change as set out in the London Plan. Specifically, proposals will only be supported where they achieve an Urban Greening Factor of at least 0.5 for developments that are predominately residential and of at least 0.4 for predominately commercial development to take account of the relatively dense urban character of North Kingston.

5.75 The London Plan has introduced the principle of an Urban Greening Factor (UGF) to encourage more and better urban greening as the prime means of increasing climate resilience. The model assists in determining the appropriate provision of urban greening for new developments and is explained in detail in its Policy G5. Urban greening should be a fundamental and integral element of site and building design in the future, incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

5.76 Policy G5 sets targets for new residential (a factor of 0.4) and commercial (0.3) uses and only applies to major applications. However, the Mayor acknowledges that the model may be applied to smaller proposals so that it is appropriate to each local circumstance. North Kingston is a relatively densely populated urban and suburban area with almost all its green infrastructure on or beyond its fringes. With significant intensification in parts of the area in the coming years, there is a premium on making a step change in its climate resilience. It is therefore reasonable to adopt a higher UGF target than the Mayor and, given land values and the positive approach taken to enabling new development, there is no reason to believe that the target will undermine the viability of new developments.

POLICY NK15: GREEN INFRASTRUCTURE

The Neighbourhood Plan identifies a Green Infrastructure Network, as shown on the Policies Map, for the purposes of promoting sustainable movement and ecological connectivity through and beyond North Kingston. The Network comprises parks, the riverbank, front gardens, street trees, public amenity land, allotments, footpaths, and cycleways. This provides the primary framework for the purposes of promoting sustainable movement and ecological connectivity throughout the whole of the Neighbourhood Area and beyond.

The landscape, biodiversity, open space and access proposals of new development schemes located within the Network should by reference to nationally adopted guidelines or other appropriate recognised criteria demonstrate how the scheme will maintain or enhance the function of the Network. All landscape proposals should include native species and habitats and should demonstrate a net gain in biodiversity.

5.77 The London Plan requires that the city's network of green and open spaces, and green features in the built environment should be protected and enhanced. It encourages green infrastructure to be planned, designed and managed in an integrated way to achieve multiple benefits. Neighbourhood Plans can identify local green infrastructure features and can identify opportunities for addressing local environmental and social challenges through specific policy actions (Policy G1).

5.78 The policy requires that all development proposals that lie within or adjoin the Network, should consider how they may improve it, or at the very least do not undermine its integrity of connecting spaces and habitats. This may mean that scheme layouts, access points, landscape schemes and amenity spaces are designed to contribute to the effectiveness of the Network where possible without undermining other planning policy objectives.

5.79 In some cases, proposals will enable the creation of new green infrastructure assets that extend the benefits of the Network, and the Forum has identified some of these cases outlined in Plan L earlier and Plan N overleaf. They will be supported provided they are appropriate in other respects and include:

- **A new Green Corridor(GC)** - linking existing Green Corridors with our parks and open spaces via the Neighbourhood Heart at the junction of Acre Road and Kings Road. There are four designated Green Corridors in North Kingston;
 - **GC-i:** The Railway Line,
 - **GC-ii:** The southern stretch of Canbury Gardens,
 - **GC-iii:** Skerne Road and
 - **GC-iv:** Richmond Road.

- **GC-v:** The proposed new Green Corridor will help link those corridors with our parks and Local Green spaces (see Policy NK16 and Plan N).
- **A new Green Secondary Route(GSR)** - the proposed new Green Secondary Route will strengthen connectivity from Canbury Gardens to the Neighbourhood Heart and beyond via Acre Road, enhanced by new pocket parks and other potential improvements (see policy NK17 and Plan N).
- **A network of new Family Friendly Routes(FFR)** -
 - **FFR-vi:** Linking the Acre Road Green Secondary Route to Kingston Hill
 - **FFR-vii:** Linking Park Road to Latchmere Lane via Sopwith Close
 - **FFR-viii:** Linking The Kingston Academy to Latchmere Recreation Ground
 - **FFR-ix:** Linking Burton Road to Elm Recreation Ground via Acre Road
 - **FFR-x:** Linking the Riverside Green Corridor to Ham via Kingsgate Road, Acre Road, Latchmere Lane
 - **FFR-xi:** Linking the Skerne Road Green Corridor to Richmond Road via Lower Ham Road
 - **FFR-xii:** Linking the Acre Road Green Secondary Route to Latchmere Lane via Dinton Field and Latchmere Recreation Ground
 - **FFR-xiii:** Linking Kings Road to Latchmere Recreation Ground via The Keep
 - **FFR-xiv:** Linking Richmond Road to the Riverside Towpath via Grosvenor Gardens

5.80 The Family Friendly Routes complement the pedestrian and cycling paths indicated in policy NK12 Access and Movement where the function of those route could be improved and enhanced to facilitate easier access for all members of the community and prioritised for those with reduced mobility where possible.

5.81 Green Corridors are relatively continuous areas of open space that allow plants and animals to be found further into the built environment as covered in Policies CS3 and DM5 of the Core Strategy, and identified on the Royal Borough's GIS Open Data Portal [INSPIRE³](#). Recommendation is made to continue with the full recognition of the existing Green Corridors, and in addition to the proposed new Green Corridor, consideration should be given to extend the existing 3 Northbound Green Corridors to the Ham Border and beyond, further encouraging and supporting increased biodiversity and wildlife connectivity in the Plan area. This is particularly important along the river's edge and the section of Lower Ham Road adjacent to Canbury Gardens.

5.82 The North Kingston Forum welcomes and wishes to continue its productive relationship with its neighbour, the Ham and Petersham Neighbourhood Forum and in collaboration with Kingston and Richmond Borough Councils to deliver improved sustainable transport connectivity between Kingston and Richmond Town Centres.











³ https://od-rbk.opendata.arcgis.com/datasets/b77198ddd4bc41e1963b165d4a6f5a3b_0?geometry=-0.513%2C51.344%2C-0.052%2C51.419

Our Neighbourhood moving forward:

Encourage positive regeneration that will enhance our neighbourhood






Our Vision includes:

-  **Enhancement of existing gateways:**
 - environment improvements
 - Regeneration with mixed use residential led development featuring employment and culture
-  **Neighbourhood 'Heart'**
At the junction of Kings Rd and Acre Rd feature a Village Green
-  **Enhanced Business Parades:**
Environment improvements including paving, furniture, signage and planting
-  **Environmental improvements to the Primary Roads:**
Enhanced access for all including additional safe pedestrian crossings
-  **Green Secondary routes eg Acre Road**
Tree planting along verges and improvements to junctions that are presently road dominated
-  **New Green Corridors**
Linking parks and open spaces
-  **Protection of existing strategic view**
(from Thatched Lodge to Kingston Guildhall)
-  **Protection of Views to St Luke's Church Landmark**
-  **Protection of Views to Richmond Park**
-  **Protection of Views to the River Thames**

Our Neighbourhood moving forward:

Enhancing connectivity for pedestrians and cyclists



-  Primary roads with enhanced access for all
-  Gateways and junctions improved with signage and pedestrian/cycle crossings
-  Secondary roads and shopping parades enhanced with improved pedestrian realms including Sustainable drainage and green connectivity.
-  Identify long term enhanced pedestrian connectivity through the neighbourhood
-  Proposed new designated family cycle route

Create a neighbourhood infrastructure that is green and pedestrian/cycle friendly



Plan M: Some of the opportunities available to enhance North Kingston's Green Infrastructure Network

POLICY NK16: LOCAL GREEN SPACES

The Neighbourhood Plan designates the following locations as Local Green Spaces, as shown on the Policies Map:

- i. Latchmere Recreation Ground;**
- ii. Elm Road Recreation Ground;**
- iii. Dinton Field;**
- iv. Canbury Gardens;**
- v. Hawker Centre sports pitches;**
- vi. St Luke's Vicarage garden;**
- vii. 1st Kingston Hill Scouts green space;**
- viii. WWII V2 Rocket Memorial sites;**
- ix. [Park Road Allotments]**
- x. [Wolsey Drive Allotments]**
- xi. [Parkfields Allotments]**
- xii. Canbury and Tudor Riverside to the Richmond border**

Proposals for development will be considered inappropriate unless they are of a type that is exempted by national policy on the Green Belt. Proposals for inappropriate development will only be supported if very special circumstances can be demonstrated.

5.83 The NPPF enables local communities to identify for special protection green areas of particular importance to the community. By designating land as a Local Green Space, local communities are able to rule out new development other than in very special

circumstances. The effect of Policy NK16 is therefore to provide Local Green Spaces with the same protection as that which applies to the Green Belt or Metropolitan Open Land.

5.84 To create a consistent and transparent methodology for evaluating potential Local Green Space, the Forum used a robust assessment process. Each space is considered to meet the tests set out in paragraph 100 of the NPPF. This is demonstrated in the separate Local Green Space Study.

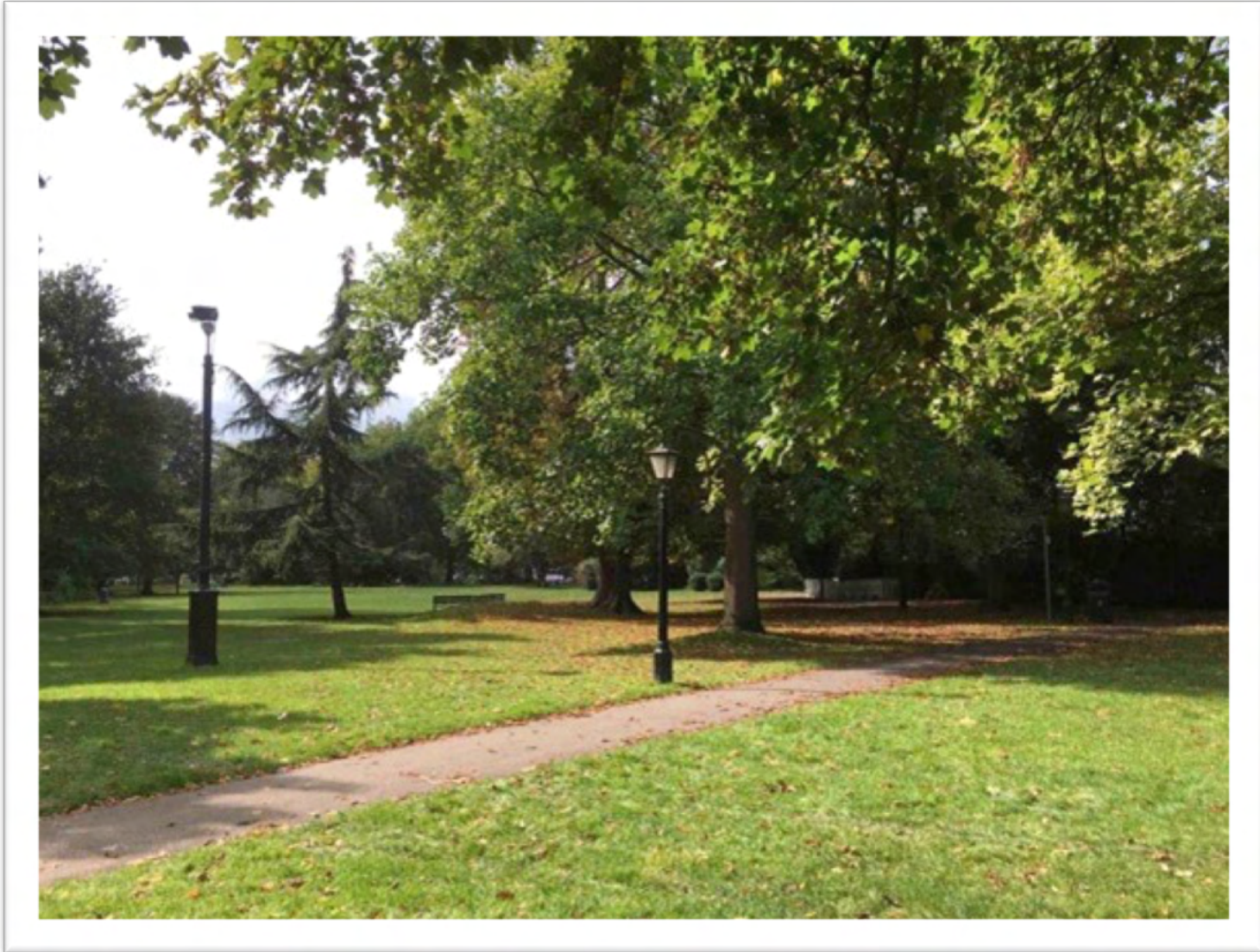
5.85 The majority of respondents to the consultation on the initial Draft Neighbourhood Plan carried out in 2019 agreed that many existing open spaces “could benefit from enhancement”. Protecting spaces from inappropriate development in this way contributes to our strategy in mitigating the effects of climate change.

5.86 It is acknowledged that Canbury Gardens, Hawker Sports Pitches, and two sections of Canbury Riverside, are already designated Metropolitan Open Land. Although the NPPF discourages the unnecessary duplication of policies, the Borough Council’s Early Engagement Document May 2019 signals that there may be a scenario where development could be considered on protected land. The Forum recognises that this is mainly in the Hogsmill Valley and Tolworth areas, and parts of the Green Belt in Chessington. However, as these spaces meet the tests set out in paragraph 100 of the NPPF, the Forum believes that local people will want to cover all those spaces that qualify for the designation.

5.87 Canbury Riverside is a part of the Thames Policy Area as outlined in the London Plan (Policy S114 Waterways) and considered a critically important asset to the North Kingston community, by providing environmental, economic and health and wellbeing benefits.

5.88 Additionally, the river Thames is also a wildlife super highway, a linear corridor that allows wildlife to move between open spaces and is home to seven species of bats, although their numbers are constantly threatened from development, inappropriate lighting and habitat loss. The Thames Landscape Strategy gives guidance to the long-term planning of the river and the careful conservation of riverside habitats. This guidance aligns with our environmental policies and will be prioritised as part of the Neighbourhood Plan.

5.89 Canbury Gardens is a well-loved and popular green space with a distinct history facing a range of challenges as an increasing population places greater demands on our favourite amenity. The council’s proposed Masterplan sets out a holistic vision for future landscape and public realm improvements, which will help preserve and enhance the gardens for existing and future users and will be prioritised as part of the Neighbourhood Plan.



22 Policy NK16: Canbury Gardens - An important local amenity we are immensely proud of

POLICY NK17: NEW POCKET PARKS

Proposals to change the use of land to create new Pocket Parks will be supported in the following locations, as shown on the Policies Map:

- i. Richmond Park Road**
- ii. Gibbon Road**
- iii. East Road**

Proposals to develop adjoining land should have regard to the public use of a new park in respect of the Agent of Change principle and must not undermine the future provision of a park.

5.90 The London Plan encourages the creation of new public realm in its Policy D7. Aside from the public realm improvements identified in Policy NK18, the Forum has identified three locations for the creation of small pocket parks utilising both derelict and current highways land. The parks will play an important local role in the North Kingston strategy of tackling climate change and will provide a new outdoor play resource in an area that lacks such public facilities. These pocket parks will become an important part of the proposed new Green Secondary Route, and therefore help to further link the Green Infrastructure Network as outlined in Policy NK15.

5.91 This policy also seeks to ensure that future proposals to develop land in these locations have proper regard to these proposals and to the parks once installed. The London Plan 'agent of change' principle (of Policy D12) will apply to ensure that the ongoing public enjoyment of the parks is not undermined by those proposals.

5.92 The Acre Road is within the Critical Drainage Area CD008 and the Borough may be exploring a Flood Alleviation Scheme for the Acre Road Area and will be updating their Surface Water Management Plan in due course. We would expect the most up to date Strategy to be implemented and prioritised as part of the Neighbourhood Plan. This policy additionally seeks to ensure that Pocket Parks are part of the wider Borough strategy for sustainable drainage (SuDS).

Development proposals in the following locations, as shown on the Policies Map, will be required to contribute to the improvement of the immediate public realm:

- i. Northern entrance gateway – Ham parade junction Tudor Drive/Duke’s Ave/Richmond Road**
- ii. Southern Entrance gateway: below Kingston Railway Bridge**
- iii. Southern Entrance gateway: Skerne Road, below Kingston Railway Bridge**
- iv. Southern Entrance gateway: Richmond Road – Kingston Station**
- v. South eastern Entrance gateway: Park Road/ roundabout**
- vi. Eastern entrances Queens Road: junctions with King’s Road, New Road, Tudor Road**
- vii. Southern entrance Canbury Park Road/Queen Elizabeth Rd/ under rail bridge**
- viii. Junction of Kings’ Road/ Acre Road**
- ix. Junction of Richmond Park Rd /Acre Rd /Cross Rd**
- x. Latchmere Recreation Ground**

Proposals shall either carry out improvement works in accordance with an agreed scheme if the proposal comprises land in or adjoining the public realm or shall make an appropriate financial contribution to meeting the costs of the scheme through a planning obligation.

5.93 The London Plan requires that “opportunities to create new public realm should be encouraged and explored where appropriate” in its Policy D7. The Forum has identified a series of such opportunities and has received significant support from the local community

for their inclusion in this policy. A separate Public Realm Study describes each location and the opportunities for improvement.

5.94 This policy requires development proposals in these opportunity areas to contribute to their implementation. Some types of proposal may include land within the public realm and may therefore directly contribute through their design. Others may not have this potential, but their close proximity will mean they will benefit from improving the attractiveness of the immediate area, and so a financial contribution is justified. The Forum will liaise with the Council and with local landowners and business operators to agree the specification and financing of each improvement scheme.

SITE-SPECIFIC POLICIES

5.95 The new London Plan sets out a series of important, strategic policy objectives and proposals that will drive change in parts of North Kingston. Both the Neighbourhood Plan, and the emerging Kingston Local Plan, have to respond positively to the direction set.

5.96 The Forum has reviewed these new policies and has determined to lead and manage change, alongside the Borough as the local planning authority, by identifying a number of key sites in the Area, to which this change should be primarily directed. It has assessed the future potential of each of the sites and proposes a small number of key development principles that should ensure that the strategic policy objectives will be met over the next twenty years or so.

5.97 It has followed the guidance of the London Plan in undertaking a full assessment of North Kingston, *“to define the characteristics qualities and value of different places within the plan area to develop an understanding of different areas capacity for growth.”* (Policy D1A). This has enabled it to use the findings of its assessment, *“to identify suitable locations for growth, and the potential scale of that growth ... (and) following the design-led approach ... to establish optimised site capacities for site allocations. (Plans should) ... set out acceptable building heights, scale, massing and indicative layouts for allocated sites, and where appropriate the amount of floorspace that should be provided for different land uses.”* (Policy D1B)

5.98 As the London Plan acknowledges, understanding the existing character and context of North Kingston has been essential in determining how it may best develop in the future. The Forum, on behalf of its local communities, understands the Area very well and how its past social, cultural, physical and environmental influences have shaped it. It is therefore very well placed to identify the potential opportunities change and for ensuring that growth and development is inclusive.

5.99 Conversely, it also is committed to using this knowledge to ensure that those parts of North Kingston that cannot accommodate change without significantly undermining their value as places to live and enjoy, are protected from harmful development.

5.100 The Forum is aware of the significant shift in approach to design adopted by the new London Plan, especially in relation to managing site densities. It accepts that the density of development proposals should be linked to the provision of future planned levels of infrastructure (e.g. CrossRail 2), rather than existing levels. It is accepted that the new London Plan considers that the Kingston Opportunity Area (including Kingston Town Centre) is capable of supporting some development in the short and medium term, and the Neighbourhood Plan has been positively prepared with an expectation for infrastructure capacity to keep pace with planned growth. It is also important that density must also reflect a site's connectivity and accessibility by walking, and cycling, and public transport

to jobs and services (including both Public Transport Accessibility Levels [PTAL] and access to local services, as per Policy D1AA).

5.101 It supports the goal that new development must make the most efficient best use of land by following a design-led approach that optimises the capacity of land. The approach re-quires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth. Its Site-Specific Policies therefore set out what are considered to be appropriate development capacities that have resulted from a meaningful engagement and collaboration with the local community and other relevant stakeholders. Although no longer used, the former Density Matrix approach has been used as a starting point for these consultations and was found to be a useful measure in the preparation of design guidance for the existing and future development sites identified in this Plan.

5.102 The public consultation carried out during 2019 found that 90% of respondents considered tight controls on future development would be essential to protect the residential character of North Kingston There was also support for sharing future growth between the identified Key Sites and other locations in the Neighbourhood.

5.103 The site-specific policies are not intended to allocate sites, and the neighbourhood plan does not depend on any sites to meet any housing requirement. The normal conventions that apply to a site selection process therefore do not apply. No selection process has been undertaken; the plan has instead chosen to say something about all potential sites in the area. However, it did exclude:

- 336 Richmond Road as this is a single detached house with 2-3 dwellings expected to be delivered;
- 242A Canbury Park Road as this is a successfully operating local family business which may not have been submitted to RBK under current circumstances;
- Sites adjoining Kingston College on Richmond Road as these sites formed part of the North Kingston Development Brief October 2016.

5.104 The remaining sites are opportunity sites in the built up area and no site selection process is needed, each could come forward as planning applications at any time as they are all within the built-up area. The neighbourhood plan has chosen to set out how any future development which may come forward on these sites will achieve the neighbourhood plan's vision and objectives. Any future planning application is therefore expected to demonstrate how they meet the detailed design, land use and landscaping criteria. The onus will be on the applicant to justify any divergence. This is not unusual practice and many Neighbourhood Plans have approached the delivery of their vision and objectives in this way. Professional practitioners may recall the use of 'planning briefs' by Local Planning Authorities being used in this way in the past, much like the Borough Council prepared the North Kingston Development Brief in October 2016 which holds material weight in the determination of planning applications. Neighbourhood Plan Policies will carry full weight in the decision-making process once the neighbourhood plan is made.

KEY DEVELOPMENT SITES: principally residential mixed- use schemes incorporating appropriate public and amenity uses

POLICY NK19: SURY BASIN

Proposals to redevelop land at Sury Basin, as shown on the Policies Map, for a mix of residential uses, including a proportion of specialist older persons housing, and retail uses will be supported, provided there is no significant decrease in the existing extent of convenience or comparison goods retail floorspace and that the design of the development accords with the provisions of Policy NK1.

As part of the design strategy:

- i. It is recommended that in order to protect local amenity buildings should be no taller than six stories on the Sury Basin frontage, five stories in the vicinity of properties in Skerne Walk and Richmond Road and three stories in the vicinity of properties in Lower Kings Road; and**
- ii. In recognition of the context of the site buildings should be located and articulated to respond to the prominence of the site frontages in long views from Henry Macauley Avenue, Seven Kings Way, Richmond Road and Gibbon Road.**

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development.

Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.105 The Sainsbury's store on Sury Basin plays an important role in the mix of retail uses in Kingston Town Centre and is a popular and convenient food store for North Kingston. Although reasonably modern, the store is a low-medium rise format with a health club and surface level and some two-deck car parking across the 2 Ha site.

5.106 Although not included in the 2019 Kingston Strategic Housing Land Availability Assessment (SHLAA), the site lies within an existing public transport access level (PTALs) of 4. It is also located within 800m distance of Kingston Station and within the defined Kingston Town Centre boundary. The site is also consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (identified in the Early Engagement' document of May 2019). The London Plan favours using brownfield sites, especially for the mixed-use redevelopment of car parks and supermarkets (Policy H1).

5.107 It is considered suited to a redevelopment scheme to re-provide the store at or close to its existing level of floorspace, as per London Plan Policy SD6. but within a higher density residential scheme above the store of a type that now surrounds the southern and western edges of the site. However, although taller buildings (5 – 6 storeys) may be appropriate on the Sury Basin and Skerne Walk frontages, such an appropriate will harm the amenities on that part of the site backing on to the residential area of Lower Kings Road. Here, buildings should normally be no taller than three storeys in order to respect the existing residential character of the area.

5.108 Using the former London Plan Density Matrix as a guide, as there is nothing to suggest its approach is no longer appropriate for this site, the scheme may therefore deliver approx. 250 new homes. The new food store could occupy the ground floor frontage to Sury Basin, along with other active, ground floor, town centre uses. Replacement car parking for the town centre and housing uses should be provided in accordance with the new London Plan guidance for such locations.

5.109 As part of the residential scheme, the Forum considers that a proportion of new homes should be delivered as specialist older persons housing, as the site is well-connected in terms of contributing to an inclusive neighbourhood, access to relevant facilities, social infrastructure, health care and is well served by public transport, as per London Plan Policy H15A. The site is one of three in North Kingston that can meet the Borough's need to supply 105 homes of this type per annum over the next decade.



23 Policy NK19: An overview of the existing Sainsbury's Superstore

POLICY NK20: CANBURY CAR PARK/KINGSGATE ROAD

Proposals to redevelop land at Canbury Car Park/Kingsgate Road, as shown on the Policies Map, for a mixed residential and employment scheme including community facilities, will be supported, provided they accord with the provisions of The North Kingston Development Brief, October 2016, and have specific regard to the following key principles:

- **A transport impact assessment that demonstrates servicing requirements can be met and that the impact of the development on the local area can be mitigated in accordance with the requirements of the development plan;**
- **Enhancing connectivity to adjoining neighbourhoods, public transport nodes at Richmond Road and Sury Basin, and local amenities, including existing public green spaces at the Riverside and Canbury Gardens;**
- **The provision of parking for town centre and housing uses, including secure cycle parking, in accordance with the requirements of the development plan;**
- **The provision of a new, centrally located, public park for existing and future residents and visitors to be maintained in perpetuity;**
- **A design strategy that:**
 - **respects the context of Kingston's historic townscape avoiding visual barriers along existing viewing corridors and**
 - **demonstrates the response to the Design Framework set out in the North Kingston Development Brief, October 2016;**
 - **locates and articulates buildings fronting Richmond Road to respond to the prominence of the site frontage as a high-quality approach to the Town Centre;**
 - **comprises buildings of no more than 8 storeys within the site and no more than 4 storeys on the central public open space frontage to minimise overshadowing compromising the enjoyment of the space.**

New development will be expected to provide an appropriate quantum of market and affordable housing with a mix of types and tenures with densities that correlate the site's location and PTAL rating set out in the London Plan. For the purposes of guidance and the calculation of an appropriate residential density, the site has been identified as 'Urban' in character. In addition, a range of business and community facilities will also be expected such as a gym, business start-up spaces, nursery and retail units.

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.110 The site comprises 15-52 Kingsgate Road, Canbury Place Car Park, 13-43 Richmond Road, Kingsgate Road and Walter Street on land of approx. 1.03 Ha in total with an existing PTAL rating of 6a. It forms the southernmost part of the area which is covered by the North Kingston Development Brief, October 2016 and is within 200m distance of Kingston Station. Using the former London Plan Density Matrix as a guide, the scheme may therefore deliver approximately 300 new homes in flatted and other housing forms some of which will be incorporated with the new compatible employment uses.

5.111 Canbury Place Car Park currently provides approx. 100 spaces. The site is also consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (identified in the Early Engagement' document of May 2019). The London Plan favours using brownfield sites, especially for the mixed-use redevelopment of car parks and supermarkets (Policy H1).

5.112 While recognising the opportunity to develop this centrally located site, close to Kingston Station, it will be important to ensure that any proposal respects the sensitive context of the part of North Kingston nearby, that has already been developed. To this end the following safeguards will be applied:

- **The protection of local amenity:** Future development should seek to minimise noise, control pollution and avoid overshadowing adversely impacting the adjoining residential developments. Should redevelopment involve the diversion of north bound through traffic via Seven Kings Way and Sury Basin the impact on the existing housing should be managed to minimise noise and pollution and, at busy times, avoid exacerbating congestion arising from the traffic generated by the Sainsbury's superstore and from any future development site.

- **The visual impact of any future scheme:** The prospect of a tall structure, up to 8 storeys, on this site raises concerns about its impact on Kingston's historic town centre and the wider area. Historic England's Advice Note 4 on Tall Buildings states; "if the building is not in the right place and well designed, a tall building, by virtue of it's size and widespread visibility, can also seriously harm the qualities that people value about a place". The quality of the architectural design of any proposed development will therefore be paramount.
- **The management of traffic generated:** With the potential of many new residents passing in and out of the development, plus visitors to any business and community uses proposed, together with the usual procession of deliveries, maintenance vehicles and refuse collections serving a development of size anticipated, the capacity of the area's roads will be tested. The control of on-site parking and a car-free agreement imposed on future residents, supported by an agreed Travel Plan will be required.

POLICY NK21: CANBURY BUSINESS PARK

Existing commercial building in Canbury Park Road

Proposals to redevelop land at Canbury Business Park, as shown on the Policies Map, for a mixed residential, employment and community facility scheme will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- Comprehensive masterplan and planning application for the whole site
- Flatted residential scheme on upper floors
- Employment uses on the ground floor including low cost business space and affordable workspace
- New multi-purpose community facility on the ground floor fronting Elm Grove or Elm Crescent
- On site open space provision that is accessible to all new residents of the scheme and existing residents and that connects to the Elm Road Open Space via the new open space as part of the Elm Grove scheme (Policy NK30)
- A design strategy that:
 - locates and articulates buildings fronting Canbury Park Road and Elm Crescent to respond to the prominence of the site frontage in views along those roads;
 - buildings of no more than 8 storeys within the site and no more than 6 storeys on the Cowleaze Road frontage or 4 storeys on the Elm Crescent and Elm Grove frontages are considered appropriate

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.113 All the current buildings on the site are relatively low rise and there is the opportunity through redevelopment to increase the efficient use of the land, whilst delivering at least the same number of jobs alongside the residential uses. Using the former London Plan Density Matrix as a guide, the scheme may therefore deliver approx. 300 new homes in flatted and other housing forms, some of which will be incorporated with the new, compatible employment uses.

5.114 The London Plan encourages the creation of new areas of publicly accessible open space, particularly green space, especially in areas of substantial change in its Policy G4. There is the opportunity to extend the nearby Elm Road Open Space through the Elm Grove scheme of Policy NK30 and to make provision here too as part of the new public realm within the site.

5.115 The site is also well-located, and large enough to accommodate a new community facility to serve the existing and larger population of this part of Kingston and to replace the existing facility on Acre Road (see Policy NK31). The site is also consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (identified in the Early Engagement' document of May 2019).



24 Policy NK21: The Sitel building fronting Canbury Park Road

POLICY NK22: COWLEAZE ROAD

Should proposals come forward to redevelop land at Cowleaze Road, as shown on the Policies Map, for a residential scheme, including a proportion of specialist older persons housing, they will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- **Contribution to new open space provision at Canbury Business Park (Policy NK21)**

- **A design strategy that;**
 - **locates and articulates buildings to respond to the amenity of adjoining residential properties;**

 - **comprises buildings of no more than 5 storeys as considered appropriate.**

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.116 The redevelopment and change of primary use of the adjoining Canbury Business Park and Ashway Centre employment sites will encourage the redevelopment of this industrial land in the same location. However, the site is irregularly shaped and in very close proximity to residential properties on Cowleaze Road and Acre Road. Using the former London Plan Density Matrix as a guide, the scheme may therefore deliver approx. 100 new homes in flatted accommodation. The site is also consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (identified in the Early Engagement' document of May 2019).

POLICY NK23: ST. GEORGE'S INDUSTRIAL ESTATE

Should proposals come forward to redevelop land at St. George's Industrial Estate, as shown on the Policies Map, a mixed residential and employment scheme will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- Comprehensive masterplan and planning application for the whole site
- Flatted residential scheme on upper floors
- High job density employment uses on the ground floor including low cost business space and affordable workspace
- A design strategy that:
 - reflects prominence of site on Richmond Rd frontage and maintains the existing building line of properties to its immediate south;
 - buildings of up to 4 storeys on the Richmond Rd frontage but no more than 3 storeys any other part of the site are recommended
 - avoids large, unarticulated expanses of building blocks or service yards adjoining the rear of residential properties in Tudor Drive, Aragon Rd, Lancaster Gardens/Close or Richmond Rd
 - locates and orientates buildings and their roof forms to avoid filling gaps between the semi-detached houses that back on to the site on Aragon Rd
 - includes a landscape scheme with frontage trees and amenity land to Richmond Rd

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.117 All the current buildings on the site are relatively low rise and there is the opportunity through redevelopment to increase the efficient use of the land, whilst delivering at least the same number of jobs alongside the residential uses. Using the former London Plan Density Matrix as a guide, the scheme may therefore deliver approx. 75 – 150 new homes in flatted and other housing forms, some of which will be incorporated with the new, compatible employment uses.

5.118 The redevelopment of the Business Park could possibly be undertaken as part of comprehensive scheme incorporating the adjoining Fire Station site (see NK34 below).

POLICY NK24: LONDON ROAD/KINGSTON HILL ROUNDABOUT

Should proposals come forward to redevelop land at London Road/Burnham Street, as shown on the Policies Map, residential and town centre uses will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- **Flatted residential scheme on upper floors**
- **Town centre uses on the ground floor**
- **A design strategy that;**
 - **Will ensure the character and appearance of the Park Road Conservation Area will be sustained and enhanced**
 - **The location and articulation of buildings on each site respond to the prominence of the plot frontages in long views along London Road, Park Road and Kingston Hill**
 - **Comprises buildings of 4 – 5 storeys are recommended**

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.119 There are a number of sites fronting London Road between the roundabout with Park Road and the railway bridge that offer the potential to enhance the character of the Conservation Area. The area is within a short walking distance of Norbiton Station and is also consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (identified in the Early Engagement' document of May 2019). The former Bathstore building provides an opportunity for redevelopment and the petrol station detracts from the character of the Conservation Area at this prominent gateway. Even the Black Horse PH, although a social asset for the area (see Policy NK25) and improved upon, offers poor frontage to the roundabout.

5.120 In each case, redevelopment schemes comprising town centre uses on the ground floor (or a retained public house use in the case of the Black Horse) and residential uses in flatted accommodation above, will make more efficient use of the land in this convenient location but will also create a better gateway of taller buildings around the roundabout, together with the existing, taller buildings. Using the former London Plan Density Matrix as a guide, the combination of schemes may therefore deliver approx. 100 new homes in flatted accommodation.

5.121 Should the opportunity arise these sites could benefit from a comprehensive scheme incorporating the land at Manorgate Road (see Policy NK25) and would, subject to meeting the objectives of the Neighbourhood Plan, not be opposed.

POLICY NK25: MANORGATE ROAD

Should proposals come forward to redevelop sites off Manorgate Road, as shown on the Policies Map, residential uses will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- **A design strategy that;**
 - **Will ensure the character and appearance of the Park Road Conservation Area will be sustained and enhanced;**
 - **The location and articulation of buildings on each site respond to the prominence of the plot frontages in long views from London Road and Park Road; and**
 - **Buildings comprising of 4 storeys on sites close to the London Road/Kingston Hill roundabout and no more than 3 storeys on sites in the vicinity of the residential properties on Manorgate Road are recommended subject to the protection of the amenities of those nearby residences.**

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.122 Adjoining the land at London Road of Policy NK24 is another area of industrial and office uses that are likely to come forward for redevelopment in the coming years as their present uses cease. The industrial use on Manorgate Road provides an opportunity for residential development in a sustainable location, which is more compatible with the surrounding residential properties. The adjoining office building has been vacant and may no longer be viable for this use. Similarly, there is another vacant office building and car wash facility that detract from the character of the Conservation Area. Using the former London Plan Density Matrix as a guide, the combination of schemes may therefore deliver approx. 200 new homes in flatted accommodation. The site is also consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (as identified in the Early Engagement' document of May 2019).

5.123 As suggested in Policy NK25 above the proximity of these sites to the land at Park Road/London Road offers the potential for a comprehensive scheme and would, subject to meeting the objectives of the Neighbourhood Plan, not be opposed.

POSSIBLE FUTURE “WINDFALL SITES”: principally residential developments with appropriate amenities as agreed with site owner

POLICY NK26: PARK ROAD SCOUT HALL

Should proposals come forward to develop land at the Scout Hall on Park Road, as shown on the Policies Map, a mixed residential and community facility scheme will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- An upgraded scout hall of the same floorspace or greater is provided either on the site or in an alternative location that is conveniently located to serve North Kingston;
- If the replacement facility is to be provide off-site, then it must be delivered and operational as a scout hall prior to the loss of the existing facility;
- A design strategy that:
 - retains the existing mature trees on the site boundary with the rear of properties in Tudor Drive and Cranleigh Gardens and long the boundary with Stable Close;
 - comprises buildings normally of no more than two storeys; and
 - locates and articulates buildings on the site frontage that respond to the prominence of the site in views along Park Road and Tudor Drive.

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.124 The London Plan encourages the use of low density sites in leisure use to deliver new homes (Policy H1). The scout hall site offers the opportunity to deliver new homes but only provided the scout facilities are upgraded as a benefit of the scheme. The policy allows for either the existing facility to be upgraded on the site or for a new facility to be provided elsewhere in North Kingston or its immediate area. In latter case, the new facility must be delivered and made available to the scouts prior to the closure of the existing facility.

5.125 Using the former London Plan Density Matrix as a guide, the housing scheme may deliver approx. 15 new homes of a type and design that will be in keeping with the strong suburban character of the Tudor Estate.

Should proposals come forward for the redevelopment of the existing Seven Kings Car Park, as shown on the Policies Map, they will be supported, provided the loss of the car parking has been properly assessed and it can be demonstrated that the benefits of redevelopment out-weighs the loss of off-street parking. In such circumstances, proposals for a mixed residential and employment scheme will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- Comprehensive masterplan and planning application for the whole site;
- Flatted residential scheme on upper floors;
- High job density employment uses on the ground floor including low cost business space and affordable workspace;
- A design strategy that:
 - Reflects the prominence of the site on Sury Basin frontage and maintains the existing building line of properties to its immediate south;
 - Comprises buildings no taller than the existing buildings of the Seven Kings Car Parks on site, paying particular attention to safeguarding the amenity of residents in Skerne Road and Seven Kings Way;
 - Buildings should be located and articulate to respond to the prominence of site frontages in long views from Henry Macauley Avenue, Seven Kings Way and Lower Kings Road;
 - Includes a landscape scheme with frontage trees.
 - Includes the provision of secure cycle parking in accordance with the provisions of the development plan.

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.126 The site currently operates as a car park providing approx. 1000 spaces. The site lies within an existing PTAL of 6a. It is located within 400 m distance of Kingston Station and within the defined Kingston Town Centre boundary. The site is also consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (identified in the Early Engagement' document of May 2019). The London Plan favours using brownfield sites, especially for the mixed-use redevelopment of car parks and supermarkets (Policy H1).

5.127 Using the former London Plan Density Matrix as a guide, the scheme may therefore deliver approx. 150 new homes in flatted and other housing forms, some of which will be incorporated with the new, compatible employment uses.

5.128 During the Forum's local consultation on the initial Draft Neighbourhood Plan in 2019 a number of responses were received expressing concern about the possible loss of the off-street car parking currently provided. However, there were also many objections to the increased level of traffic locally, and this threatens to significantly increase with the development of the Canbury Car Park/Kingsgate site (see policy NK19) nearby and the consequential closure of Kingsgate Road. Local residents will recall the congestion experienced in January 2020 when, due to emergency utility works, Kingsgate Road was temporarily closed, with traffic taking up to 10 minutes to pass from the Ring Road via Seven Kings Way and Sury Ba-sin to Richmond Road.

5.129 Therefore, while the forum is not aware of any proposals for the imminent redevelopment of the car park site, on balance its future redevelopment may be justified if, as part of the renewal of this corner of North Kingston, traffic both to and through the area can be managed so as to avoid undue congestion, minimise noise especially in residential areas, and control pollution.

POLICY NK28: RICHMOND ROAD PETROL STATION

Should proposals come forward to redevelop land at Richmond Road Petrol Station, as shown on the Policies Map, a residential scheme will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following design strategy that:

- i. reflects prominence of site on Richmond Road frontage and maintains the existing building line of properties on the eastern side of the road in this vicinity;**
- ii. comprises buildings of up to 3 storeys on the Richmond Road frontage are recommended;**
- iii. avoids large, unarticulated expanses of building blocks adjoining the rear of residential properties in Archer Close or on Richmond Road;**
- iv. includes a landscape scheme with frontage trees and amenity land to Richmond Road.**

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

Redevelopment will be expected to conserve and enhance the significance of the Riverside North Conservation Area and its setting.

5.130 The London Plan encourages the use of low density commercial brownfield sites (Policy H1). This site is suited to a redevelopment scheme as it is surrounded by residential properties on Richmond Road and there is another petrol station facility within less than half a mile on the same road. The site is also consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (identified in the Early Engagement' document of May 2019).

5.131 Using the former London Plan Density Matrix as a guide, the housing scheme may deliver approximately 30 new homes in a flatted scheme of a type and design that will be in keeping with the character of Richmond Road.

PUBLIC SECTOR OWNED OPPORTUNITY SITES: includes sites with the potential for community-led development

POLICY NK29: THE KEEP

Should proposals come forward for the comprehensive or partial redevelopment of land at The Keep, as shown on the Policies Map, they will be supported, provided the opportunity is taken to improve its pedestrian and cycling connectivity with the surrounding area. Proposals should also consider how land may be made available to enable the expansion of the adjoining primary schools.

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.132 The Keep is approx. 6 Ha of privately rented housing accommodation used by the Ministry of Defence. It lies in the heart of the Neighbourhood Area off Kings Road and comprises an estate of low density two and three storey, terraced, semi- and detached houses and flats with amenity land and garage courts.

5.133 The Ministry has confirmed that there are no immediate plans to make the site available for development. But, with the plan period covering twenty years, the Forum wishes to have a policy that anticipates, but does not depend on, its future release, bearing in mind the London Plan encourages plans to “*optimise the potential for housing delivery on all suitable and available brownfield sites ... especially the following sources of capacity ... the redevelopment of surplus ... public sector owned sites*” (Policy H1).

5.134 Although there is clearly an opportunity for redevelopment to significantly increase the efficient use of the land and remain in keeping with the surrounding residential area, the policy focuses on such future plans achieving two objectives. Firstly, the site adjoins two primary schools – Latchmere and St. Agatha’s – and the Forum expects there will be an increasing demand for primary school places in the coming years with approx. 9,000 new

homes to be delivered in the Kingston Opportunity Area alone. There are few, if any, easy means by which local capacity can be increased – utilising part of The Keep may be one such opportunity that should be considered. The London Plan encourages proposals on the public-sector estate to make best use of land, including the co-location of different forms of social infrastructure and the rationalisation or sharing of facilities (Policy S1).

5.135 Secondly, as the site is currently only accessible by car, cycling and walking from its one access on to Kings Road, any future redevelopment proposals should seek to find ways of connecting the land with Staunton Road, Latchmere Road and Dinton Road.



25 Policy NK29: The Keep, a 1960s MoD estate

Should proposals come forward to redevelop land at Elm Grove, as shown on the Policies Map, a mixed residential, medical services and childcare facility scheme will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- Comprehensive masterplan and planning application for the whole site
- Flatted residential scheme on upper floors
- A larger medical facility and day care facility are provided on the ground floor
- Interim provision made for the operation of the health centre and day nursery
- On site open space provision that is accessible to all new residents of the scheme and existing residents and that forms an extension to the adjoining Elm Road Open Space and enables a connection to the new open space at Canbury Business Park (Policy NK6)
- A design strategy that:
 - locates and articulates buildings fronting Elm Grove near its junction with Elm Crescent to respond to the revealed views of the site from along Elm Crescent;
 - locates and articulates buildings in the SE and NE corners of the site with Elm Road to respond to their prominence in the streetscene along Elm Road and in long views along Deacon Road and to the tranquillity of Elm Road Open Space; and
 - comprises buildings generally of no more than 4 storeys along the Elm Grove frontage and no more than 3 storeys on the Elm Road frontage and boundary with the Open Space are recommended.

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development.

Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.136 The site comprises the Ashway Centre industrial park, the Canbury Medical Centre and Bright Horizons Nursery, on land of approx. 0.7 Ha in total with a PTAL rating of 6a. The site is consistent with the aspirations of the Kingston Opportunity Area and the Local Plan may therefore in due course include it within the boundary of the Kingston Town Centre Opportunity Area (identified in the Early Engagement' document of May 2019). The Ashway Centre forms part of a Locally Significant Industrial Site (LSIS) along with the Canbury Business Park (see Policy NK21) and land at Cowleaze Road (see Policy NK22). It is a source of employment in North Kingston but has a relatively low employment density (jobs/Ha). The Medical Centre and Nursery are both very popular, but their respective facilities may both be improved through their comprehensive or complementary redevelopment with the Ashway Centre.

5.137 The London Plan requires that plans optimise the potential for housing delivery in this type of location on low-density sites in commercial use (Policy H1). Where this involves the release of industrial land, its Policy E4 states that this should be facilitated through the processes of industrial intensification, co-location and substitution (as set out in its Policy E7). Given the pivotal location of the site at the edge of the Kingston Town Centre Area Action Plan boundary and adjoining the Open Space, and with a stronger desire to see the existing community facilities retained and improved, it is not considered necessary to retain employment uses on the site. Instead, Policy NK21 provides for the retention and intensification of employment uses on the larger and better located Canbury Business Park site. As such and given the low employment density of the existing businesses at the Ashway Centre, there is unlikely to be any significant overall loss in the number of FTE jobs in this area.

5.138 All the current buildings on the site are relatively low rise and there is the opportunity through redevelopment to increase the efficient use of the land, whilst retaining and improving the medical centre and nursery alongside the residential uses. Using the former London Plan Density Matrix as a guide, as there is nothing to suggest its approach is no longer appropriate for this site, the scheme may therefore deliver approx. 100 new homes in flatted accommodation of 3 – 4 storeys above the community uses on part of the ground floor.

5.139 The London Plan encourages the creation of new areas of publicly accessible open space, particularly green space, especially in areas of substantial change in its Policy G4. There is the opportunity to extend the adjoining Elm Road Open Space through the site as part of its new public realm provision, which will connect with similar new open space provision required at Canbury Business Park by Policy NK21.

5.140 The re-development of all of the Council's sites in the Acre Road and Elm Road area as a single development may offer particular public benefits and as such would be supported, subject to meeting the objectives of the policies of the Neighbourhood Plan. However, their separate development may offer better opportunities for local house builders and enable earlier completion.

5.141 The consultation carried out in 2019 into the initial Draft Neighbourhood Plan confirmed support for the future redevelopment of the Council's sites but many supported a diverse inclusive community with development in keeping with the area.

POLICY NK31: ACRE ROAD (MURRAY HOUSE)

Proposals to redevelop land at Murray House, Acre Road, as shown on the Policies Map, for a residential scheme, including a proportion of specialist older persons housing, will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following key principles:

- **A design strategy that;**
 - **The location and articulation of buildings on each site respond to the prominence of the frontages in long views along Acre Road;**
 - **Comprises buildings of normally no more than 3 storeys;**
 - **Retains the footpath from Acre Road to Elm Road;**
 - **Maintains the existing building line; and**
 - **Incorporates street tree planting along its frontage;**
- **The provision of an appropriate financial contribution to the delivery of a replacement community facility at Canbury Business Park (Policy NK21)**

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration shall be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston, including how this site could additionally be used to provide permanent expansion of St Luke's primary school, in line with policy NK33.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.142 The London Plan encourages the use brownfield land in public sector ownership to deliver new homes but also requires that proposals that would result in a loss of social infrastructure should only be permitted where there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community (Policy S1).

5.143 The Murray House site is likely to come forward for redevelopment in the next decade and is suited to a residential scheme, given its current primary use and the character of the surrounding area. It remains well located to deliver homes suited to older households, of one form or another, but the community facility is better re-provided off site (see Policy NK21). Using the former London Plan Density Matrix as a guide, the scheme may deliver approx. 50 new homes in flatted accommodation.

5.144 The re-development of all of the Council's sites in the Acre Road and Elm Road area as a single development may offer particular public benefits and as such would be supported. However, their separate development may offer better opportunities for local house builders and enable earlier completion.

5.145 Acre Road is a particularly good location for Sheltered accommodation / Assisted Living due to its close proximity to many local shops, pubs, and other social amenities. Redevelopment to bring the Council sites up to modern days standards would be a particular advantage, especially to the residents of Dowler Court who have suffered deteriorating living conditions for a number of years.

5.146 The consultation carried out in 2019 into the initial Draft Neighbourhood Plan confirmed support for the future redevelopment of the Council's sites but many supported a diverse inclusive community with development "in keeping" with the area.

POLICY NK32: CANBURY COURT GARAGES

Proposals to redevelop land at Canbury Court Garages, as shown on the Policies Map, for a residential scheme will be supported, provided they accord with the relevant design and other policies and they have specific regard to the following design strategy that comprises buildings of up to 3 storeys in the form of flatted accommodation, and/or terraced development in a mews court layout.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

Redevelopment will be expected to conserve and enhance the significance of the Riverside North Conservation Area and its setting.

5.147 The London Plan encourages housing delivery on all suitable and available brownfield sites, especially the redevelopment of surplus public sector owned sites (Policy H1). It also encourages the delivery of new homes on small sites below 0.25 hectares in size, which can support self-build or community-led housing schemes (Policy H2).

5.148 The garage site is no longer used efficiently for its original purpose and presents an opportunity for redevelopment. Using the former London Plan Density Matrix as a guide, the scheme may therefore deliver approx. 10 new homes in a flatted, terraced or mews-type scheme.

5.149 The London Plan also seeks to secure greater diversity in housing supply to reduce the reliance on a small number of large private developers. New and innovative approaches to development, including community-led housing, and self-build, should be pursued. Publicly owned land is one key means of achieving this objective, hence the policy requires some such provision to be made within the overall, housing tenure mix.

POLICY NK33: ST. LUKE'S PRIMARY SCHOOL

Proposals to relocate St.Luke's Primary School will be supported provided it is part of a strategy that leads to a net increase in primary school places in North Kingston.

Proposals to redevelop the site for a residential scheme, including a proportion of specialist older persons housing, will be supported, provided they accord with the relevant design and other policies. The proposals must also make provision for a new area of open space that is accessible to all new residents of the scheme and existing residents that forms an extension of the adjoining Elm Road Open Space.

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.150 The current site has been developed piecemeal over a number of years resulting in an inefficient use of land. There is therefore the potential for the phased redevelopment of the site to provide additional teaching space. Careful planning should enable the school to remain open during redevelopment with perhaps alternative temporary space being made available in the former Health Centre building at the corner of acre Road and Cross Road as necessary.

5.151 However, this policy also anticipates future proposals to rationalise, improve and increase the capacity of primary school places in North Kingston by addressing the future

of St. Luke's Primary School in Acre Road. The site is limited in its capacity and is not capable of expansion. Should acceptable proposals be made to relocate the school then the policy focuses on how the site may be reused for residential development.

POLICY NK34: KINGSTON FIRE STATION

Should proposals come forward to redevelop land at Kingston Fire Station, as shown on the Policies Map, a residential scheme will be supported, provided they accord with the relevant design and other policies and they have specific regard to a design strategy that:

- i. reflects prominence of site on Richmond Road frontage and maintains the existing building line of properties on the eastern side of the road in this vicinity;**
- ii. comprises buildings of up to 4 storeys on the Richmond Road frontage but no more than 3 storeys any other part of the site are considered appropriate;**
- iii. avoids large, unarticulated expanses of building blocks or service yards adjoining the rear of residential properties in Tudor Close or to the public open space on the junction of Tudor Close and Richmond Road;**
- iv. includes a landscape scheme with frontage trees and amenity land to Richmond Road.**

Proposals for the future development of this site should include the provision of community services, including where appropriate arts and cultural facilities, commensurate with the size of the planned development. Consideration should be given to the need for additional healthcare and educational facilities to support the population growth in North Kingston.

The proposals must include some provision for community-led housing and/or self-build in the tenure mix.

Proposal to redevelop must include either a replacement fire station, on the site or an under-taking that the provision of Fire Service cover will be maintained nearby, commensurate with the additional development anticipated in the Borough.

Redevelopment will be expected to demonstrate a significant net gain in the biodiversity of the site, commensurate with its size.

5.152 The London Plan encourages housing delivery on all suitable and available brownfield sites, especially the redevelopment of surplus public sector owned sites (Policy H1). It also states that proposals that would result in a loss of social infrastructure ... *should only be permitted where ... there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community*" (Policy S1).

5.153 There may be an opportunity through redevelopment to increase the efficient use of the land, but only if it becomes surplus to requirements and assuming the Fire Service is able to demonstrate the community will continue to be properly served by a new location. Using the former London Plan Density Matrix as a guide, the scheme may therefore deliver approx. 35 – 50 new homes in flatted and other housing forms.

5.154 The London Plan also seeks to secure greater diversity in housing supply to reduce the reliance on a small number of large private developers. New and innovative approaches to development, including community-led housing, and self-build, should be pursued. Publicly owned land is one key means of achieving this objective, hence the policy requires some such provision to be made within the overall, housing tenure mix.

6. IMPLEMENTATION

6.1 The Neighbourhood Plan will be implemented through the Borough Council's consideration and determination of planning applications for development in the North Kingston Neighbourhood Area.

DEVELOPMENT MANAGEMENT

6.2 Most of the policies contained in the Plan will be delivered by landowners and developers. In preparing the Plan, care has been taken to ensure, as far as possible, that the policies are achievable.

6.3 Whilst the local planning authority will be responsible for development management, the Forum will use the Plan to frame its representations on submitted planning applications. It will also work with The Borough Council to monitor the progress of sites coming forward for development.

LOCAL INFRASTRUCTURE IMPROVEMENTS

6.4 The Forum proposes that the priorities for investment of future Community Infrastructure Levy funding allocated by the local planning authority and to the Neighbourhood Forum are considered and decided by the community and can be found in the table below. We re-request each project is prioritised according to a time frame once the Neighbourhood Plan is adopted. The proposed timeframes are:

Priority 1: 1-2 years post adoption

Priority 2: 2-5 years post adoption

Priority 3: 5+ years post adoption

6.5 This series of local infrastructure projects will be prioritised for investment from Section 106 agreements and the Borough Council's Community Infrastructure Levy (CIL). A minimum of 25% of the levy collected from development in the Neighbourhood Area will be passed by the Borough Council for investments listed in 6.4 of this Neighbourhood Plan.

6.6 The confines of a designated Neighbourhood Area will also define where the meaningful proportion (25%) will be spent. Only 25% of the CIL raised in the Neighbourhood Area will be prioritised for spend within the Neighbourhood Area, regardless of the wider committee.

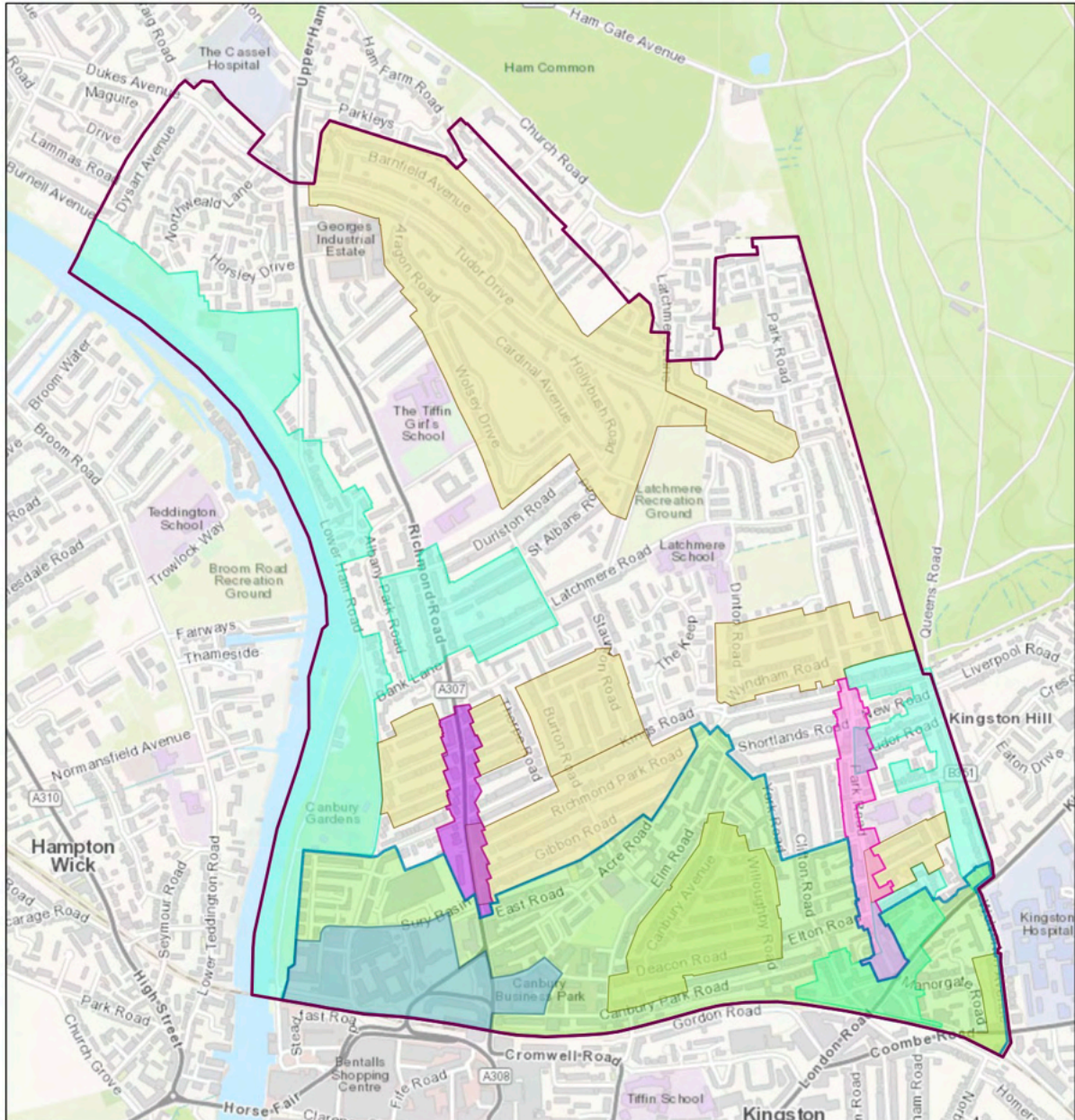
6.7 It is proposed that once the Neighbourhood Plan has been adopted, a member of the Neighbourhood Forum will be co-opted onto the Kingston Town Neighbourhood Committee at the time of project determination.

**Community Infrastructure Levy
project priority list for community consultation
(for implementation once the Neighbourhood Plan is adopted)**

Project Group	Priority 1 1-2 years	Priority 2 2-5 years	Priority 3 5+ years
Sports, recreation and leisure			
Latchmere Recreation Ground: multi-use pavillion including toilets and cafe			
Public swimming pool: within a comfortable walking/cycling distance			
Hawker Centre: expansion to consider indoor sports provision			
Permanent fixed sport equipment facilities: to promote improved health and well being			
Open spaces and parks			
Canbury Gardens: including projects identified through the MasterPlan			
Dinton Fields: improvements to existing facilities subject to them being accessible to the local community			
Public parks and gardens improvements: including maintenance			
Heritage			
Projects to commemorate North Kingston's 80 years of aviation history, including the proposal to locate a Hawker Hunter plane opposite the site of the Richmond Road factory where it was built, and bringing home Carol Hodgson's sculpture currently languishing in the Cattle Market car park https://tinyurl.com/yatl5a67			
Public services			
Adult education: to enable school premises to offer their facilities during non-teaching times subject to security provision			
Wayfinding: to rationalise and improve the design of signage across the 2 wards, to identify and direct to key commercial sites, parades, walking/cycling routes and heritage sites			
Electric vehicle Charging: to review emerging technologies and innovative ways of providing effective charging infrastructure			
Broadband: to encourage a Smart City approach for improvements to local digital connectivity as home working is likely to become the new norm			
A new community/multi-cultural hub: including specialist care facilities			
Youth services: establishing dedicated youth facilities to address the limited youth provision in the area.			
Community services: to retain waste and			

recycling facilities at Sainsburys and undertake a review of street litter bins with a view to improving provision, including addressing the persistent dog fouling problems and active enforcement in hot spot areas			
Public transport: to encourage improvements to public transport services and facilities across the neighbourhood, including school buses and bus shelter data.			
Crime and security: to encourage improvements to managing crime and security in the neighbourhood			
Conveniences			
Drinking fountains: establish free drinking fountains/water bottle refill stations in all parks			
Community toilet scheme: support to widen the scheme to all parks			
Business and employment			
Shopping parades: encourage a common shop front theme with widening of the pavements to allow for greening and pop up stalls to enhance visual interests			
Parking: review short term vehicle parking to encourage use of local businesses and review cycle parking opportunities			
Delivery vehicles: to encourage the co-ordination of delivery vehicle movements utilising sustainable transport options			
Employment land and premises marketing: to manage the marketing of vacant commercial premises before a change of use will be consented			
Public realm improvements			
Kingston Rail Bridge: improvements to the bridge undercut as an important pedestrian route			
Aesthetic improvements to the streetscape: including tree planting, pavement widening, landscaping, art work, seating			
Walking and cycling: improvements to walking and cycling routes including reviewing Pelican and Copenhagen crossings for greater pedestrian safety			

North Kingston Neighbourhood Plan Policy Map
NK1: Intensification Zone, NK2: Transition Zone, NK3: Dev. Corridors, NK7: LASC & CAs

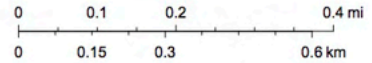


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- NKF BOUNDARY
- NK1 -Intensification Zone
- NK 2 Transition Zone - Suburban Area
- NK 3 Key Development Corridors
- NK3 - PARK ROAD CORRIDOR
- NK3 - RICHMOND ROAD CORRIDOR
- NK 7 - Local Areas of Special Character
- i. TUDOR ESTATE
- ii. WYNDHAM ROAD/BOCKHAMPTON ROAD

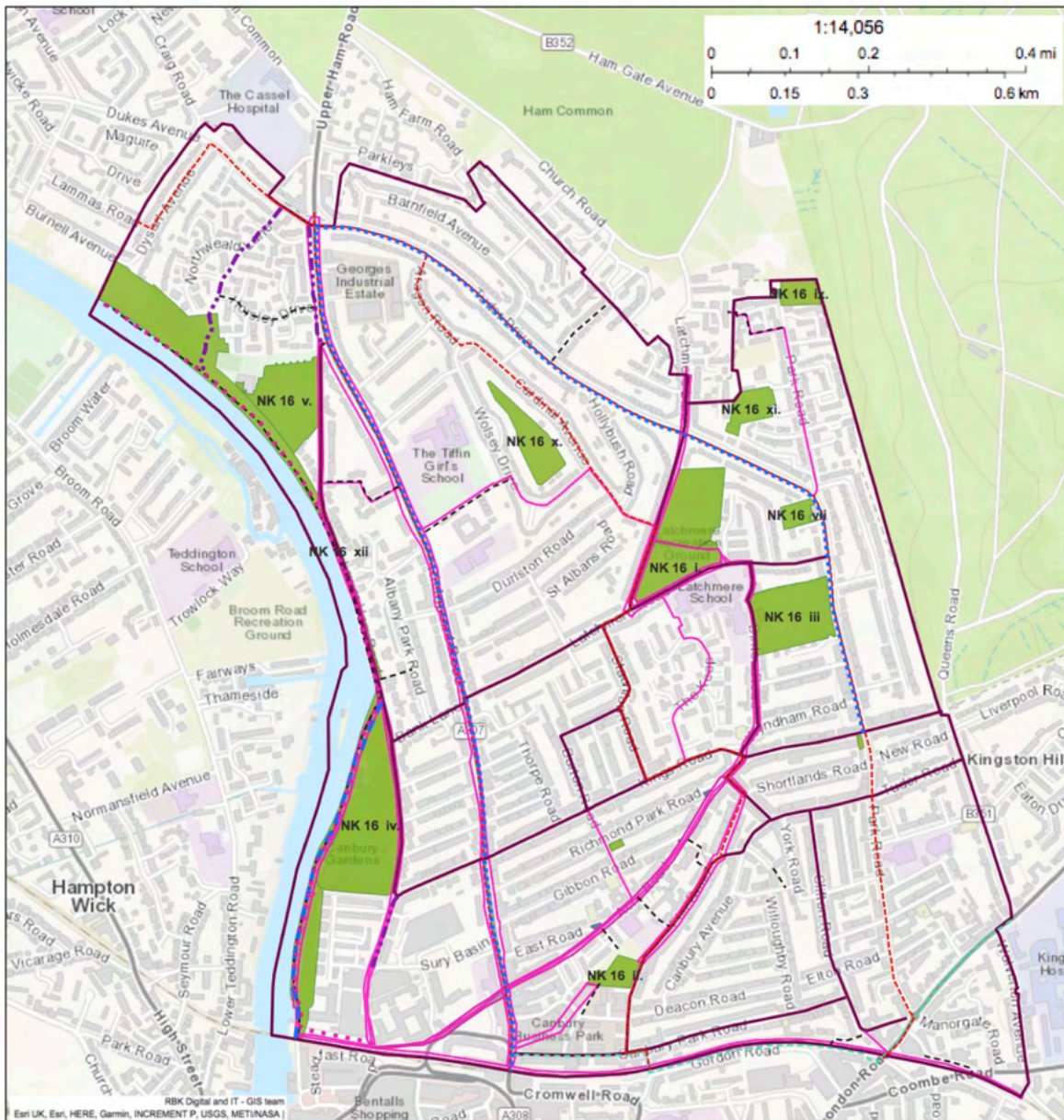
- iii. WOODSIDE ROAD/CHESTNUT ROAD/EASTBURY ROAD
- iv. BOROUGH ROAD/PRINCES ROAD/ARTHUR ROAD
- ix. OSBORNE ROAD/WINDSOR ROAD/BEARFIELD ROAD
- v. WOLVERTON AVENUE
- vi. STAUNTON ROAD/PARK FARM ROAD
- vii. GIBBON ROAD/RICHMOND PARK ROAD
- viii. WILLOUGHBY ROAD/CANBURY AVENUE
- x. TUDOR ESTATE
- Conservation Areas



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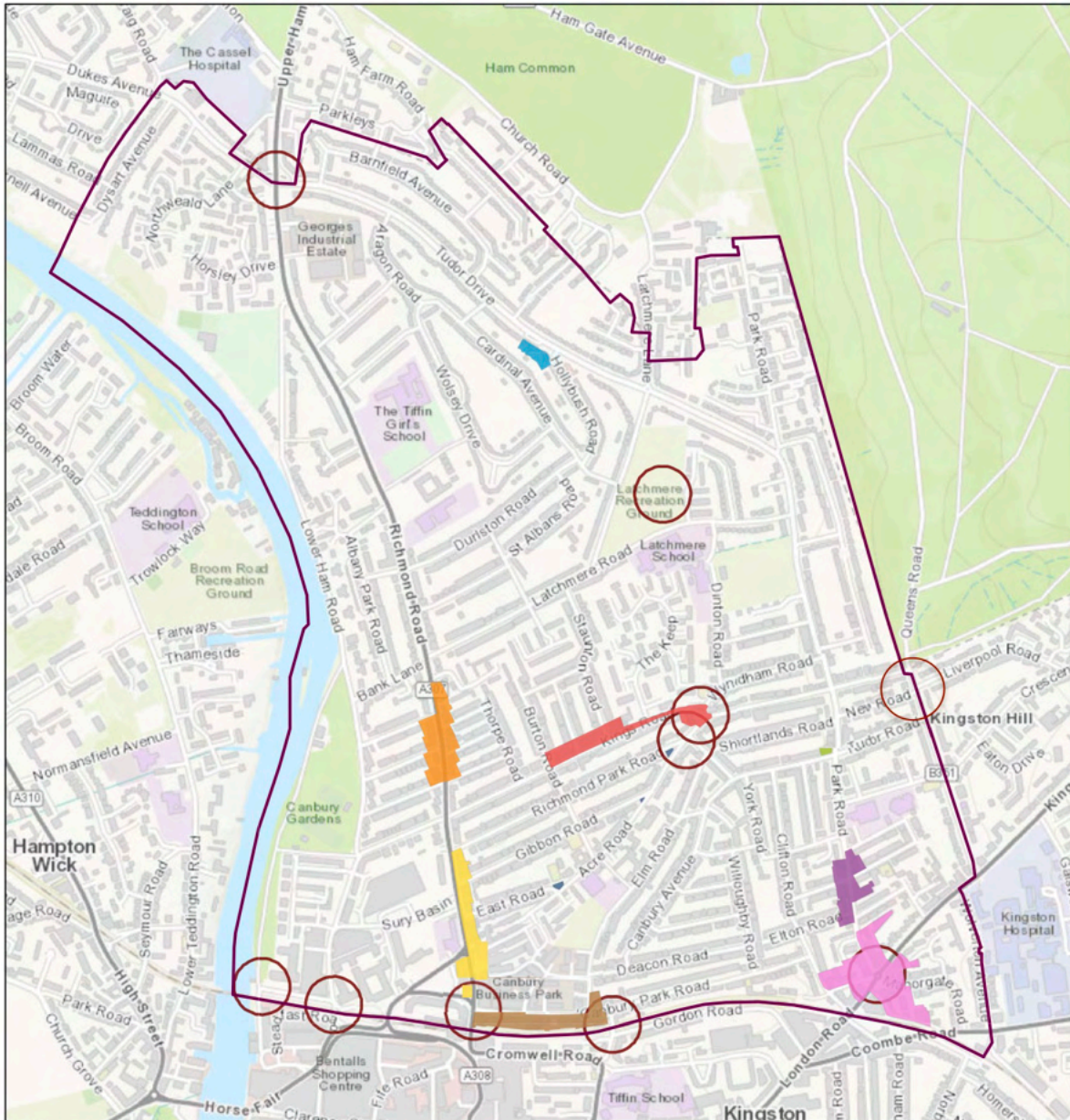
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North Kingston Neighbourhood Plan - Policy NK12: Access & Movement,
Policy NK15: Green Infrastructure Network and Policy NK16: Local Green Spaces



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- Shared cycle/Pedestrian
 - SUSTRANS CYCLE ROUTE 4
 - RBK BUSY CYCLE ROUTE
 - RBK BRIDLEWAYS
 - Bus Routes
 - GoCycle Route
 - Quiet Routes (existing)
 - NKF BOUNDARY
 - GC v. CANBURY BUSINESS PARK VIA ELM REC AND ASHWAY CENTRE TO ELM ROAD FURTHER TO CROSS ROAD AND DINTON FIELD VIA THE CO-OP ONTO LATCHMERE REC AND FURTHER VIA LATCHMERE LANE TO CHURCH ROAD.
 - GREEN SECONDARY ROUTE (GSR): GSR CO-OP VIA ACRE ROAD AND KINGSGATE ROAD TO CANBURY GARDENS VIA DOWNHALL ROAD
- NK15 Green Infrastructure Network**
- FFR ix. Linking BURTON ROAD to ELM REC via ACRE ROAD
 - FFR vi. Linking the ACRE ROAD GSR to KINGSTON HILL
 - FFR vii. Linking PARK ROAD to LATCHMERE LANE via SOPWITH CLOSE
 - FFR viii. Linking the TKA to LATCHMERE RECREATION GROUND
 - FFR x. Linking the RIVERSIDE to KINGS ROAD via KINGSGATE and ACRE ROAD
 - FFR xi. Linking the SKERNE ROAD GREEN CORRIDOR to RICHMOND ROAD via LOWER HAM ROAD
 - FFR xii. Linking the ACRE ROAD GREEN SECONDARY ROUTE (GSR) to LATCHMERE
 - FFR xiii. Linking KINGS ROAD to LATCHMERE RECREATION GROUND via THE KEEP
 - FFR xiv. Linking RICHMOND ROAD to the Riverside Towpath via GROSVENOR GARDENS
 - GC i. The RAILWAY LINE
 - GC ii. The southern stretch of CANBURY GARDENS
 - GC iii. SKERNE ROAD
 - GC iv. RICHMOND ROAD
- NK 12 - Access and Movement**
- i. PEDESTRIAN WALKWAY: TIFFIN GIRL SCHOOL/TKA
 - ii. RICHMOND ROAD/HORSLEY DRIVE TO THE RIVER THAMES CYCLING PATH
 - iii. ELM CRESCENT TO ELM RECREATION GROUND
 - iv. ELM ROAD TO ELM RECREATION GROUND VIA OUNSLow HOUSE
 - ix. TOWPATH AND WALKING AND CYCLING ROUTES THROUGH CANBURY GARDENS
 - v. ACRE ROAD TO ELM ROAD VIA PASSAGE WAY TO SIDE OF ST LUKE'S SCHOOL
 - vi. LOWTHER ROAD TO FLORENCE ROAD
 - vii. ELM ROAD THROUGH TO ACRE ROAD BESIDE THE WYCH ELM PUBLIC HOUSE AND MURRAY HOUSE
 - viii. BURNHAM STREET TO COOMBE ROAD
 - x. ORCHARD WALK
 - xi. ALBANY PARK ROAD TO LOWER HAM ROAD
 - xii. ANNE BOLEY'S WALK TO LATCHMERE CLOSE
 - xiii. GROSVENOR GARDENS TO LOWER HAM ROAD
 - xiv. PARK ROAD TO LATCHMERE LANE via SOPWITH CLOSE
- NK16- Local Green Spaces**
- i. LATCHMERE RECREATION GROUND
 - ii. ELM ROAD RECREATION GROUND
 - iii. DINTON FIELD
 - iv. CANBURY GARDENS
 - ix. PARK ROAD ALLOTMENTS
 - v. HAWKER CENTRE SPORTS PITCHES
 - vi. ST LUKE'S VICARAGE GARDEN SPACE
 - vii. 1ST KINGSTON HILL SCOUT GREEN SPACE
 - viii. WW11 V2 ROCKET MEMORIAL SITES
 - x. WOLSEY DRIVE ALLOTMENTS
 - xi. PARKFIELDS ALLOTMENTS
 - xii. CANBURY RIVERSIDE

North Kingston Neighbourhood Plan
 Policy NK9: Parades, Policy NK17: Pocket Parks, Policy NK18: Public Realm



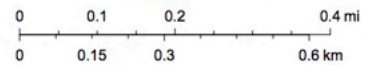
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NK 9 - Local Centres - Shopping Parades

- i. KINGS ROAD PARADE
- ii. TUDOR PARADE
- iii. PARK ROAD NORTH PARADE
- iv. PARK ROAD SOUTH PARADE
- v. RICHMOND ROAD NORTH PARADE
- vi. RICHMOND ROAD SOUTH PARADE
- vii. KINGSTON HILL GATEWAY - HUB
- viii. KINGSTON GATEWAY - HUB
- NK9 BOUNDARY
- NK 17 - Pocket Parks
 - i. RICHMOND PARK ROAD
 - ii. GIBBON ROAD
 - iii. EAST ROAD / ACRE ROAD
- NK 18 - Public Realm
 - i. NORTHERN ENTRANCE GATEWAY HAM PARADE JUNCTION TUDOR DRIVE/DUKE'S AVE/RICHMOND ROAD

- ii. SOUTHERN ENTRANCE GATEWAY BELOW KINGSTON RAILWAY BRIDGE
- iii. SOUTHERN ENTRANCE GATEWAY SKERNE ROAD BELOW KINGSTON RAILWAY BRIDGE
- iv. SOUTHERN ENTRANCE GATEWAY RICHMOND ROAD - KINGSTON STATION
- ix. JUNCTION OF RICHMOND PARK ROAD / ACRE ROAD / CROSS ROAD
- v. SOUTHERN EASTERN ENTRANCE GATEWAY PARK ROAD ROUNDABOUT
- vi. EASTERN ENTRANCE QUEENS ROAD JUNCTION WITH KINGS ROAD TO TUDORROAD
- vii. SOUTHERN ENTRANCE CANBURY PARK ROAD/QUEEN ELIZABETH ROAD/ UNDER RAIL BRIDGE
- viii. JUNCTION OF KINGS ROAD/ ACRE ROAD
- x. LATCHMERE RECREATION GROUND

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APPENDICES

APPENDIX A – NORTH KINGSTON COMMUNITY FACILITIES

APPENDIX B – CONSERVATION AREAS AND LOCAL AREAS OF SPECIAL CHARACTER

APPENDIX C – LISTED BUILDINGS AND LOCALLY LISTED BUILDINGS

APPENDIX D – LOCAL GREEN SPACE REVIEW

APPENDIX A – NORTH KINGSTON COMMUNITY FACILITIES

OVERVIEW

North Kingston enjoys a range of community facilities that are widely used, appreciated and which support the community's needs. The existing facilities are broadly categorised as:

Table A1: types of facilities within the North Kingston Neighbourhood Area

Public services	Sports, recreation & leisure	Arts & culture
Educational facilities Healthcare and emergency services Places of worship Libraries Noticeboards Community support groups	Sports pitches Recreation facilities Children's playgrounds Youth provision Community rooms Neighbourhood eateries	Arts & culture facilities Music venues Heritage monuments
Open spaces & parks		Conveniences
Parks and gardens Recreational grounds Pocket parks and street planting Allotments Notable green spaces and seating areas		Post offices Banks/ATMs Local shopping parades Waste and recycling facilities Public toilets Public Computers and Wi-Fi Petrol stations and electric vehicle charging points

Continuing to have a range of local community services within the neighbourhood which reflect the community's needs is imperative to ensuring a desirable, well-functioning neighbourhood with strong community cohesion. Furthermore, locally-based amenities will help to encourage walking/cycling over driving, which is vital to our many less-mobile residents.

The population growth in North Kingston over the next few years will see an increased demand on these existing facilities, many of which will need to be upgraded or expanded to meet those demands, and additional provision introduced.

Policy NK11 seeks to protect community facilities in the local area and to encourage improvements to facilities and services to meet local demand and need. The loss of these community facilities will be resisted unless there is robust evidence that confirms the facility is no longer needed.

A full list of the existing facilities can be found in the accompanying Appendix A report.

APPENDIX B – CONSERVATION AREAS AND LOCAL AREAS OF SPECIAL CHARACTER

CONSERVATION AREAS

Richmond Road conservation area was designated in September 1998, consisting of 184 properties in an area of 7.2 hectares. The Richmond Road area is a late Victorian residential development of distinctive groups of red brick houses.

Park Road conservation area was designated in June 1989, consisting of 184 properties in an area of 7.2 hectares. The Park Road area has fine Victorian houses, and local shops dating from 1890–1900

The Riverside North conservation area was designated in November 2004, consisting of 62 properties in an area of 27.04 hectares. Riverside North is characterised by the intimate relationship with the River Thames, the islands, the Barge Dock and the riverside buildings on the opposite bank, which include Victorian boathouses and large Victorian houses within land-scaped grounds.

Liverpool Road (partly in North Kingston) conservation area was designated in November 1980 and extended in October 1990, consisting of 113 properties in an area of 40.6 hectares. Liverpool Road is an area of individually designed detached and semi-detached houses dating from the 1850s set in a mature landscape on the edge of Richmond Park.

LOCAL AREAS OF SPECIAL CHARACTER

There are 5 existing Local Areas of Special Character (LASC)

1. Tudor Estate: Built during the suburban house building boom of the “inter-war” period the Tudor Estate, of mainly two-storey semi-detached houses, is distinguished by the “Tudorbethan” style of most of the properties. The attractive and generally well maintained wide grass verges, particularly on Tudor Drive, make an important contribution to the area's amenity
2. Wolverton Avenue; A tree-lined street of grand and generally detached late Victorian Houses
3. Woodside Road and Eastbury Road; Adjoining streets of attractive but modest late Victorian and Edwardian houses
4. Wyndham Road and Bockhampton Road; Adjoining streets of attractive but modest Edwardian houses
5. Borough Road, Princess Road and Arthur Road: Adjoining streets of mainly modest cottages, off Park Road. The mainly later Victorian houses are punctuated by more recent developments

Policy NK7 proposes to recommend five new Local Areas of Special Character designations justified in both Canbury and Tudor wards:

Tudor Ward:

1. Tudor Estate: extending the existing designation to cover the area of Tudor Drive to the Park Road junction
2. The Windsor Road/Osborne Road/Bearfield Road enclave

Canbury Ward:

3. Staunton Road/Park Farm Road: The adjoining streets of Park Farm Road, Chesfield Road, Burton Road and the Southern part of Staunton Road form a coherent enclave of late Victorian and Edwardian houses.
4. Gibbon Road/Richmond Park Road/Burton Road south : The area surrounding St Luke's church and the nearby streets comprise an area of buildings which together represent reasonably well preserved examples of late Victorian and Edwardian domestic architecture.
5. Willoughby Road/Canbury Ave/Deacon Road: And extending to part of Canbury Park Road typifies the character of much of Canbury Ward during the early development following the opening of Kingston Town railway station in 1863.

Full justification and descriptions of the recommended areas for new listing can be found in the accompanying Appendix B report.

APPENDIX C – LISTED BUILDINGS AND LOCALLY LISTED BUILDINGS

Policy NK8 outlines the importance of a number of fine buildings within Canbury and Tudor wards. 37 buildings or blocks of buildings are recognised for their importance to the character of North Kingston.

These were originally recognised in the Unitary Development Plan in 1989/1992 as Buildings of Townscape Merit, but this designation was recently updated to Locally Listed Building with updated criteria for that designation.

These buildings are all of considerable importance and help define the area's character. The Forum therefore recommends the current list be retained and recommends to the Borough that an additional 8 buildings or blocks of buildings are designated as Locally Listed Buildings and, subject to further consultation subsequently considered for Listing:

1. The Kingston Academy (main building), Richmond Rd, KT2 5PE
2. 162 - 174 Tudor Drive, including the Parade and Cardinal Public House
3. St Luke's Vicarage, 4 Burton Rd, KT2 5TE
4. Latchmere School (main building), Latchmere Rd, KT2 5TT
5. Dysart Estate Historic Wall, 102-110 Lower Ham Rd
6. 18-22 Clifton Rd, KT2 6PH
7. Queens Head Public House, 144 Richmond Rd, KT2 5HA
8. Wych Elm Public House, 93 Elm Rd, KT2 6HT

Full justification and descriptions of the recommended buildings for new listing can be found in the accompanying Appendix C report.

APPENDIX D – LOCAL GREEN SPACE REVIEW

OVERVIEW

Policy NK16 designates the following locations as Local Green Spaces:

1. Latchmere Recreation Ground
2. Elm Road Recreation Ground
3. Dinton Field
4. Canbury Gardens
5. Hawker Centre playing fields
6. St Luke's Vicarage garden
7. 1st Kingston Hill Scouts green space
8. WWII V2 Rocket memorial site
9. Grassed verges
10. Park Road, Wolsey Drive and Parkfields allotments
11. Canbury & Tudor riverside

Proposals for development will be considered inappropriate unless they are of a type that is exempted by national policy on the Green Belt. Proposals for inappropriate development will only be supported if very special circumstances can be demonstrated.

The National Planning Policy Framework (NPPF) states that local communities, through local plans, are able to identify Local Green Space for specific protection.

Paragraphs 99 to 101 of the NPPF introduce a Local Green Space designation (LGS) to protect local green areas of particular importance to local communities. Once designated, the LGS is subject to the same strong development restrictions as Green Belt, and new development here is ruled out other than in special circumstances.

Paragraph 100 of the NPPF set out the criteria that green space must meet in order to be designated as Local Green Space:

"The Local Green Space designation should only be used where the space is:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity, or richness of its wildlife; and
- c) local in character and is not an extensive tract of land."

The NK Forum has undertaken a qualitative review of the key green spaces within the Forum area, to identify potential sites to be designated as Local Green Space.

Full justification and recommendations for areas to be designated as Local Green Space can be found in the accompanying Appendix D report.