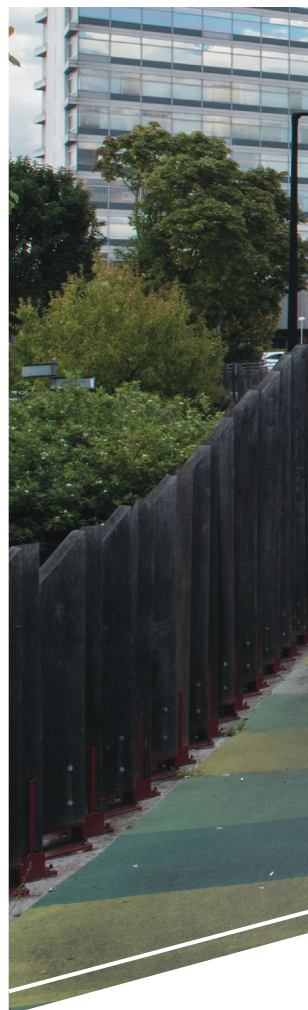




kingston
looking forward together



LOCAL PLAN

Early Engagement (Regulation 18) **May 2019**

www.kingston.gov.uk/newlocalplan



Foreword

Many residents and visitors are attracted to the borough because of its rich history and character. Kingston town is a regional retail and commercial centre with an attractive riverfront, and other district centres each have their own distinctive characters. We also benefit from widespread green spaces and parks.

The borough has seen huge change and innovation throughout its history, with the last few decades seeing steady growth. Looking to the future, the borough of Kingston will see further significant growth to meet the ever increasing demand for new homes, jobs and infrastructure. The draft London Plan, issued by the Mayor of London in December 2017, sets our borough massively increased housing targets - we are challenging those targets but, whatever the outcome, it is clear that we need to see a step change in building more homes to meet the needs of our residents. The Local Plan is the document that sets out our long term vision for the required growth, whilst at the same time protecting the rich character, heritage and culture for future generations to enjoy.

Our current Local Plan was adopted in 2012 and now needs updating. This consultation is the first stage in

the process towards our new plan, which is planned to be adopted in late 2021 or early 2022. It sets out some of the challenges we face and seeks your views as to how we may meet those challenges. The results of this consultation will feed into and help formulate the first draft of our new plan and there will be further opportunities for public engagement as the plan progresses.

We are committed to involving all communities in this new plan so please do let us know your views and please also encourage your family, friends, neighbours and colleagues to respond. We are also looking for feedback from people outside the borough: those who work, study or visit, and people who may want to live here in the future. It's exciting to start this journey to a new Local Plan and we look forward to hearing from you.

Councillor Malcolm Self

Portfolio Holder for Planning Policy, Culture & Heritage
Deputy Leader of the Council

Councillor Jon Tolley

Portfolio Holder for Resident Engagement



Table of Contents

1.	What is this about?	06
2.	The future evolution of the borough of Kingston	10
3.	Should we also think about...	22
4.	Infrastructure	24
5.	Design	26
6.	Housing	28
7.	Businesses and jobs	35
8.	Transport	46
9.	Is there anything else...	50
10.	How to get involved	51

1. What is this about?

This consultation document is the start of developing a new Local Plan for the borough. It sets out why we need a new plan, how we can tackle the challenges facing the borough and how we can shape the change that is needed. This plan will cover the period 2019 to 2041.

The number of people living in the borough of Kingston is set to increase by nearly 34,000¹ between 2019 and 2041. This means that we must build more homes, workplaces and services to support our growing population, which will change the look and feel of our borough. We can manage this change to create places which give people in the borough of Kingston a good quality of life, contributing to their health and wellbeing.

We need your vision for the future of the Royal Borough of Kingston. What will our neighbourhoods feel like in the future? What homes and workplaces do we want?

How do we move around? How do we use our parks, squares and streets? What role do our health services play in our lives? How do we learn? How do places feel as we change and grow older? The places we create have a huge impact on all of these aspects of our lives - and that is why we need you to share your thoughts on the evolution of the borough over the next few decades.

We will use your views to help inform this process and the policies and any development site allocations it contains. You don't need to answer every question, but we encourage you to answer as many of these as possible to help inform our new plan. As part of this consultation, we have included the ideas people have already suggested for potential development sites - please see the Sites Assessments. **Please share your views and put forward your ideas.**

What is a Local Plan?

A Local Plan sets out a vision for the future of the borough, and includes local planning policies to manage that change, and guiding the future location and type of developments and land uses, such as housing, shops, education and healthcare facilities, restaurants and offices. These policies are key considerations when deciding whether to approve planning permissions for development. Government policy requires us to have an up to date plan which positively plans for the needs of the borough and is flexible enough to respond to future changes.

The borough of Kingston's current Local Plan is made up of:

- the **Core Strategy**, adopted in 2012, sets out the long-term vision for the borough, the objectives we are trying to achieve, and policies to deliver that vision. We also apply the policies when we consider planning applications.
- **Kingston Town Centre Area Action Plan** adopted in 2008; and

- the **South London Waste Plan** adopted in 2012 and shared with the boroughs of Sutton, Merton and Croydon.

A lot has changed since these plans were prepared, and the objectives and policies they contain do not now provide an overall strategy for the future to meet the need for homes, jobs and infrastructure. That is why we are reviewing it.

The council's Local Plan forms part of the wider Development Plan for the borough. The London Plan, prepared by the Mayor of London, also forms part of the Development Plan. When we assess planning applications, we use the whole Development Plan: the borough of Kingston's Local Plan and the London Plan.

Importantly, our Local Plan must be in "general conformity" with the London Plan. We also need to be consistent with national planning policy. Because of this, we do not have complete freedom about what we can or cannot put in our Local Plan.

¹ Greater London Authority 2016 - based housing led population projections

Developing a Local Plan

This is the first stage of developing a Local Plan, and is the widest engagement stage where we gather all of the ideas which will inform the development of the plan. This is a statutory stage, referred to as Regulation 18 because it is Regulation 18 of the Town and Country Planning (Local Plans) Regulations 2012.

After this stage, we will use the consultation feedback and evidence to draft a new Local Plan. We will then consult on the draft document to enable the community to give us their views about the policies and strategy. This is not a statutory stage, but the council welcomes the views of the community at this stage.

We then need to publish the final version that we think is ready to submit to the Secretary of State for consideration. This is a statutory stage, Regulation 19. At this stage, the community should only comment on the 'soundness' of the document. Plans are 'sound' if they are:

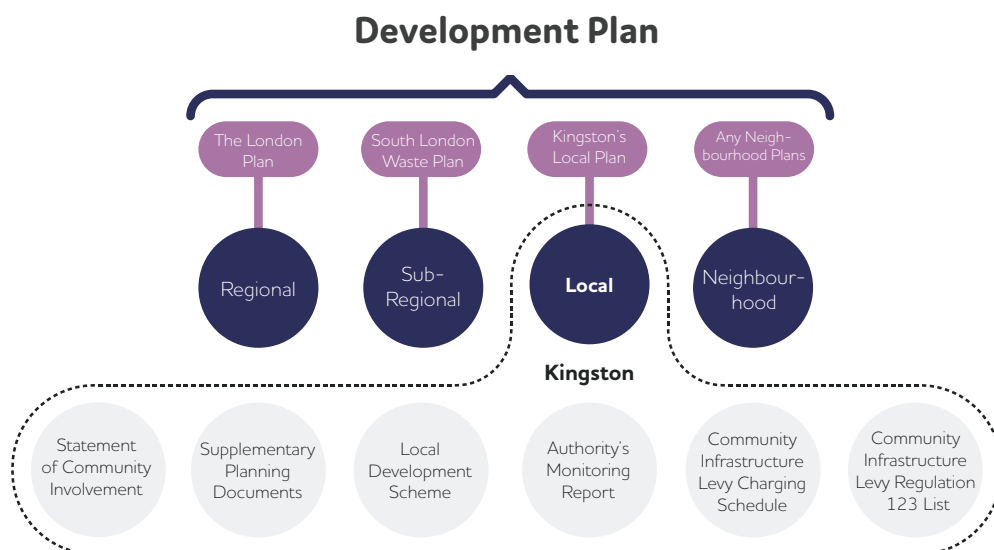
- Positively prepared - providing a strategy which, as a minimum, seeks to meet the needs of the area and in appropriate circumstance, any unmet needs from neighbouring areas;
- Justified - an appropriate strategy, taking into account any reasonable alternatives and based on evidence;
- Effective - deliverable over the plan period, based on effective joint working across borough boundaries on strategic matters; and
- Consistent with national policy.

After this stage, the council will submit the plan to the Secretary of State. Only minor changes can be made at this stage - if more significant changes are needed, the Regulation 19 consultation must be run again.

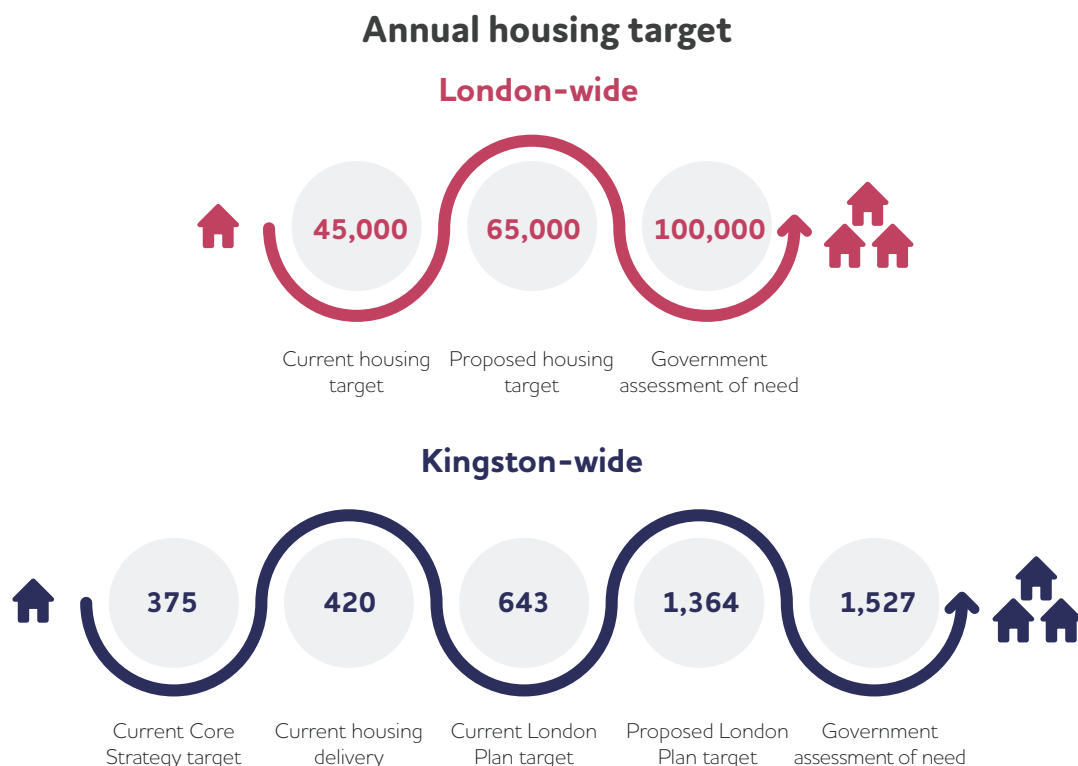
The Secretary of State will appoint an independent inspector to consider whether the new Local Plan is 'sound' and the necessary legal tests have been met. This includes whether the consultation was carried out in accordance with the borough's Statement of Community Involvement (a statutory document which sets out how we will consult the community) and the borough's Local Development Scheme (a statutory document which sets out the timetable for developing the plan). The inspector will hold public hearings to hear from people who do not believe the plan is sound.

The inspector will then advise the council whether they believe the plan is sound, or can be made sound by making changes to the document. All of these changes are then consulted on before the plan can be adopted.

More detailed information about plan-making can be found on the [government's website \(gov.uk\)](https://www.gov.uk). The way we consult and engage with you is set out in the new draft **Statement of Community Involvement**².



² See New Local Plan webpage. Consultation on the new draft Statement of Community Involvement is running until 24 May 2019



Housing

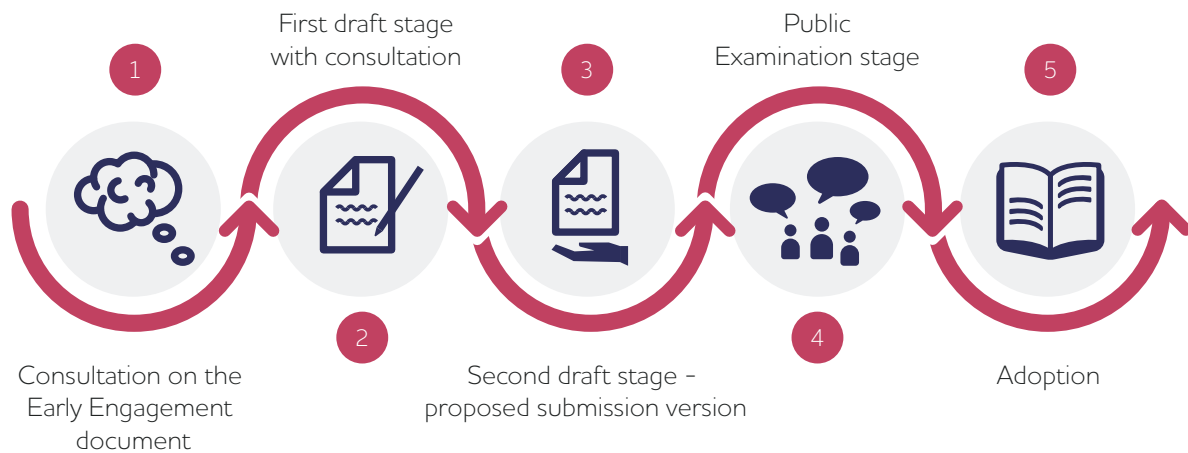
When our Core Strategy was adopted, we were planning to deliver 375 homes per year, between 2011 and 2021, a target set out in the 2011 London Plan. This target was almost doubled in the 2015 London Plan, to 643, which is the current target we are measured against by government. A draft new London Plan has been published and this proposes doubling the target again to 1,364 homes per year. This new target has been considered at a public examination in 2019 and a new, higher target (i.e. higher than the current 643) is expected at the end of 2019. (It should be noted that the council objects to the 1,364 target). Over the whole plan period proposed for the new borough of Kingston Local Plan, 2019 to 2041, this would be about 30,000 new homes over 22 years.

Nationally, there has been a failure to deliver enough homes to keep up with population growth. This is particularly pressing in London and the South East. The government believes Greater London needs to provide 100,000 homes per year. The Mayor of London believes that about 66,000 homes are needed every year. The current London Plan targets would deliver 42,000 homes per year and the new London Plan increases this to 65,000

homes per year, almost achieving the estimated need, but well below the government estimate of London's need. Either way, and even if population projections drop, there is now such a backlog of need (such as young adults unable to move into their own home) we still need to significantly increase housing numbers.

In the past, about half of London's housing target has been met by the 12 inner London boroughs. The new London Plan seeks to significantly increase housing delivery in outer London, particularly around stations and by bringing forward a lot more housing on smaller sites. The new plan increases the contribution from the 21 outer London boroughs to two-thirds of the total; almost all of the additional housing is to be provided in outer London. This includes doubling the borough of Kingston's housing target. We do not know what the housing target will be for the borough following the public examination of the Mayor's London Plan. However, the reality is that we need to see a significant increase in the amount of housing being built. We need to positively plan for this increase over the next 20 years to make sure it creates the homes and places we need.

Local Plan process



Employment and other activities

Alongside housing, we need to think about how we create spaces for people to work and access the services they need. This includes retail, food and drink, industrial and light industrial activities, office-based businesses, health, education and leisure facilities, and a whole range of other workspaces. Space is also needed for charities, clubs and places to worship. These uses and activities contribute to the culture, character and vibrancy of our neighbourhoods.

The income of the borough's residents is currently much higher than the income of its workers. The provision of more highly skilled and highly paid jobs, alongside the existing valued jobs in the borough, would benefit the local economy, the environment and wellbeing of residents. To achieve this, we need to create a more diverse and balanced economy. Importantly, even with significant investment, our transport systems would not be able to cope if housing growth was not matched by local employment for people who want to live and work in the borough.

The environment

Development can be an important factor in global greenhouse gas emissions and, through the London Plan, larger developments in the borough of Kingston are expected to be built to zero emission standards. Consideration also needs to be given to reducing the impact of transportation emissions, and on noise, local air pollution and congestion.

The borough of Kingston's local environment has a significant impact on health and wellbeing. Well-planned places encourage people to come together as a community, bring nature into everyday life and create an environment where being active is easy and enjoyable. The borough also needs to make space for nature, creating habitats and ensuring our natural environment can continue to play its life-giving role. Development and change needs to respect and enhance those things that make our neighbourhoods and spaces so treasured today.

2. The future evolution of the borough of Kingston

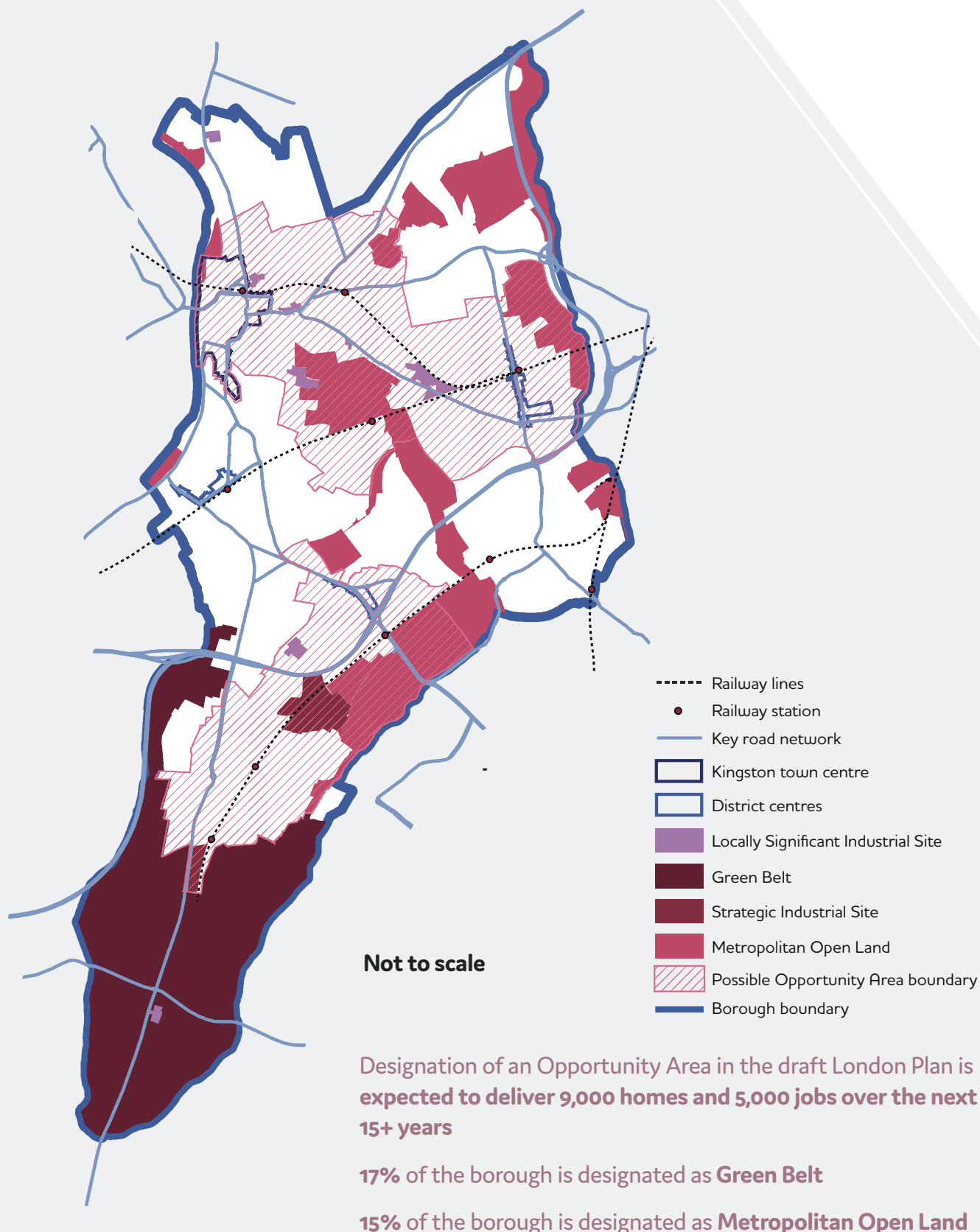


Figure 1: Borough Context

Opportunity Area

The Mayor of London has proposed to designate large areas in the borough of Kingston as an 'Opportunity Area'. This is currently being considered by independent inspectors who will report to the Mayor later in the year. The Mayor will then need to decide whether or not he adopts the Opportunity Area for the borough. If he does designate the Opportunity Area, we will need to define the detailed boundary, as the Mayor can only set out the broad location, not the specific sites included. The boundary is shown on Figure 1: Borough Context map.

What is an Opportunity Area?

London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility. (Draft New London Plan, 2017).

Q1. Do you have any comments on the Opportunity Area boundary shown?

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Site assessments

In late 2017, we asked you what sites in the borough could be developed for different uses (called the Call for Sites consultation). We've collected all the responses and put them in a document called 'Site assessments'.

We have also included sites that were submitted to the Mayor of London as part of a London-wide study of potential housing sites. This study, called Strategic Housing Land Availability Assessment, was published in 2017.

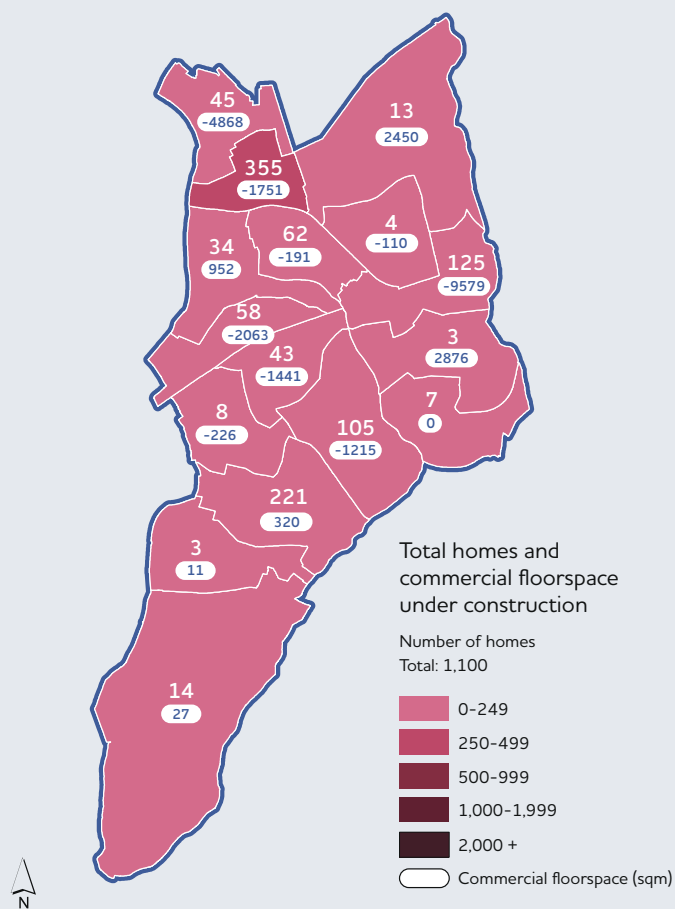
The council **does not** have a view on any specific proposal at this time and wants to hear your thoughts. Once the consultation has closed, the council will review the feedback and carry out further studies to see which sites could be included in the Local Plan, or other, documents as potential development sites.

How will our borough change over the next 22 years?

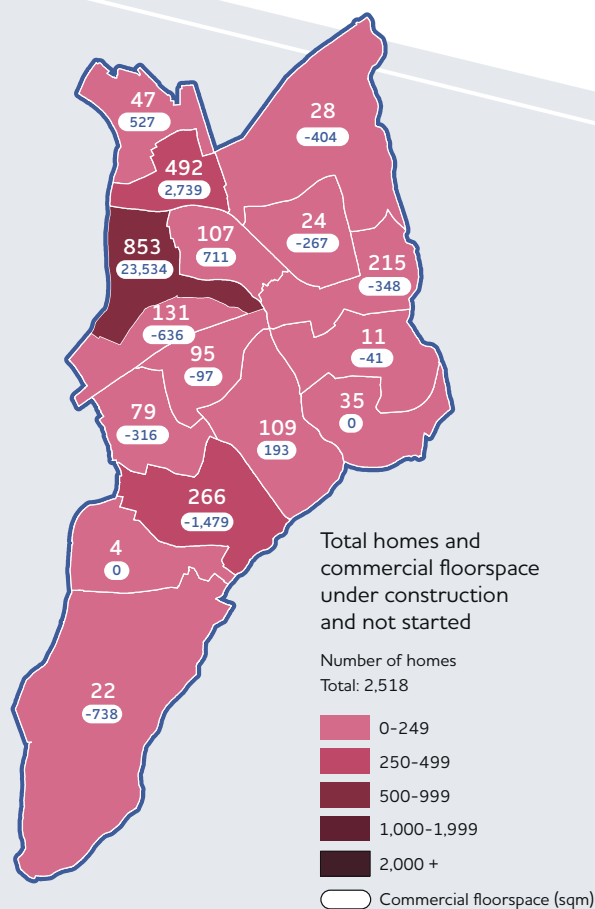
Planning permissions

We currently have about 1,000 homes being built across the borough and are losing nearly 15,000 square metres (sqm) of commercial floorspace.

We have another 1,500 homes which we have given planning permission for, but work hasn't started to build them. A small number of those may never be built, and some of them will have a different permission agreed and built instead. There is also 23,000 sqm of commercial floorspace that has planning permission, but has not yet started to be built.



Not to scale

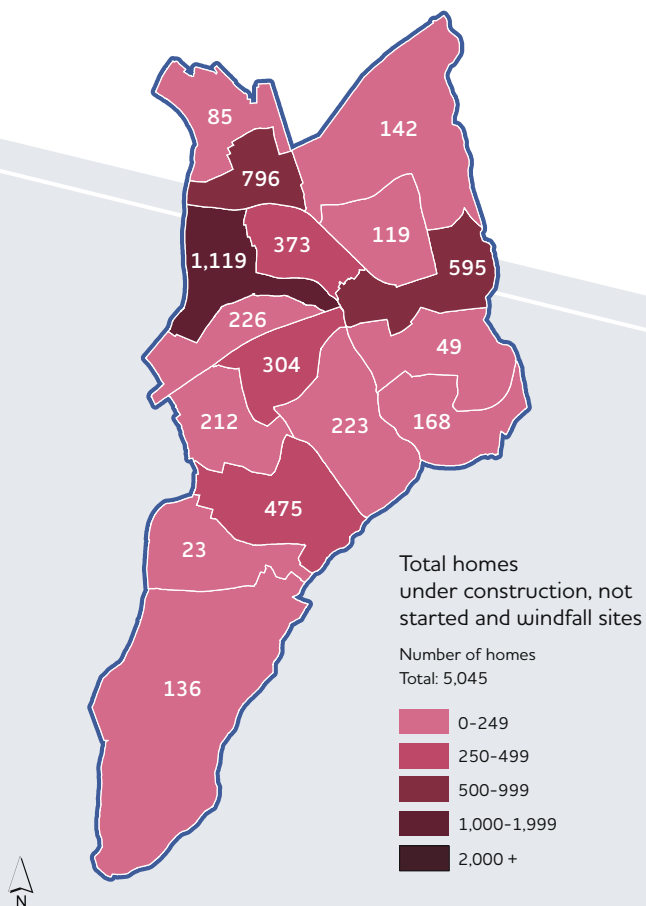


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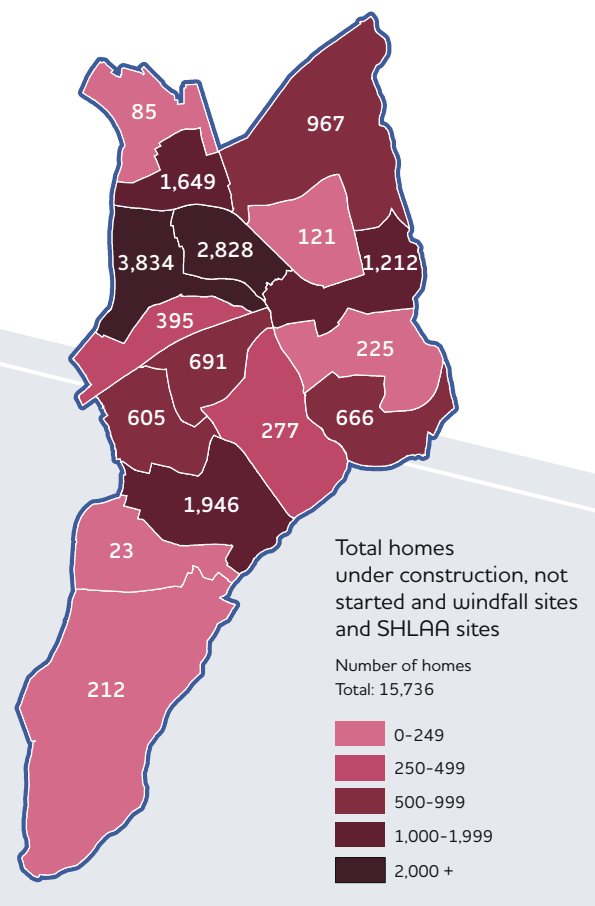
Large sites

Every year, planning applications come forward for sites we weren't aware of. These are called 'windfall' sites. If we add these to the sites already being built and sites we have granted planning permission, we have about 5,000 homes in the pipeline.

We work closely with the Greater London Authority to identify sites where we can expect housing to come forward in the future. The number of homes estimated is based on the existing London Plan density matrix and, on some sites, includes other uses such as shops and other businesses. Some of these sites are publicly available³ and some are confidential. If we include all of these sites, we get about an additional 15,700 homes by 2041.



Not to scale



Not to scale



Density

Density is the measure of how much development is on a site or proposed for a site. For housing, it is often measured as the number of homes per hectare, but can also be measured by the number of habitable rooms⁴; or bedspaces per hectare. If a site has more than one type of use (e.g. flats above shops) the non-housing use needs to be considered in calculating density.

The current London Plan has a 'Sustainable residential quality density matrix' (Table 3.2). This is a tool to help understand when a proposed

development might be under- or over-development of a site. It is a starting point, but is not intended to be applied mechanistically and is not a requirement which development must meet. Good design can, in the right circumstances, make development above the density matrix range acceptable. Constraints, such as listed buildings, can make development below the density matrix necessary. The density ranges take character (either existing or proposed for large sites or areas) and the index of public transport accessibility level (PTAL) into account.

So, where are we now?

Development type	Approximate number of homes
Under construction	1,000
With permission but not started	1,500
'Windfall' sites	2,500
Large sites	10,700
Total	15,700

These sites are the basis for about half of the proposed new London Plan housing target for the borough of about **30,000** additional homes between 2019 and 2041.

Going forward, if we are to double housing delivery to meet the draft London Plan target, we will need to find

approximately 15,000 more homes to add to those already in the pipeline and on the large sites we have already identified. We put forward two ideas as to how this might be achieved: widespread growth or concentrated growth.

⁴Habitable rooms are any room for sleeping, cooking, living or eating; such as bedrooms, living rooms, dining rooms, and larger kitchens etc. It does not include bathrooms or toilets, service rooms, corridors, laundries, hallways, utility rooms or similar spaces.

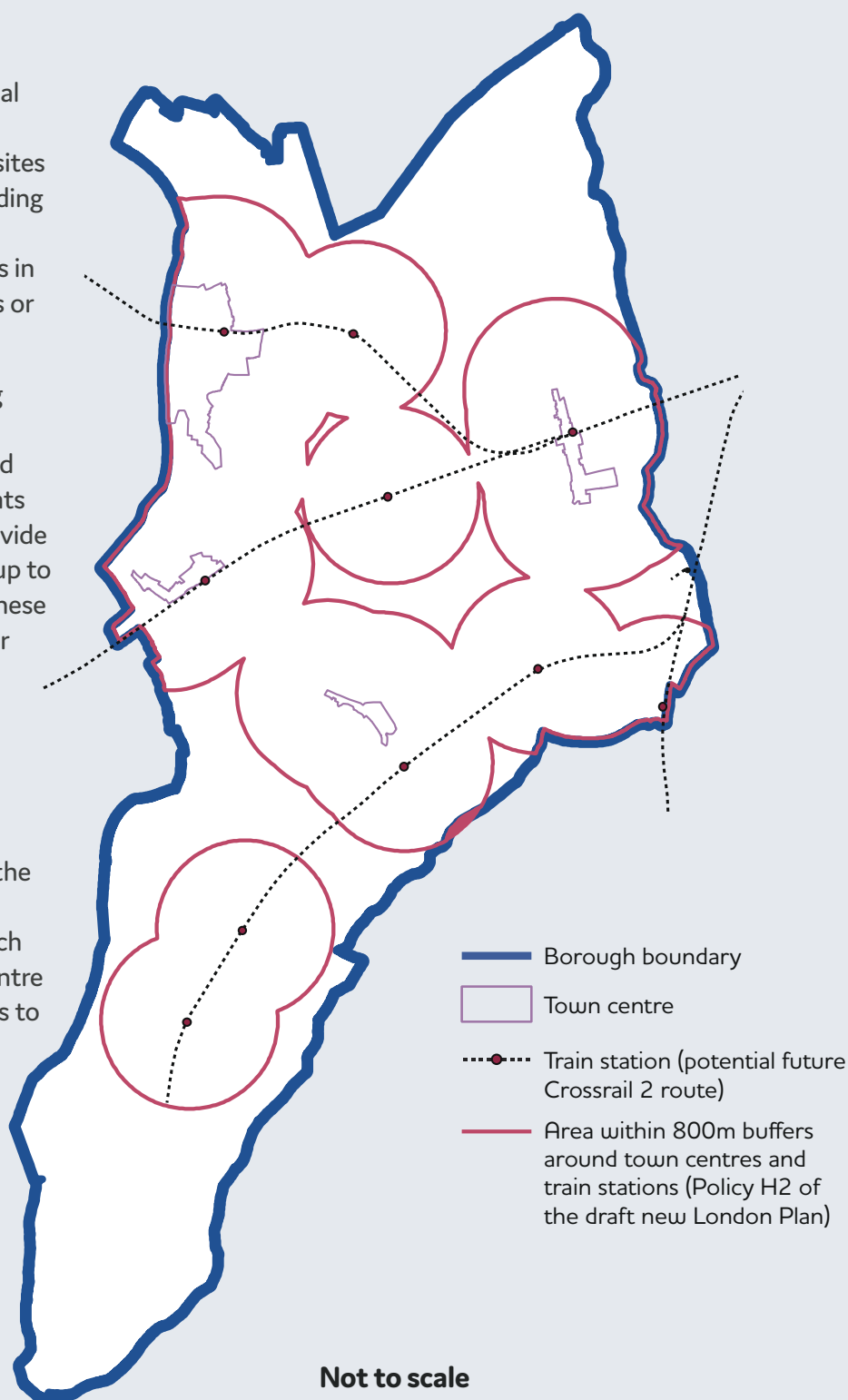
Scenario 1: Widespread growth

The Mayor expects half of our annual housing target of 1,364 per year to come from 'small sites' (625). Small sites development can 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.

This could be through infill (building between properties) and back garden development, extensions and conversions of larger houses into flats to bring forward new homes. To provide enough homes to meet our target, up to a quarter of the existing homes in these areas would need to be converted or intensified by 2041.

Our policies would need to be very clear that we encourage people to convert their homes and properties into flats. This scenario proposes development spread widely across the borough. Development would need to make the most of every site, which would see high densities in town centre locations and around transport hubs to help achieve the housing need.

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.



Small site development examples

Gap House, Westminster



Portland House, Richmond



Peckham House, Southwark



Waters Square, Kingston



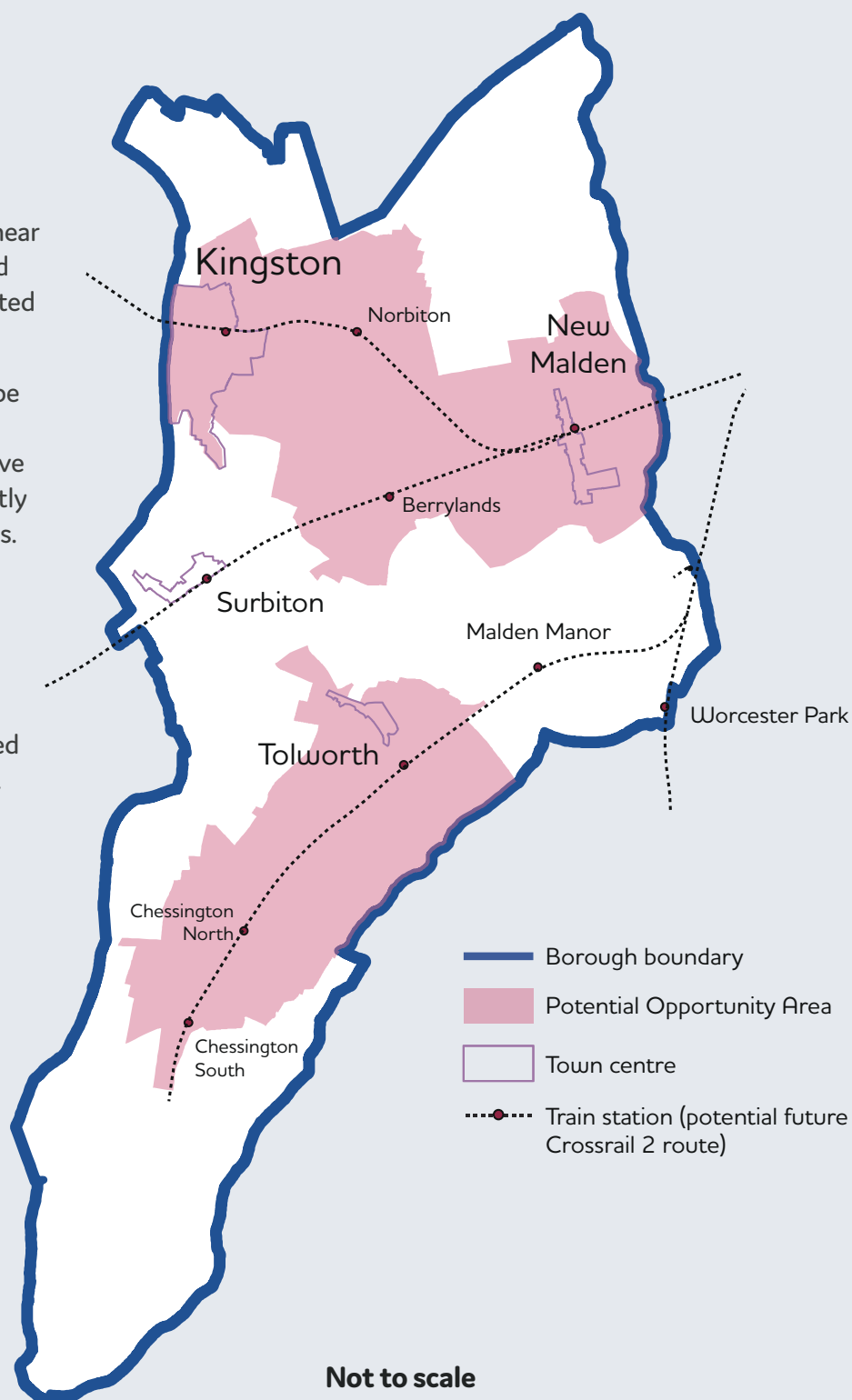
Surbiton Hill Road, Surbiton



Scenario 2: Concentrated growth

This scenario looks at how more development could come forward particularly within the new Opportunity Area, and within the most accessible locations, such as near railway stations, transport hubs and town centres. This could be supported by the arrival of Crossrail 2.

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.



Development examples

Claredale Street, Mansford Estate, Tower Hamlets

Tim Crocker



LOW DENSITY

Adelaide Wharf, Hackney

Tim Soar



MEDIUM DENSITY

Liddell Road, Camden

Maccleanor Lavington



HIGH DENSITY

Q2. What is your vision for the future of the borough of Kingston, including how and where we should build a significant increase in the number of homes, supported by jobs and infrastructure?

Do you prefer either of the scenarios set out, a mix of both, or an alternative?

I prefer:

- ☐ Mainly scenario 1 (Widespread growth)
- ☐ Mainly scenario 2 (Concentrated growth)
- ☐ A mix of both scenarios
- ☐ Something else

Please share your thoughts or expand on your ideas:

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3. Should we also think about ...

The Green Belt and Metropolitan Open Land

The protection of our green spaces, including the Green Belt and Metropolitan Open Land (MOL), is a priority. We therefore need to try our best to accommodate all of our housing need within built up areas. If this is not possible, an option may be to build on parts of the Green Belt and MOL. This could see significant housing delivery in these areas, which would enable less dense development elsewhere in the borough, and would be supported by appropriate infrastructure, including potential new public parks.

The Opportunity Area includes protected land within parts of the MOL in the Hogsmill Valley and Tolworth areas, and parts of the Green Belt in Chessington. Regardless of the designation of an Opportunity Area by the London Plan, we would not expect sites in these locations to be developed unless housing need cannot be met in any other way.

The fundamental aim of **Green Belt** policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. (National Planning Policy Framework (NPPF))

Metropolitan Open Land: Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies. (GLA London Plan, 2017)

Q3. If we cannot deliver our housing target in another way, should we consider development in the Green Belt and/or Metropolitan Open Land (MOL)?

Green Belt

- ☐ Yes
- ☐ No

MOL

- ☐ Yes
- ☐ No

If yes, please explain where in the borough could be considered for future development, and what this development should be like:

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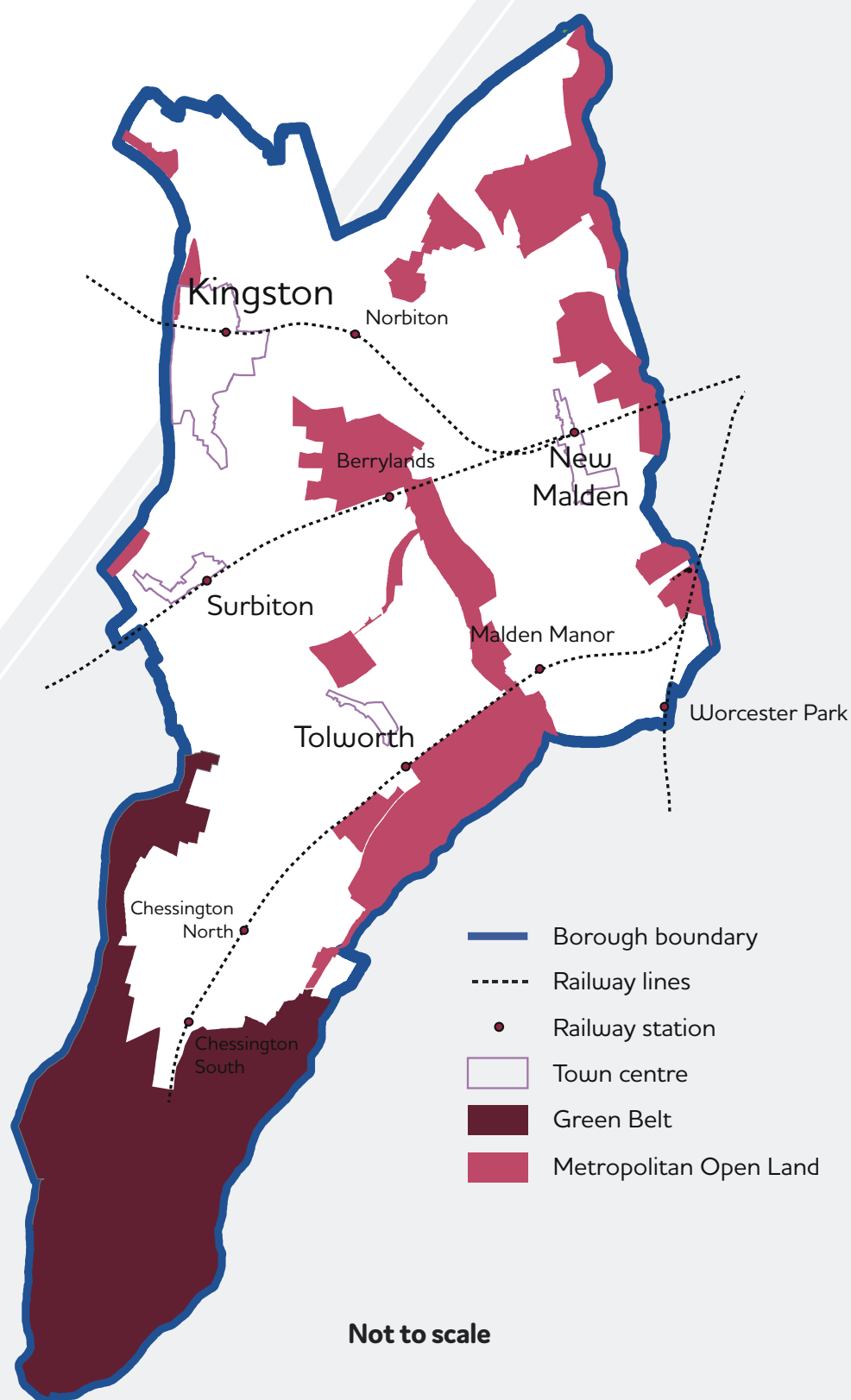


Figure 2: Green Belt and Metropolitan Open Land in the borough

4. Infrastructure

Good infrastructure⁵ in the right place, and at the right time, is essential to meeting the future needs of Kingston's residents, businesses and visitors. This needs effective planning; efficient and appropriate use of land and facilities; and working with key partners such as Transport for London, and utilities providers such as Thames Water, and developers.

Most new development has to pay a levy to the council (the Community Infrastructure Levy) and sometimes other payments for works and/or facilities to help provide the infrastructure needed to support the new development. Infrastructure can also be paid for by other funding such as private investment, government or Mayoral grants, charities, crowd-sourcing or council funding or borrowing.



Q4. What do you feel are the key pressures that need to be addressed to make development acceptable? Please choose up to seven, with 1 being most important and 7 the least important.

1-7	
	Traffic
	Train overcrowding
	GP accessibility
	Dentists accessibility
	Sufficient school places
	Childcare places
	More parks and/or playgrounds
	More leisure centres
	Access to community facilities such as libraries, museums, places of worship or community halls
	Access to council services
	Visible policing
	More youth provision
	Facilities for older people
	Other:

Q5. How can we ensure that the right infrastructure is in place?

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⁵ The term infrastructure covers a broad range of measures including buildings, transport, utilities (e.g. energy and water) and green/environmental infrastructure (e.g. open space).

5. Design

Good design and good planning are intrinsically linked. High quality design and an ability to adapt to change are important to achieve successful developments. This ensures development is not only attractive, but also functional and efficient; enhancing neighbourhoods and people’s lives. Many different considerations are taken into account to achieve good design:



Housing density

The draft new London Plan states that sites delivering new homes must show that they optimise housing density. Decisions about whether the density of development is suitable will be design-led, and will need to consider how the development integrates with the existing area; its connectivity and accessibility by walking, cycling and public transport; and the ability of infrastructure around the site to meet increased demand (e.g. schools, GP surgeries, etc).

Q6. How can we increase densities and the use of land to provide more homes and jobs? Can you give any examples of where this has been done well, in the borough of Kingston or in other locations?

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Tall buildings

At almost 81 metres tall, Tolworth Tower is the tallest building in the borough. There are also tall buildings in New Malden, Kingston town centre and on the Cambridge Road Estate.

The Draft New London Plan defines tall buildings as:

“Generally those that are substantially taller than their surroundings and cause a significant change to the skyline. In large areas of extensive change, such as Opportunity Areas, definitions of tall buildings should relate to the evolving context. For the purpose of assessing applications referable to the Mayor, a tall building

is a development that meets **one or more of the following descriptions:**

- it falls within the Thames Policy Area and is more than 25m in height
- it is more than 30m in height elsewhere in London”
(paragraph 3.8.2)

Q7. Is there a role for tall buildings in the borough? If so, what locations and heights might be suitable, and what would be most important in terms of their design or use? If you would like a different definition of tall buildings for the borough, please also tell us:

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Design codes

The draft new London Plan states that masterplans and design codes⁶ can be used to help bring forward development and ensure it delivers high quality design, including the spaces and places between buildings, streets and open spaces. We could use design codes to make sure new development is appropriate for the local area, or to provide consistency in how we intensify areas which will see a lot of change.

Q8. Do you think the council should create design codes and masterplans? If so, what aspects and/or locations should they focus on?

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⁶ Design code: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. (National Planning Policy Framework, 2019)

6. Housing

We need to provide a range of homes to meet different needs and incomes. Good quality homes contribute to people's health and wellbeing, reduce energy bills and meet people's needs over their lifetime.

Q9. What is most important for homes across the borough? Please choose up to seven, starting with 1 being most important and 7 being the least important of those you choose.

1-7	
	Being able to buy
	Being able to secure good rental terms (length of lease and cost)
	Being able to afford (costs less than homes for sale/rent through estate agents)
	Close to a station or good bus routes
	Close to shops, restaurants and other leisure and community services
	Close to good schools
	Close to parks, open spaces and natural spaces
	Cycle parking
	Car parking
	Access to outdoor space or a garden
	Being able to garden
	Storage, inside and outside
	Light and airy, but not overheated
	Low energy bills
	Privacy
	Good environmental quality e.g noise, air quality
	Safety and security
	Places to meet and get to know neighbours
	Inclusive design - ensuring accessibility for all
	The feel of the area (please provide details):
	The architecture of the building (please provide details):
	Other:



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Affordable housing

Affordable housing is available to households whose needs are not met by the private market.

The Mayor of London has set a **strategic affordable housing target of 50%. These affordable homes can be delivered in three ways to achieve the overall target:**

1. schemes solely developed for affordable housing or with very high levels of affordable housing, normally built by housing associations,
2. estate regeneration, and similar development of public land, and
3. affordable housing delivered by developers alongside market housing, secured by planning agreements.

The Local Plan can set the level (%) of affordable housing that developers should deliver on individual sites. However, we have to be mindful of the Mayor's overall 50% strategic target across London.

Affordable housing falls into two broad categories:

- **Affordable housing for rent** helps households on the lowest 25% of incomes in the borough who are on our housing register. Currently, affordable rents that are set at 80% of local market rents are unaffordable to many households on the lowest 25% of incomes in the borough. Both London Affordable Rent and social rents are set at levels significantly below 80% to help these households.
- **Intermediate housing** helps households earning between £18,100 and £90,000⁷ a year into home ownership.

We have some choice about the type of affordable housing that we require from housing developments, based on need. The London Plan requires:

- 30% of the affordable homes secured on development sites to be affordable housing for rent.
- 30% of the affordable homes secured on development sites to be intermediate housing.
- We can choose what sort of affordable housing the other 40% of affordable homes can be.

Affordable housing options

There are different types of affordable housing available, and more options might be developed in the future. The current options are:

- **London Affordable Rent** - is available to people who are on our housing register. The rents are set annually by the Mayor of London and are closer to rents for council flats and houses. Currently, the rent for a one bed property is £150 per week, £159 for a two bed, and £168 for a three bed.
- **Social Rent** - is normally only available for council-owned and some housing association-owned homes. Rents are set by national guidance. Currently, average council rents are £102 per week for a one bed, £115 for a two bed and £131 per week for a three bed.
- **Affordable Rent** - is available to people who are on our housing register. The rent is no more than 80% of local market rent, including service charge.
- **London Living Rent** - housing for people who want to own their own home and who earn up to £60,000 per year⁸. For example, currently rents for New Malden are £864 per month for a one bed, £960 for a two bed and £1,056 for a three bed.
- **Shared Ownership** - housing for people who want to own their own home and who earn up to £90,000 per year⁹. Shared Ownership offers people the chance to buy a share of their home (between 25% and 75% of the value) and pay rent on the remaining share.
- **Discount Market Sale** - is sold at a discount of at least 20% below local market value. It is available to people who cannot buy a home on the open market.

Q10. How do you think we could deliver more affordable homes?

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Q11. Which type of affordable housing do you think the council should prioritise, and why? Please tick all that apply:

- ☐ London Affordable Rent
- ☐ Social Rent
- ☐ Affordable Rent
- ☐ London Living Rent
- ☐ Shared Ownership
- ☐ Discount Market Sale

Please tell us why:

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Q12. What type of housing should the council be seeking for the other 40% of affordable homes which are not set out by the Mayor of London?

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Q13. Are there any types of affordable housing you think the council should not be encouraging, and why?

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⁷ Earnings thresholds are published in the Mayor of London's 2016 Annual Monitoring Report (AMR)

⁸ Income threshold is reviewed annually in the Mayor of London's Annual Monitoring Report (AMR) - See paragraph 3.61 of AMR 13

⁹ Income threshold is reviewed annually in the Mayor of London's Annual Monitoring Report (AMR) - See paragraph 3.62 of AMR 13



Other types of housing

Specialist older persons housing

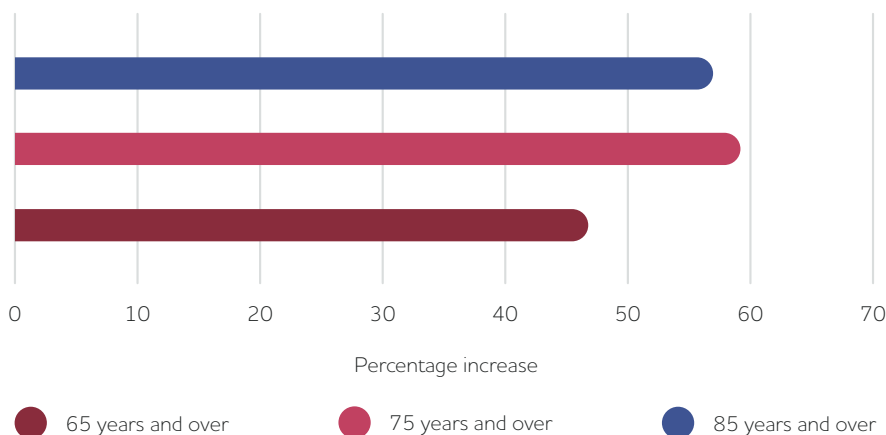
Specialist older persons housing falls into two categories:

- Self-contained housing such as **sheltered housing and extra care accommodation**.
- **Residential care and nursing care homes** for those who can no longer live independently, and usually comprises a bedroom with ensuite facilities and shared communal areas for socialising and dining.

The Mayor of London estimates that by 2029 the number of people over 65 years old in London will have increased by 37%, and those over 75 years will increase by 42%.

People in the borough of Kingston

In the borough of Kingston, households over 65 years are expected to increase by 46%, and those of 75 years by 59% in the period to 2030.



Ageing population profile for the borough of Kingston 2014-2030 (Source: Figure 9.1 Kingston and North East Surrey Strategic Housing Market Assessment 2016)

The Mayor of London sets a target to provide 105 sheltered or extra care homes per year¹⁰ in the borough to ensure we meet the needs of our older residents.

Sheltered accommodation (also referred to as supported housing) is self-contained accommodation specifically designed and managed for older people (minimum age of 55 years) who require no or a low level of support. Schemes normally include additional communal facilities such as a residents' lounge and a scheme manager, warden or personal alarm/telecare system.

Extra care accommodation (also referred to as assisted living, close care, or continuing care housing) is self-contained residential accommodation and associated facilities, designed and managed to meet the needs and aspirations of older people, and which provides 24-hour access to emergency support. A range of facilities are normally available such as a residents' lounge, laundry room, a restaurant or meal provision facilities, classes, and a base for health care workers. Domiciliary care (supporting people to live independently in their own homes) will be available to varying levels, either as part of the accommodation package or as additional services which can be purchased if required.

¹⁰ Draft New London Plan Table 4.4 - Annual borough benchmarks for specialist older persons housing (Page 189)

Q14. Have you got any suggestions for how we can help meet the housing needs of older people in the borough?

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Purpose-built student housing

The Mayor of London is very positive about the contribution made to London’s economy and labour market by higher educational institutions, and estimates that London requires 3,500 new purpose-built student bedrooms per year. Student accommodation is an important element of our borough’s housing mix. Research¹¹ showed that in 2016 there were 16,000 students living in the borough of Kingston. Students, whether from Kingston University or another higher education institution, support Kingston’s local economy. About 1,500 new student bedrooms were built in the borough in the last ten years, but there are no current applications in the pipeline.

Q15. What role can the borough play in contributing towards meeting London’s student accommodation need?

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Self-build housing

As a council, we have a duty to keep a register of people who wish to acquire land to bring forward self-build housing projects. As part of this, we are required to identify plots of land to meet the needs of the people on the self-build housing register.

Q16. Have you got any suggestions for how we can help meet the needs of people on the self-build register?

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¹¹ Strategic Housing Market Assessment (SHMA) March 2016 - See Chapter 9. www.kingston.gov.uk/downloads/file/763/strategic_housing_market_assessment . Students are defined as those in full time education aged 16 or older, and will include older school and college students as well as university students.

7. Businesses and jobs

Local businesses and jobs

We need to think about how we can provide an environment where we create jobs and opportunities for those who want to work in the borough, and spaces for the businesses that want to locate here. More people commute out of the borough to work than commute into the borough for work. We want to encourage more businesses and jobs to be created in the borough so that more residents have the opportunity to work here.



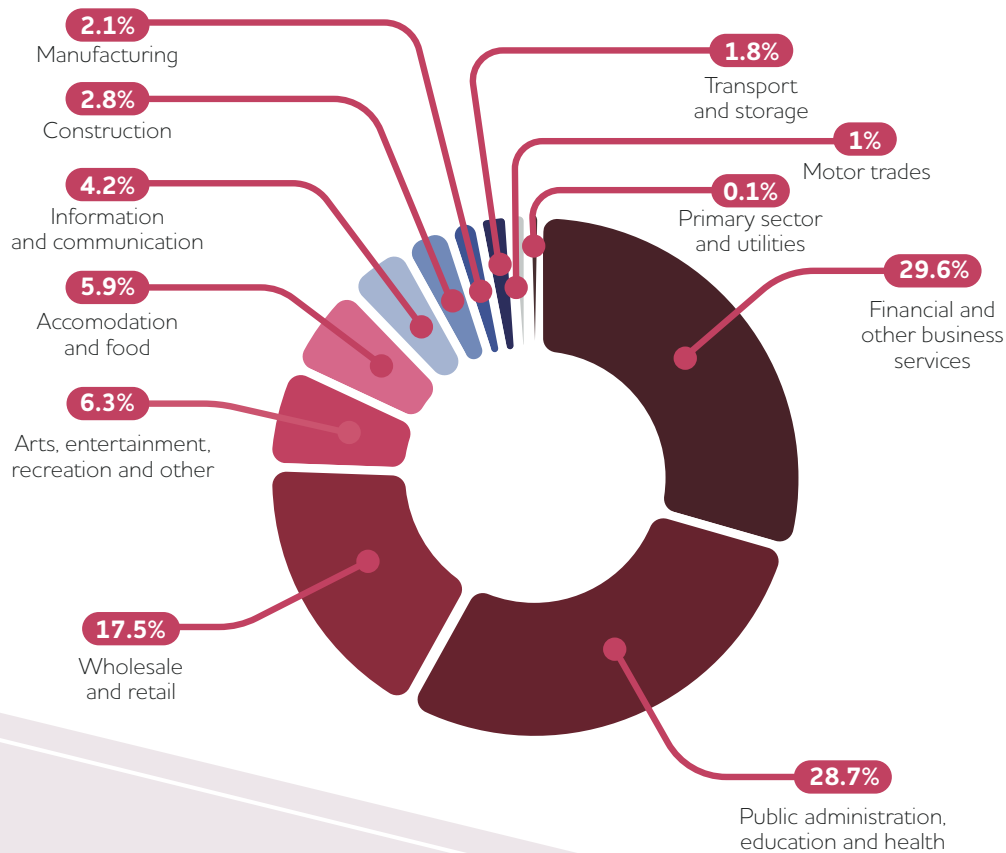
Two of the main drivers of commuting are access to job opportunities and the potential to earn higher salaries elsewhere. At £701.90, weekly gross median earnings are very high in the borough of Kingston (the national average is £532.60). However, median workplace earnings, at £557.30 a week, are far lower than resident earnings, although above the national average. This suggests that out-commuting workers are benefiting from higher pay working elsewhere.

There are about 80,000 jobs in the borough and most are in the following areas of work:

- Financial and other business services
- Public administration, education and health
- Wholesale and retail



Types of employment in the borough



Most jobs in the borough are in small businesses, with very few jobs in larger businesses that employ more than 50 people. We need to make sure there are opportunities and the right types of work spaces for small businesses to start up and grow, for example open-plan offices with touch-down desks and modern technology available.

Q17. How can we best provide a range of workspace types to support different sized businesses in the borough?

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Q18. Are there any types of workspace we should be targeting?

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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.

These areas have stronger protection through the London Plan and our current local planning policies.

Strategic Industrial Locations are London's main areas of land for industrial, logistics and related uses. They are given strategic protection because they are critical to the effective functioning of London's economy.

Locally Significant Industrial Sites are locations that have particular local importance for industrial and related functions.

Our **town centres** provide a range of shops, services and other uses, where people work and spend their free time.

Kingston town centre is the third best performing retail destination in London (based on retail expenditure), attracting the most visitors in the borough¹². However, significant changes in how people shop, especially internet shopping, and competition from other retail destinations means that we need to think about how Kingston town centre, our district town centres (New Malden, Surbiton and Tolworth) and smaller local shopping parades should adapt, so they continue to be successful places that people want to visit.

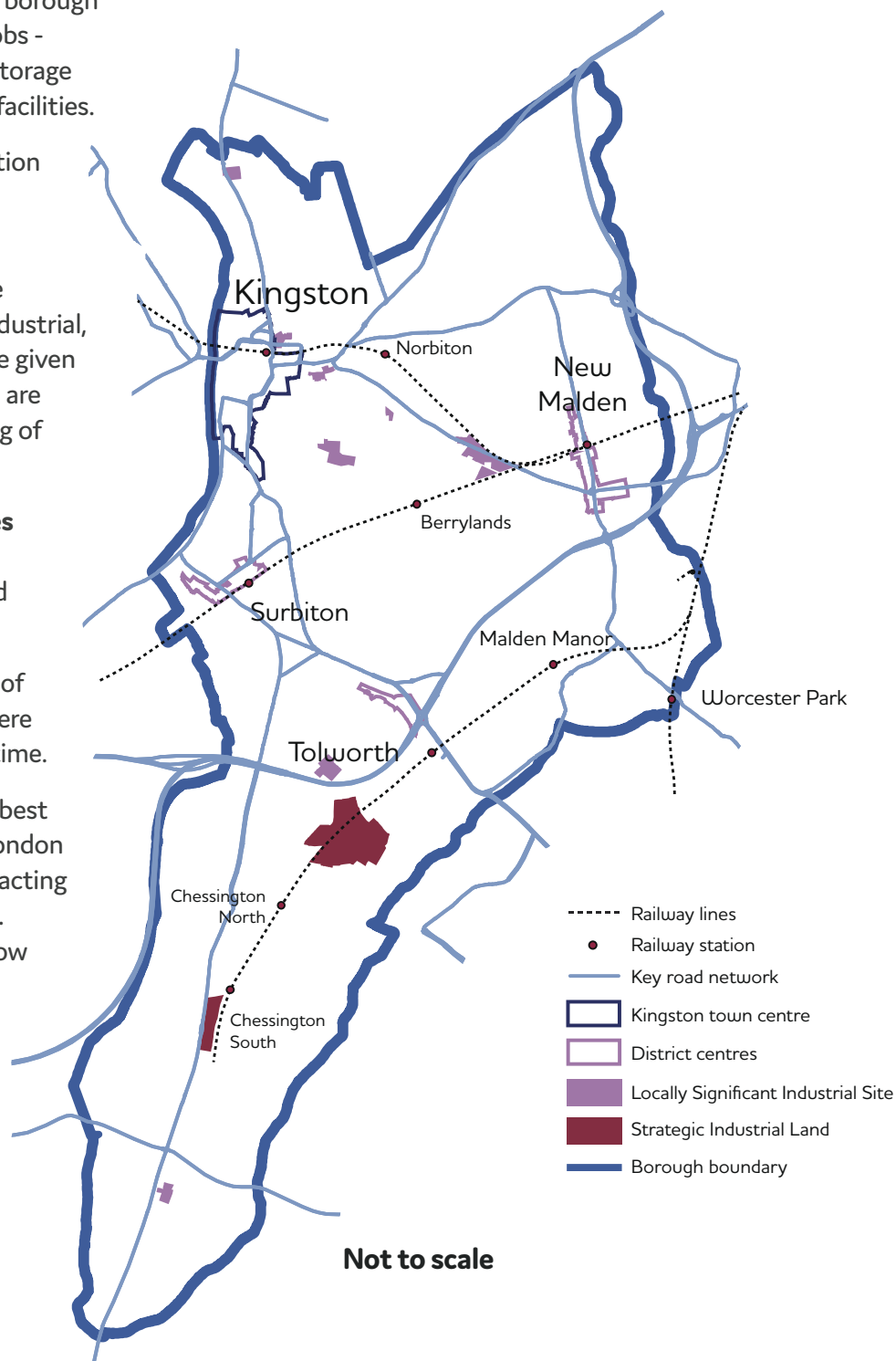


Figure 3: The borough's protected employment locations

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¹² Based on market size and retail expenditure. 2017 Vitality Rankings. Harper Dennis Hobbs, 2017. <http://hdh.co.uk/uploads/2017/06/HDH-Vitality-Index-June-2017.pdf>

Q19. Do you think we should make any changes to the locations protected for employment or town centres, such as changes to boundaries or deletion of locations? Are there any other key locations where we should protect employment uses?

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Currently, when sites in these protected areas are redeveloped, they must re-provide the employment floorspace, 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 we are not increasing the total amount of space available for employment and businesses. Over the last six years¹³, 40,000sqm of employment floorspace has been lost in the borough.

Should we change this approach? Should we try and increase the amount of employment floorspace in our protected areas? There are a range of different approaches which could be used in different areas:

1. Only allowing **new** employment uses in protected areas, even when they redevelop.
2. Making sure all sites in these areas are a **mix of uses**. For example, half of all developments are for employment, and half are for housing.
3. Reprovide the **existing** employment floorspace, but the rest can be other uses such as housing.
4. Let the employment uses **change to other uses**, such as housing.

We recognise that employment, shopping and leisure habits are changing rapidly and the efficient use of building space is important to help keep our town centres and local centres competitive and vibrant. Having a more flexible approach to how building spaces are used could allow quicker responses to these changes.

Q20. Should we allow a flexible range of land uses in new developments in our town centres and local centres to make it easier to convert spaces? If so, which types of land uses should we include in this range of flexible uses?

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¹³ Covering the 2012/13 to 2017/18 monitoring years (inclusive).

Q21. What approach would you suggest for the following protected areas?

Strategic Industrial Locations	Suggested approach
Barwell Business Park (Chessington)	
Chessington Industrial Estate (Tolworth)	
Local Industrial Locations	Suggested approach
Canbury Park	
Fairfield Trade Park/Kingsmill Business Park/Villiers Road Waste Transfer Facility	
St. George's Industrial Estate	
London Road (Nos. 117-147 and 100-122)	
Cambridge Road/Hampden Road	
St. John's Industrial Area	
Silverglade Business Park	
Red Lion Road	
Town centres	Suggested approach
Kingston	
Tolworth	
Surbiton	
New Malden	
Local centres and shopping parades (state any you have in mind)	

Q22. Do you think any of the protected areas should support different types of uses, such as a wider range of commercial activity and businesses or housing?

There are also many employment uses (restaurants, shops, industrial uses, hotels) outside these protected areas.

Q23. Should we also protect specific land uses that provide employment outside of the protected employment locations? If so, which land uses should we protect?

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Attracting visitors to our borough

Our heritage and public spaces are great assets for our town centres and more broadly across the borough. They create an environment that attracts visitors and provide spaces for markets, cultural activities and other types of events.

The borough of Kingston also has a range of visitor accommodation, although this sector has been disrupted by the emergence of informal visitor letting such as Airbnb.

Q24. Should we do more to protect and encourage visitor accommodation and attractions? If so, which types should we protect, or encourage, and where?

- ☐ Hotels and other permanent visitor accommodation, such as bed and breakfasts
- ☐ Leisure facilities
- ☐ Museums
- ☐ Retail
- ☐ Pubs/music venues
- ☐ Other tourist attractions, please specify:

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Q25. How can we make better use of our public spaces and assets to attract visitors?

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Kingston town centre

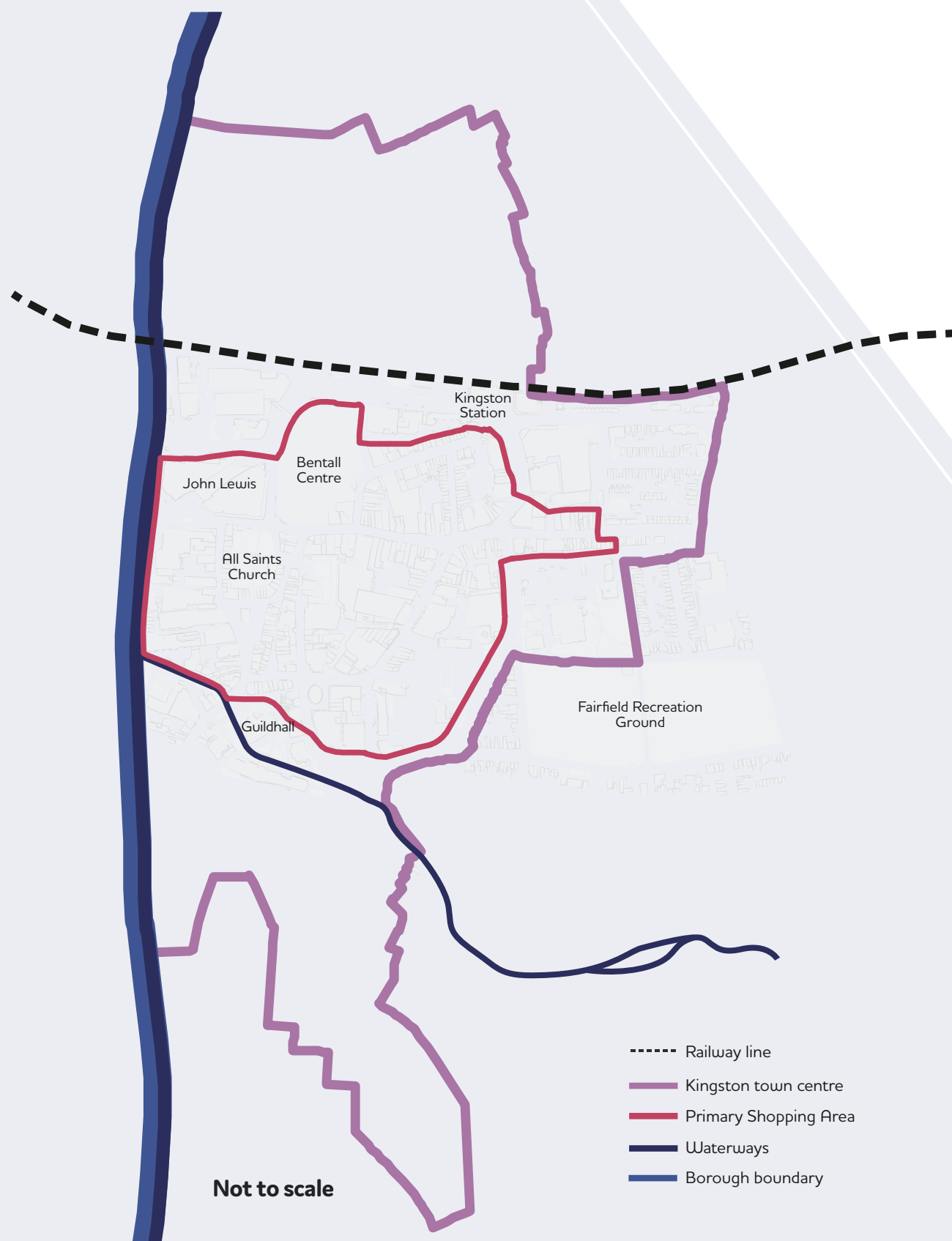
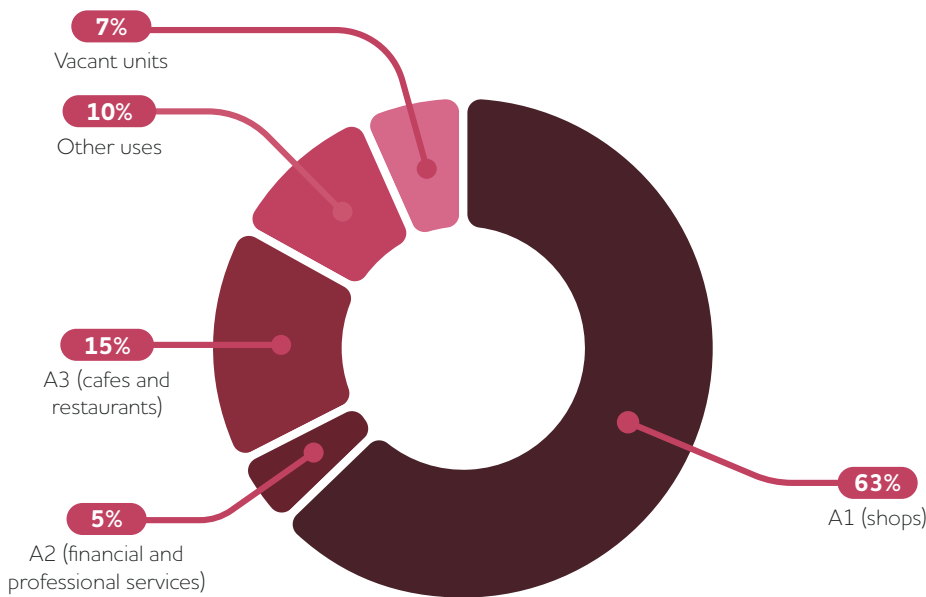


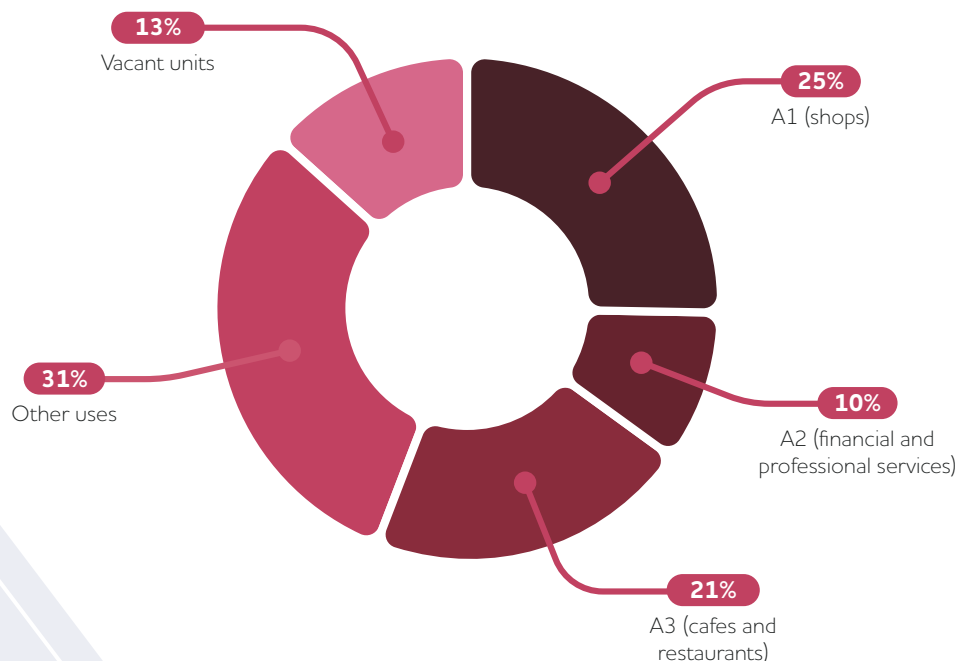
Figure 4: The primary shopping area within Kingston town centre

Most of the units in Kingston town centre's primary shopping area are used as shops, but there are other uses, such as cafes and restaurants. Most of the units outside this area are not used as shops. We need to think about whether the extent of the primary shopping area is still appropriate and what other types of uses we should support in Kingston town centre so it continues to be successful and attract visitors.

The types of uses within Kingston town centre's primary shopping area



The types of uses in Kingston town centre outside of the primary shopping area



Q26. What should the focus be to ensure the future success of Kingston town centre?

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Kingston town centre is our main area of evening and night-time activity. In the future, town centres will need to offer more than shops to remain successful, with a good food and beverage, cultural and leisure offer. With more internet shopping, the only sector in town centres that is growing is evening uses: restaurants, pubs and leisure uses.

Q27. Should we promote more activity in our town centres in the evenings or night-time? If so, how can we do this?

Evening	Night time (from 9pm onwards)
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District town centres

The other main town centres in the borough are **New Malden, Surbiton and Tolworth**. In recent years there have become fewer shops in these locations. These town centres are important for our residents and have their own unique identity, so we need to think about what they will be like in the future.

Q28. What should the focus be to ensure the future success of New Malden, Surbiton and Tolworth?

In addition to these main town centres, we have a number of **local centres**, shopping parades and isolated shops.

Q29. Do you have any suggestions for the future of any of our local centres or shopping parades?



8. Transport

A good transport offer is crucial if the borough is to meet the needs of current and future residents and businesses. Improvements to the transport network will be essential to support new housing and other development. A number of infrastructure improvement projects have been identified, as shown in **Figure 5**.



Figure 5: Transport improvements

**Q30. What are your thoughts on any of these major infrastructure projects?
Are there any other projects we should consider?**

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Transport choice and health

By 2041, the Mayor of London wants 80% of all trips in London to be made on foot, by cycle, or using public transport¹⁴. However, many of our streets are dominated by cars. This contributes to climate change, causes congestion, contributes to a number of health problems (linked to inactivity, road traffic accidents, poor air quality and noise and related impacts) and creates a poor environment for walking and cycling.

Q31. How can we encourage more people to walk, cycle and use public transport?

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Q32. What can we do to help reduce the problems of congestion?

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Parking

Travel demand will increase as our population grows. Parking controls are very effective tools in managing traffic levels and congestion. Parking availability influences car use and ownership, and encourages use of alternative forms of transport and shared car facilities such as car clubs. More widely, levels of car ownership are dropping as fewer young people choose to own their own car.

The Draft New London Plan states that:

- new housing and retail development in Kingston town centre and parts of Surbiton should be car free.
- developments elsewhere in the borough should be designed with minimal parking accounting for public transport availability, with maximum car parking space limits for sites within the borough of Kingston's Opportunity Area (if agreed in the new London Plan) and depending on public transport accessibility.

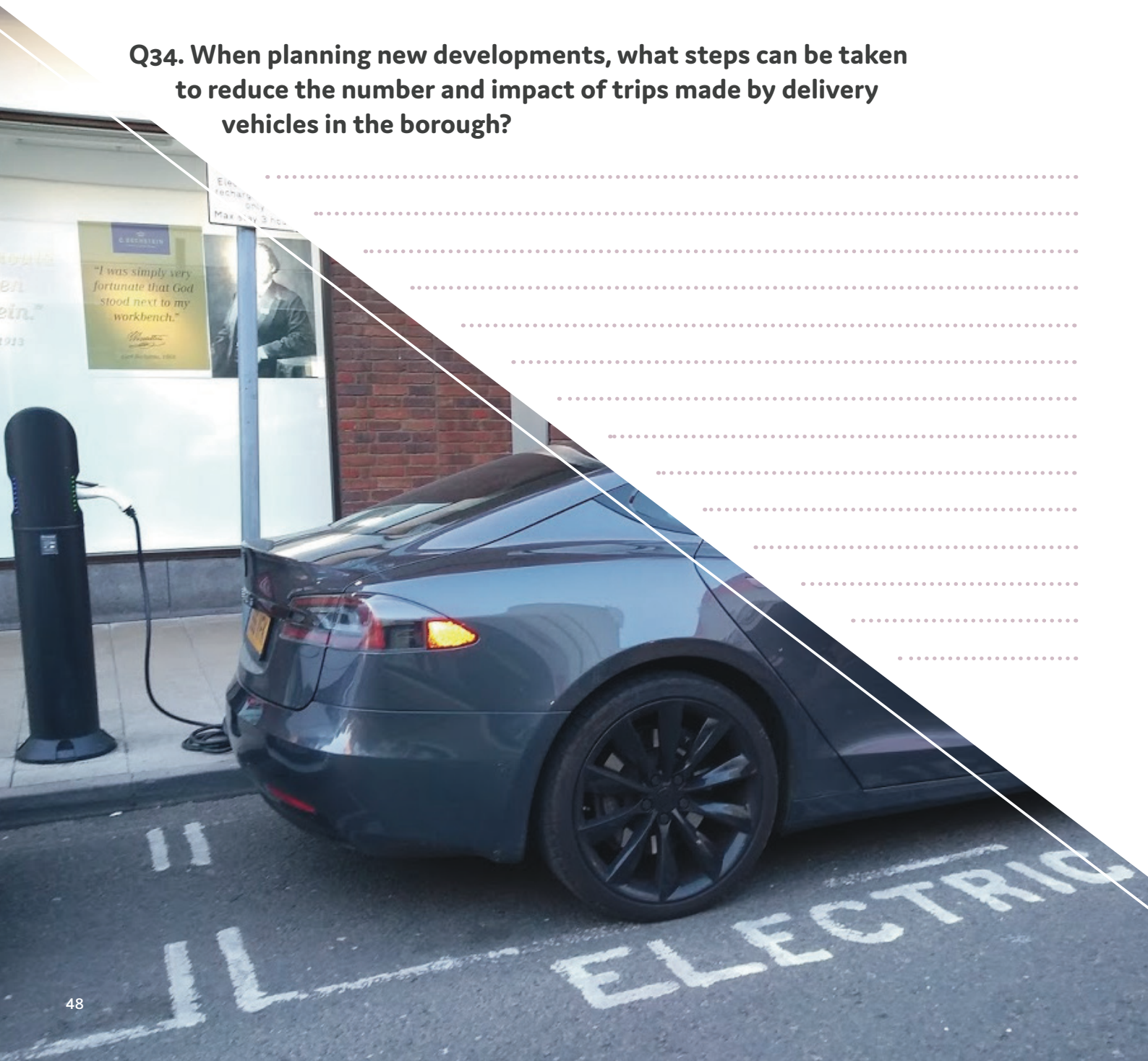
¹⁴ Mayor's Transport Strategy (2018) www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf

Q33. How else can parking controls be used to address transport issues in the borough?

New development and deliveries

Major new development will need to make suitable arrangements for deliveries, accounting for changing shopping habits and new trends in transport and bringing more housing into town centres (e.g. more online purchases etc).

Q34. When planning new developments, what steps can be taken to reduce the number and impact of trips made by delivery vehicles in the borough?



Mobility and accessibility

Mobility and accessibility are becoming increasingly important issues, for example, the borough has an ageing population with specific needs. Our streets and public transport networks should enable those who are less mobile to travel more easily and independently.

Q35. How can we improve mobility and accessibility on our streets and transport networks, particularly for those who are less mobile?

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New transport options

Londoners' travel habits are changing - recent years have seen major technological developments, including the rapid uptake of new transport options. New technology could help provide alternative transport options in the borough of Kingston, for example bicycle hire schemes, electric/hydrogen vehicle refueling points, car clubs, alternative vehicle hire/ride sharing schemes and alternative vehicle hire/ride sharing schemes.

Q36. Is there any new technology we should support (or manage) to give people more transport options and flexibility for their journeys?

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9. Is there anything else....

If there is anything you think we should cover that we haven't considered, **please let us know.**

Q37. What are your main priorities that you feel the Local Plan must deal with?

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Q38. Is there anything else that you feel the Local Plan should include?

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Q39. Is there anything else that you would like to tell us?

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10. How to get involved

This is the first stage of public consultation on the Local Plan. The consultation is being run from early May to the end of July 2019. It is your chance to get involved and let us know your thoughts on the big questions being asked.

To find out more about the Local Plan, and to get regular updates on planning policy, visit www.kingston.gov.uk/newlocalplan and add your contact details to our Strategic Planning database, or provide your details below and we'll add you to the database.

Name:

Organisation (if applicable):

Address:

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Email address:

How to respond

Have your say online by visiting www.kingston.gov.uk/newlocalplan or send your feedback to us by email: localplan@kingston.gov.uk. You can post your comments to us:

Strategic Planning Team, The Royal Borough of Kingston upon Thames, Guildhall 2, High Street, Kingston upon Thames, KT1 1EU

Printed copies of these consultation documents are available in libraries across the borough and also in the Information and Advice Centre at Guildhall 2. The team at the Information and Advice Centre can help show you where to complete the consultation online.

If you have any comments, questions, or simply need help with your representation, you can email the Strategic Planning Team at localplan@kingston.gov.uk or phone us on **020 8547 5002**.

Accessibility of document

If you have difficulties with the consultation material, please email localplan@kingston.gov.uk or phone us on **020 8547 5002**.

An audio summary of the Local Plan Early Engagement document is also available online: www.kingston.gov.uk/newlocalplan

The Royal Borough of Kingston upon Thames

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