

**CITY
IN
THE
WEST**

**DIRECTION OF TRAVEL FOR
THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES**

CONSULTATION DRAFT JUNE 2016

MAYOR OF LONDON

A large, mature tree with green and yellowing leaves dominates the foreground. In the background, there are several multi-story residential buildings with windows and balconies. The scene is set outdoors on a grassy area with some fallen leaves.

The Royal Borough of Kingston upon Thames is embarking on a new borough wide Local Plan and is working together with the Mayor of London and Transport for London on an emerging opportunity area for Kingston.

This document sets out areas of opportunity to help realise the potential of the borough and emerging possibilities associated with Crossrail 2 to provide new homes, jobs and investment in the borough.

A large, mature tree with a thick trunk and a wide canopy of green and yellowing leaves dominates the foreground. The tree is situated on a grassy area next to a paved walkway. In the background, a modern building with a glass and metal facade is visible, featuring a walkway or bridge structure. The scene is brightly lit, suggesting a sunny day in autumn.

We would welcome your views on the ideas outlined in this document so that we can refine them in the development of the Local Plan and Kingston Opportunity Area Planning Framework.

FOREWORD



Sadiq Khan
Mayor of London

As the new Mayor of London, I want the support of all Londoners, in order to deliver my manifesto commitment, partnership being the foundation for the effective delivery of housing and infrastructure that can sustain our city's growth. I am therefore delighted to endorse this joint direction of travel document in my first weeks as Mayor with Cllr Kevin Davis, the Leader of Kingston Council.

The pressures on our city are considerable. In order to meet these aims we need to deliver growth that is truly sustainable, that protects the best of what we have, and improves that which makes little contribution to the quality of our lives. By making effective use of all of our resources, including the land we own I am confident we will be able to build the homes we need and importantly deliver homes that are genuinely affordable to all Londoners.

TfL's planned investment in Crossrail 2 will provide one of the major drivers of growth throughout London in the coming years. Kingston is the borough which will benefit from the highest number of Crossrail 2

stations. In order to make the most of this opportunity it is important that we have a plan that clearly sets out how those benefits will be achieved. As Mayor I want to ensure that the people of Kingston have a part in shaping that plan and in securing the benefits of growth.

This Direction of Travel document is the start of that journey. I look forward to working with Kingston Council to secure the homes and jobs Londoners need so that we can all share in the continued economic success of our city.

A handwritten signature in black ink, appearing to read 'Sadiq Khan', written over a light blue grid background.

FOREWORD



Kevin Davis

Leader of Kingston Council

The Royal Borough of Kingston upon Thames is embracing an exciting future. We plan to make the most of new opportunities available to the borough and respond positively to our growing population.

New opportunities need to be considered in the context of the borough and its residents. This is why the Direction of Travel document presents an opportunity to engage with our residents to help shape the future direction of the borough.

Growth must happen in the right way, in the right places. As one of only four Royal Boroughs, we are rightly proud of our identity and our heritage. We must all strive to protect our unique character whilst meeting the growing needs of our borough.

Growth can help secure our future. Developing and enhancing our infrastructure, building new homes and providing new jobs, will help the borough remain a destination of choice. But all of this can only be provided by working collaboratively with residents, the Mayor of London, developers and investors.

We need to deliver long-term strategic improvements and help secure major infrastructure projects like Crossrail 2, because only then can we provide opportunities for our children and future generations.

Collaboration with the Greater London Authority, our neighbouring authorities and strategic partners will help us achieve our ambitions for the future of Kingston and secure the best opportunities for the residents of today and tomorrow. The borough is recognised as a key place where investment can happen, but it needs to be supported by policies that will sit in the Mayor's emerging London Plan and our own developing Local Plan. All of us working together can provide the homes and jobs future generations need.

This document is owned by all of us and provides new opportunities to engage with our residents, our new Mayor of London and potential partners. I encourage you to explore our ideas in this Direction of Travel and share our enthusiasm for the borough's future.

A handwritten signature in black ink, appearing to read 'Kevin Davis', with a horizontal line underneath.

STATUS OF THIS DOCUMENT

This Direction of Travel for the Royal Borough of Kingston upon Thames provides supplementary planning advice to the London Plan policies to support the development and intensification of areas within the borough to provide new homes, jobs and investment.

This document forms part of the work undertaken by the Mayor and Kingston Council in identifying and assessing opportunities for growth in the borough for the new Local Plan and Opportunity Area Planning Framework.

Policy 2.6 of the London Plan sets the Mayor's vision and strategy for outer London, committing to "work to realise the potential of outer London, recognising the building upon its diversity and varied strengths by providing locally sensitive approaches through LDFs and other development frameworks to enhance and promote its distinct existing and emerging strategic and local economic opportunities and transport requirements".

Kingston Town Centre is identified in paragraph A1.4 of the London Plan as an emerging opportunity area. It states "The Mayor is working with boroughs and other partners to identify, assess and realise the potential for new Opportunity and Intensification Areas in terms of Policy 2.13 including.....the Royal Borough of Kingston Upon Thames (Kingston Town Centre)".

Growth in the borough is not however dependent upon the designation of an opportunity area. The London Plan (Policy 2.15) seeks to direct development and

intensification, including residential to London's network of town centres and other areas of good public transport accessibility. Policy 2.7 expands upon this and seeks to work with boroughs to identify and bring forward capacity in and around town centres with good public transport accessibility to accommodate leisure, retail and civic needs and especially higher density housing.

Policy 6.4 of the London Plan states that the Mayor will work with strategic partners to improve the public transport system in London, including cross London and orbital rail links to support future development and regeneration priority areas, and increase public transport capacity by developing Crossrail 2.

Policy 2.16 of the London Plan states the Mayor will work with boroughs and other partners to develop and implement planning frameworks and/or other appropriate spatial planning and investment tools that can effect positive change to realise the potential of strategic outer London development centres.

The Council has embarked on a new Local Plan for the borough with an Issues and Options consultation expected this autumn.

Until the new Local Plan is adopted, the 2012 Core Strategy, the 2008 Kingston Town Centre Area Action Plan and 2012 South London Waste Plan together with the 2015 London Plan will remain the statutory development plan for the borough.

APPROACH TO DEVELOPMENT PROPOSALS

This Direction of Travel document is a joint statement of intent by the Royal Borough of Kingston upon Thames and the Mayor of London. It clarifies the strategic policy basis for this work and its alignment with the London Plan as well as Kingston's growth agenda. It seeks to capture, build-upon and steer aspirations held by developers and investors both now and long term.

The purpose of this document is to set out at an early stage, in the process of preparing the new Borough Local Plan, the broad context in which the growth agenda needs to be planned and delivered. It also begins the process of engaging with a wide range of residents, stakeholders, interest groups and developers on the future Direction of Travel.

It is intended that the document will:

- Inform developers and landowners on the broad long term strategy for future development.
- Encourage engagement at an early stage with both the Council and the Mayor of London regarding emerging development proposals,
- Encourage engagement at an early stage with the development of a growth agenda,
- Provide part of the framework of the Duty to Co-operate between the

Council, the Mayor of London and adjoining authorities in accordance with national policy.

To support the growth agenda, the Royal Borough of Kingston has agreed a Development Delivery Protocol with the Greater London Authority to ensure high quality development is delivered that supports the shared aspirations for the borough. Therefore it is essential that all relevant organisations in the statutory planning process participate at the earliest possible stage to maximise opportunities coming forward and realise development potential.

London is experiencing tremendous growth which needs to be accommodated in a way which benefits existing communities. The scale of change is apparent if the growth in homes in 2004 is compared to that identified in the current London Plan, from 140,000 to 210,000.

To accommodate this growth in homes, jobs, schools, health and other social infrastructure will need to be provided. To ensure this is done in an effective way that protects and enhances the places that people value and cherish, we need to develop a clear plan.





CONTENTS

Foreword from the Mayor of London	Page iv
Foreword from the Leader of Kingston	Page v
Status of this document	Page vi
Approach to development proposals	Page vii
Contents	Page ix
City in the West	Page 10
City in the West Wider Context	Page 12
Current planning designations	Page 14
Kingston places	Page 16
Growth	Page 18
Story so far	Page 20
Infrastructure improvements	Page 22
Emerging Areas of Opportunity	Page 24
Kingston town centre	Page 26
Norbiton, London Road and Cambridge Road Estate	Page 28
Berrylands and Hogsmill Valley	Page 30
New Malden	Page 32
Tolworth	Page 34
Chessington	Page 36
Rest of borough	Page 38
Next steps	Page 40
Consultation questions	Page 42

CITY IN THE WEST

2004 LONDON PLAN ESTIMATES

30,000 HOMES

150,000 JOBS

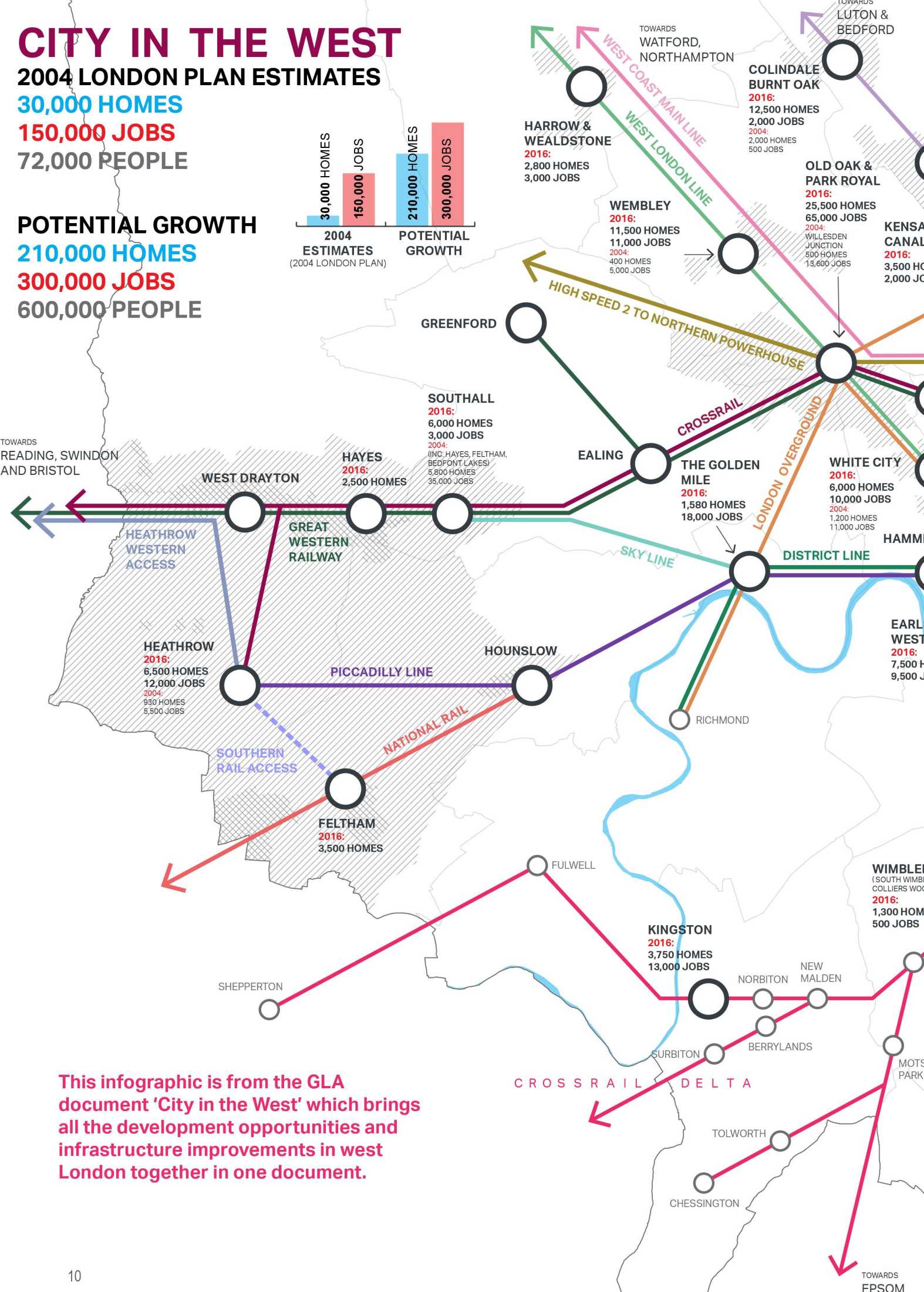
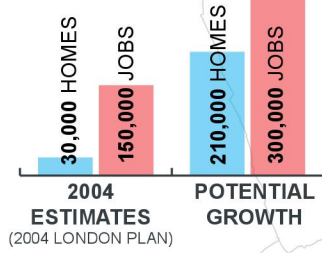
72,000 PEOPLE

POTENTIAL GROWTH

210,000 HOMES

300,000 JOBS

600,000 PEOPLE



This infographic is from the GLA document 'City in the West' which brings all the development opportunities and infrastructure improvements in west London together in one document.

**CRICKLEWOOD
BRENT CROSS**
2016:
 10,000 HOMES
 20,000 JOBS
2004:
 5,000 HOMES
 5,000 JOBS

**TOTTENHAM
COURT ROAD**
2016:
 500 HOMES
 5,000 JOBS
2004:
 200 HOMES
 2,000 JOBS

**KINGS CROSS
ST PANCRAS**
2016:
 1,900 HOMES
 25,000 JOBS
2004:
 4,250 HOMES
 34,600 JOBS

EUSTON
2016:
 3,800 HOMES
 14,100 JOBS
2004:
 200 HOMES
 4,000 JOBS

**WEST
HAMPSTEAD**
2016:
 800 HOMES
 100 JOBS

PADDINGTON
2016:
 1,000 HOMES
 5,000 JOBS

VICTORIA
2016:
 1,000 HOMES
 4,000 JOBS
2004:
 200 HOMES
 2,000 JOBS

WATERLOO
2016:
 2,500 HOMES
 15,000 JOBS
2004:
 500 HOMES
 15,000 JOBS

**VAUXHALL
NINE ELMS
BATTERSEA**
2016:
 20,000 HOMES
 25,000 JOBS
2004:
 1,500 HOMES
 7,600 JOBS

CITY IN THE EAST

www.london.gov.uk/cityintheeast



SUTTON
2016:
 5,500 HOMES

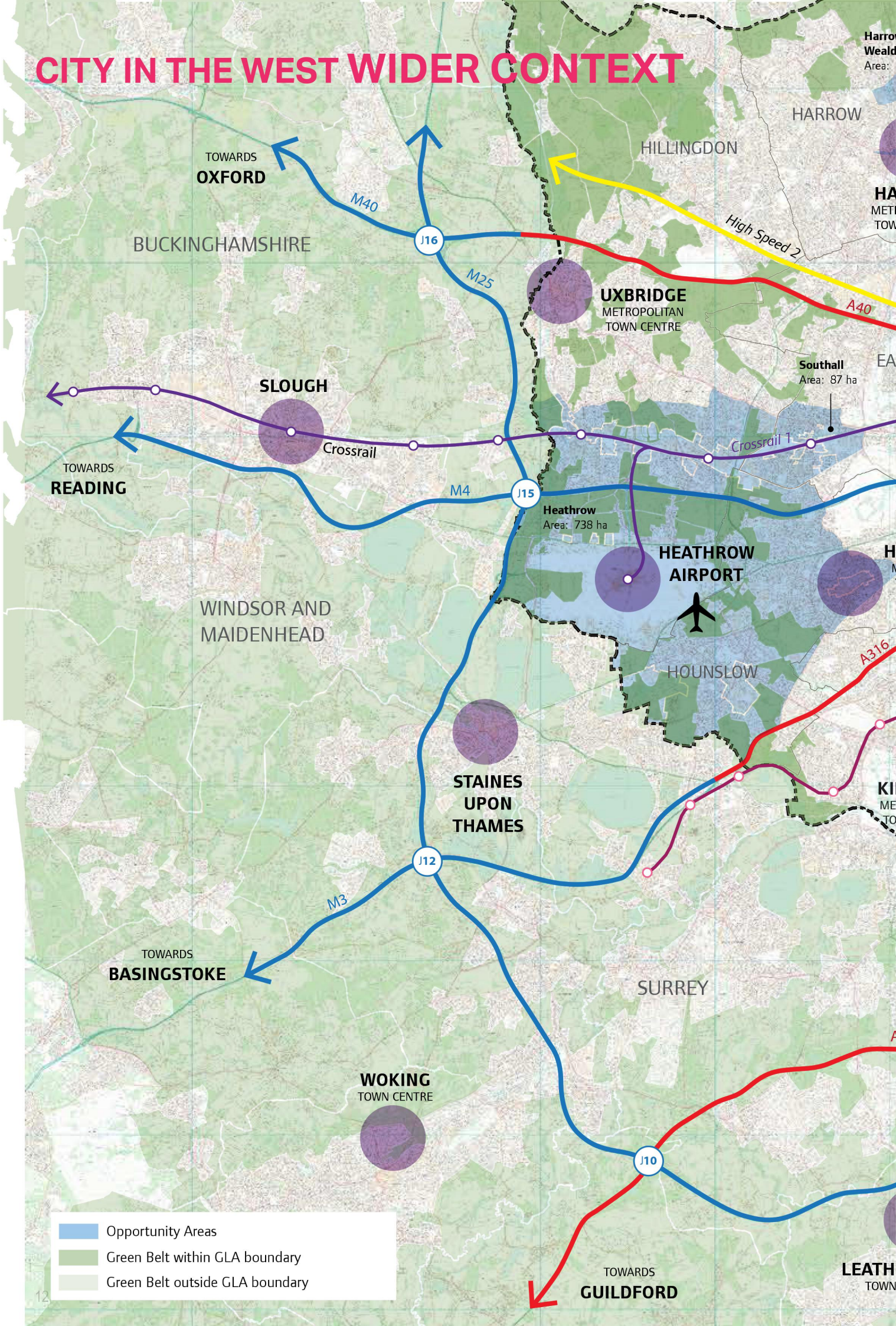
CROYDON
2016:
 7,300 HOMES
 7,500 JOBS

LONDON CANCER HUB

TOWARDS
GATWICK

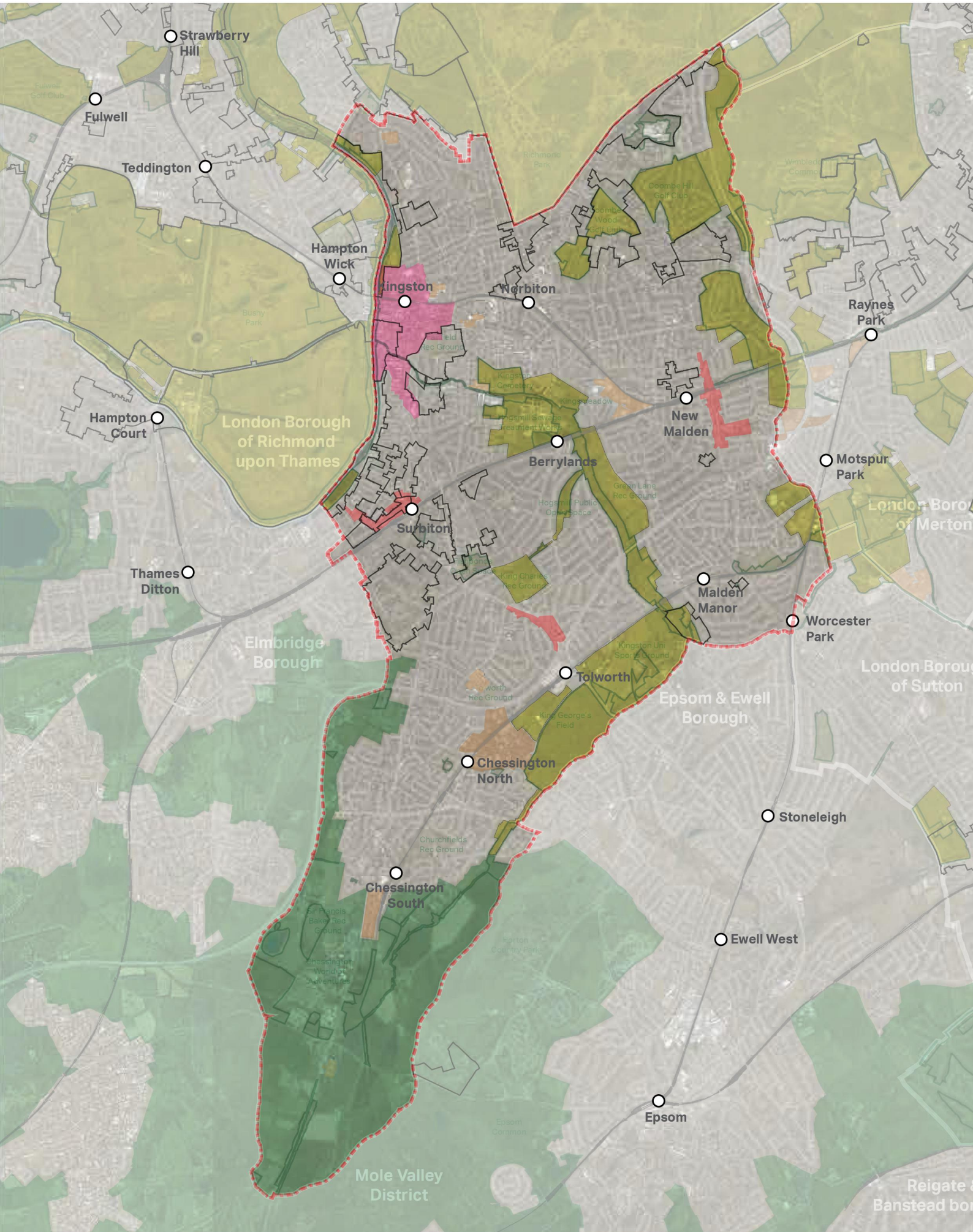
TOWARDS
SEVENOAKS

CITY IN THE WEST WIDER CONTEXT



- Opportunity Areas
- Green Belt within GLA boundary
- Green Belt outside GLA boundary

CURRENT PLANNING DESIGNATIONS





The Royal Borough of Kingston upon Thames has a number of wide ranging planning designations. Kingston Town Centre is one of the 13 Metropolitan Centres across London and is the borough's main commercial centre. It is a sub-regional shopping centre and is a significant cultural and leisure destination.

The borough has a rich heritage and contains 27 Conservation Areas which contribute towards its distinctive character.

There are two Strategic Industrial Locations (SIL) located in the south of the borough and seven Locally Significant Industrial Sites (LSIS) dispersed across the borough. These provide a range of business premises and employment opportunities.

Over a third of the borough is open space with large areas designated as Green Belt and Metropolitan Open Land. This is further supplemented by the presence of a large number of Sites of Importance for Nature Conservation and one Site of Special Scientific Interest.

KINGSTON PLACES





London Borough of Wandsworth

Kingston Gate, Richmond Park

This map illustrates some of the assets, key strengths and characteristics which make the borough a great place to live, work and visit. It highlights some of the borough's valued features such as its proud heritage, destination for shopping and leisure, suburban residential character as well as its riverside setting and numerous open spaces.

Understanding the role and function of these assets, key strengths and characteristics will help identify both the areas for opportunity and those areas which require protection and/or enhancement in the borough. There are other developments within the borough which could benefit from redevelopment.

Park Works

St Agatha's Church

Cambridge Road Estate

New Malden High Street

Plough Green

Tolworth Tower

St John the Baptist Church

Tolworth Court Sports Ground

London Borough of Croydon



GROWTH

London is a vibrant and prosperous world city that is predicted to continue to grow.

By 2036 London's population is predicted to rise to 10.11 million people* and employment projections are expected to rise by 17.6%.

***the highest it's ever been**

In order to ensure this growth does not have a negative effect on the success of London as a city and on its existing communities it is imperative that this growth is planned for and supported by the necessary infrastructure.

The Outer London Commission (OLC) in its report on Town Centres states "London's town centres have real potential from intensification through housing led, higher density mixed use renewal and development. Not only will this intensification help to provide a valuable source of new housing but will result in more people being in and around town centres, increasing footfall and supporting a greater range of activities which will ultimately strengthen the vitality and viability of the centre".

The OLC growth option scenario indicates that Outer London has more potential than Inner London to accommodate London's housing needs. This is due to the large number of centres and district centres. Importantly, the OLC has made recommendations in respect of maximising density and the role of new transport infrastructure, including Crossrail 2, in unlocking new development opportunities. It also recommends a review of the Green Belt land.

Kingston is growing and population estimates suggest a 10% increase from 168,700 to 186,200 by the mid-2030s.

There will be 13,000 new jobs in the borough by 2036.

Since the adoption of the Core Strategy and Kingston Town Centre Area Action Plan much has changed. In particular the 2015 London Plan has increased the borough's housing target to 6,434 new homes over the next 10 years. A new borough Local Plan is required to show how it will deliver the growth needs of a rapidly rising population. The new Local Plan will take a proactive approach to delivering growth by identifying where and how the needs of growth will be achieved. There will be many constraints on growth and the Local Plan will need to consider how to best ensure the borough's distinctive character is maintained and the necessary supporting infrastructure is provided.

The securing of opportunity area status for Kingston will make a key contribution to the new borough-wide Local Plan. It will help facilitate sustainable growth and increase access to funding opportunities.

Kingston's current infrastructure requires investment and significant improvements if it is to continue to be a destination of choice. The potential arrival of Crossrail 2, a major piece of new transport infrastructure, provides an unrivalled opportunity for the borough and has the ability to support the growing demands of the borough's population by creating new homes and jobs.

STORY SO FAR

The borough has already seen several large scale applications come forward.

The Go Cycle Programme is about keeping Kingston moving sustainably for a prosperous future. The Council received over £30million of funding from the Mayor of London and TfL to deliver improvements to cycling facilities and road safety, while at the same time enhancing Kingston's public spaces.



Go Cycle Programme 2014-2018
Cycle improvement scheme



The Old Post Office, Kingston Town Centre
Consented: 319 new homes, 224 new jobs



Kingston Heights and Kingston Riverside
Consented: 347 new homes, 75 new jobs, new hotel with 146 bedrooms



Cromwell Road Bus Station, Kingston
Comprehensive redevelopment serving 23 routes and 11,000 passengers



Gas Holder site, Kingston
Consented: 328 new homes, 15 new jobs



Kingston Community School, Coombe Road Consented: new primary school, sports hall, 19 new homes



Tolworth Tower, Tolworth
Consented: 200 new homes, 330 new jobs

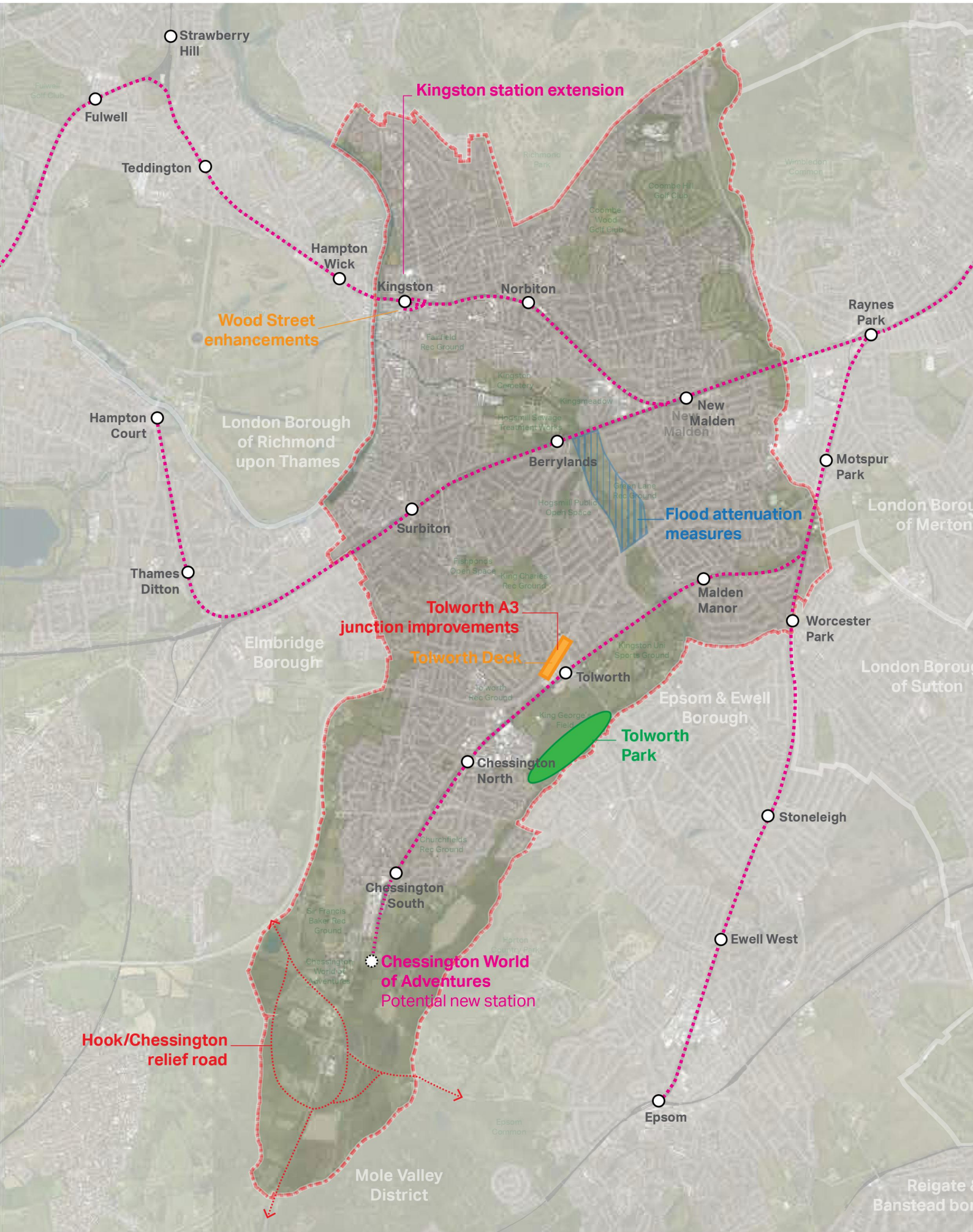


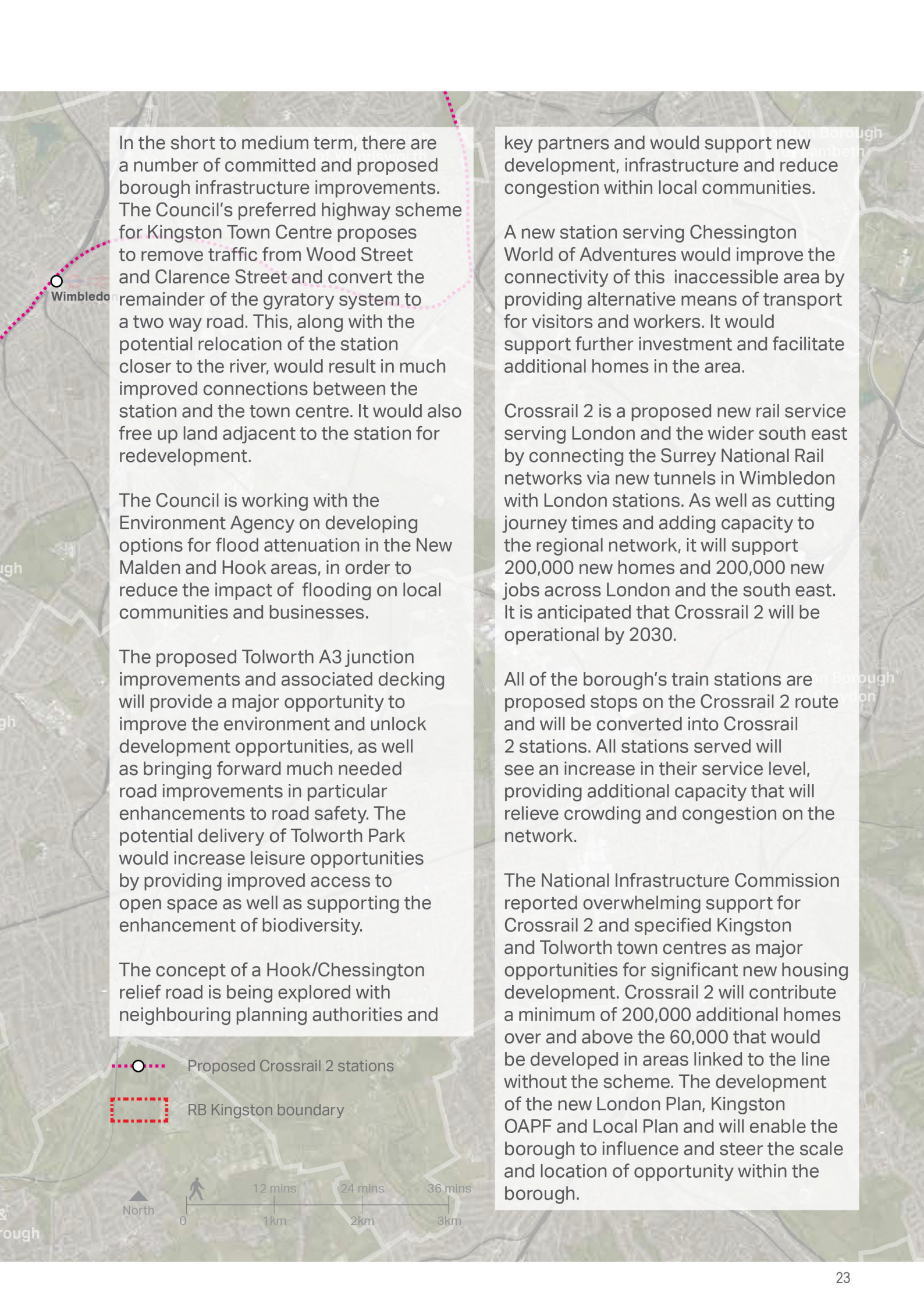
New Town House, Penrhyn Road, Kingston University Consented: New teaching building with two cafes



Premier Inn, Tolworth
Consented: 137 room hotel

INFRASTRUCTURE IMPROVEMENTS



A map of Kingston, London, showing the borough's boundary in red. A pink dotted line indicates the proposed Crossrail 2 route, with a white circle marking a proposed station near Wimbledon. A red dotted line outlines a specific area in the town center. A scale bar at the bottom shows distances of 12, 24, and 36 minutes on foot, corresponding to 1, 2, and 3 kilometers. A north arrow is also present.

In the short to medium term, there are a number of committed and proposed borough infrastructure improvements. The Council's preferred highway scheme for Kingston Town Centre proposes to remove traffic from Wood Street and Clarence Street and convert the remainder of the gyratory system to a two way road. This, along with the potential relocation of the station closer to the river, would result in much improved connections between the station and the town centre. It would also free up land adjacent to the station for redevelopment.

The Council is working with the Environment Agency on developing options for flood attenuation in the New Malden and Hook areas, in order to reduce the impact of flooding on local communities and businesses.

The proposed Tolworth A3 junction improvements and associated decking will provide a major opportunity to improve the environment and unlock development opportunities, as well as bringing forward much needed road improvements in particular enhancements to road safety. The potential delivery of Tolworth Park would increase leisure opportunities by providing improved access to open space as well as supporting the enhancement of biodiversity.

The concept of a Hook/Chessington relief road is being explored with neighbouring planning authorities and

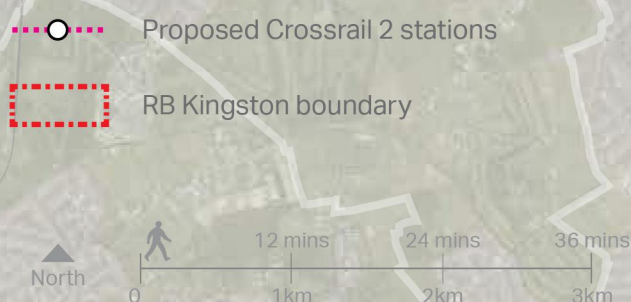
key partners and would support new development, infrastructure and reduce congestion within local communities.

A new station serving Chessington World of Adventures would improve the connectivity of this inaccessible area by providing alternative means of transport for visitors and workers. It would support further investment and facilitate additional homes in the area.

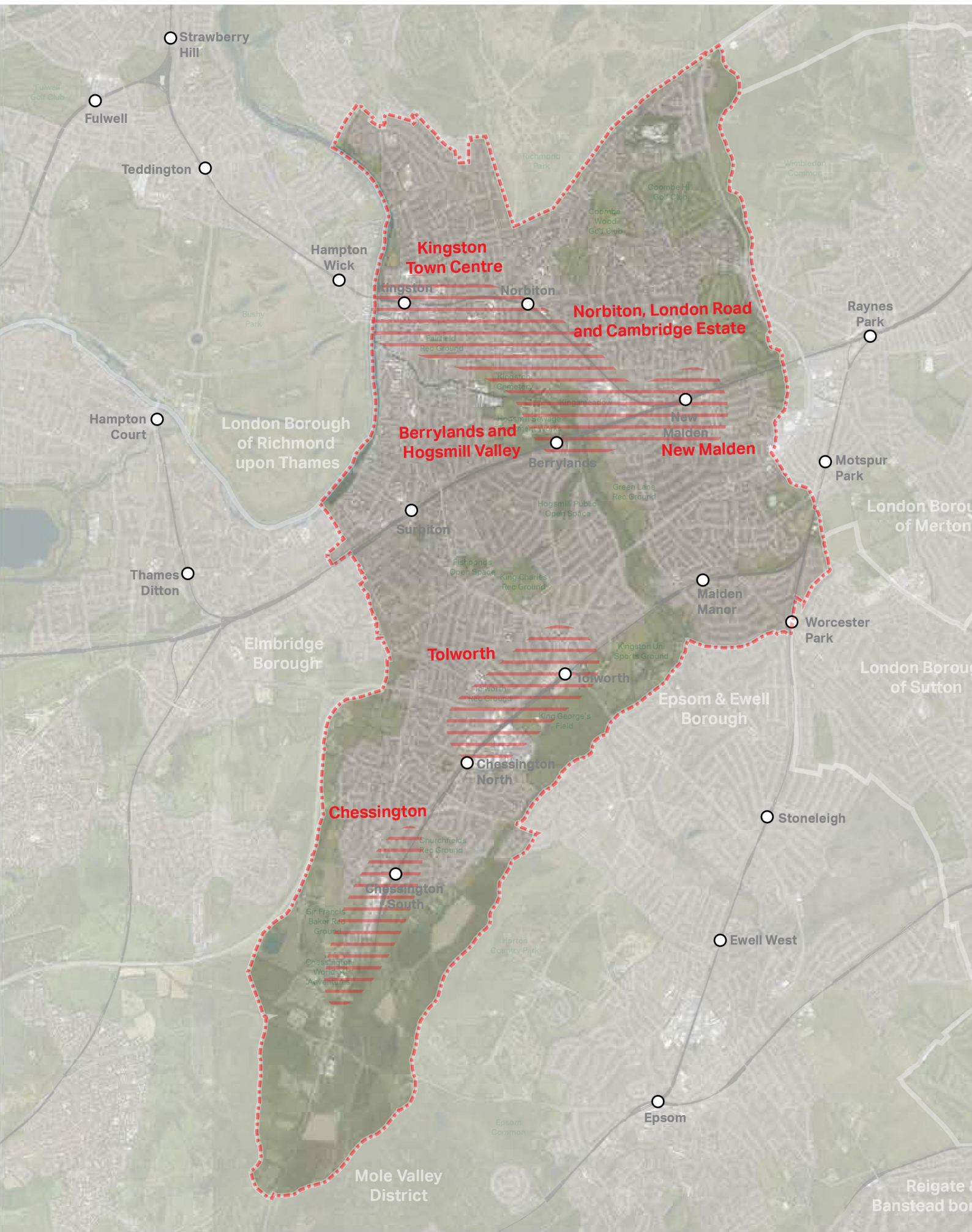
Crossrail 2 is a proposed new rail service serving London and the wider south east by connecting the Surrey National Rail networks via new tunnels in Wimbledon with London stations. As well as cutting journey times and adding capacity to the regional network, it will support 200,000 new homes and 200,000 new jobs across London and the south east. It is anticipated that Crossrail 2 will be operational by 2030.

All of the borough's train stations are proposed stops on the Crossrail 2 route and will be converted into Crossrail 2 stations. All stations served will see an increase in their service level, providing additional capacity that will relieve crowding and congestion on the network.

The National Infrastructure Commission reported overwhelming support for Crossrail 2 and specified Kingston and Tolworth town centres as major opportunities for significant new housing development. Crossrail 2 will contribute a minimum of 200,000 additional homes over and above the 60,000 that would be developed in areas linked to the line without the scheme. The development of the new London Plan, Kingston OAPF and Local Plan and will enable the borough to influence and steer the scale and location of opportunity within the borough.



EMERGING AREAS OF OPPORTUNITY



The borough's population is forecast to rise by 55,000 people between 2011 and 2050. For Kingston to be able to continue to provide and encourage residents with opportunities to live and work locally careful consideration needs to be given as to where this growth should be accommodated.

In order to protect and enhance the borough's heritage assets, key views, riverside setting and wider residential character, growth will need to be focused in selective areas.

The borough's projected population growth will take place over a number of years and additional housing provision and jobs need to be planned in stages. These stages will reflect both projected growth and, critically the timing of new infrastructure provision.

Many of Kingston's centres are already served by public transport and would therefore represent opportunities for enhanced growth in homes and jobs even without the added opportunity of Crossrail. As explained earlier the London Plan seeks to locate new homes and jobs in town centres and around existing transport nodes.

As explained earlier the London Plan seeks to locate new homes and jobs in town centres and around existing transport nodes. Many of Kingston's centres are already served by public transport and would therefore represent opportunities for enhanced growth in

homes and jobs even without the added opportunity of Crossrail 2. The potential delivery of Crossrail 2 therefore provides an important catalyst for supporting further growth and intensifying transport hubs.

The borough's strategic open spaces are important and valued assets. However further potential opportunities for growth relate to a comprehensive review of these assets and will be addressed as part of the statutory planning process for the new Local Plan for Kingston.

The accompanying plan shows indicative hatching of the potential areas of opportunity and where development sites may be identified which will be further defined in the preparation of the Local Plan. Any identified sites in the Local Plan will provide an indicative quantum of development and will be required to deliver their infrastructure needs.

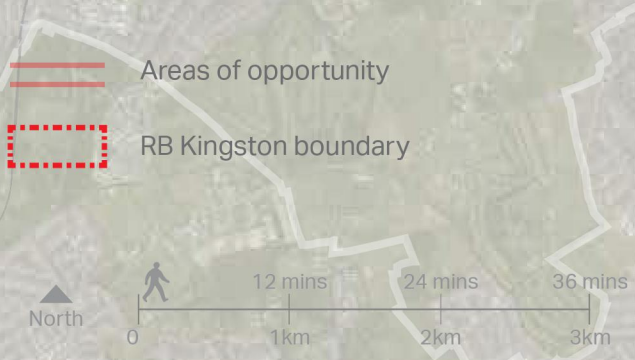
Those areas identified in the following pages have scope for more transformational change.

Kingston Town Centre, the Cambridge Road Estate, New Malden and Tolworth have been identified as areas of immediate opportunity for growth.

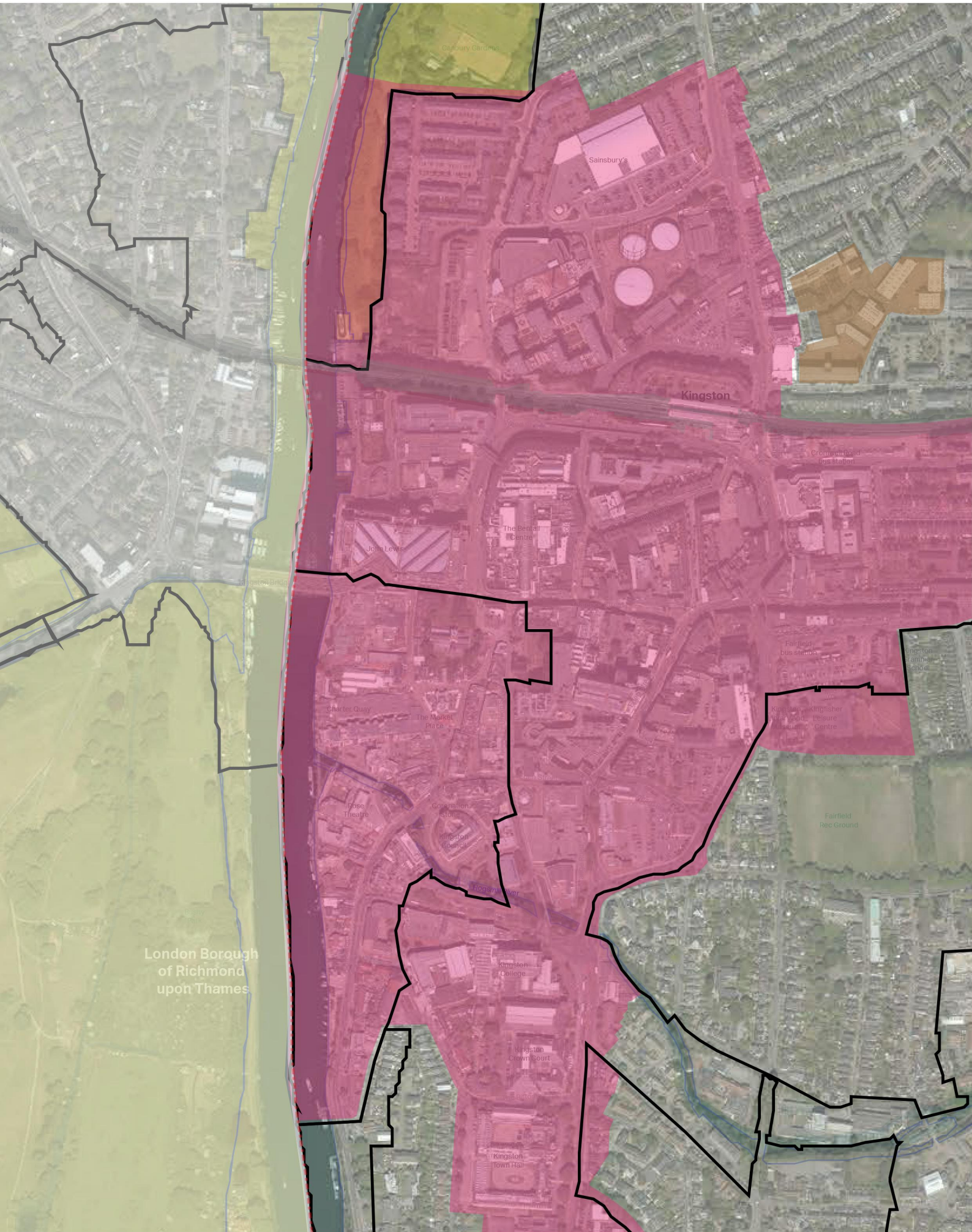
The Hogsmill Valley is likely to provide opportunities for growth in the medium term dependant on the requirements of the Council's waste facilities and Thames Water.

Chessington has been identified as a potential long term area of opportunity linked to the arrival of Crossrail 2 in 2030.

Whilst growth in these immediate areas is not dependent on Crossrail 2, development proposals in these areas should plan for its arrival.











KINGSTON TOWN CENTRE



Selective redevelopment in this part of the borough could result in:

- Increased transport accessibility to central London, further enhanced through Crossrail 2
- A new train station with over site development
- Significant delivery of new homes including affordable housing and jobs
- A new office and mixed use quarter around the Station
- Provision of creative and small-scale workspaces
- Continuing protection of Kingston's historic environment (Listed Buildings, Buildings of Townscape Merit and Conservation Areas)
- An expanded retail offer and strengthening of the Metropolitan Town Centre
- A new transportation interchange (rail and bus)
- Better connectivity for pedestrians and cyclists
- Improved access to the riverside

Existing Planning Designations

	Metropolitan Town Centre
	District Centre
	Conservation Area
	Employment Land (SIL/LSIS)
	Green Belt
	Metropolitan Open Land
	Site of Importance for Nature Conservation
	RB Kingston boundary

North



1.5 mins

2.4 mins

3.6 mins

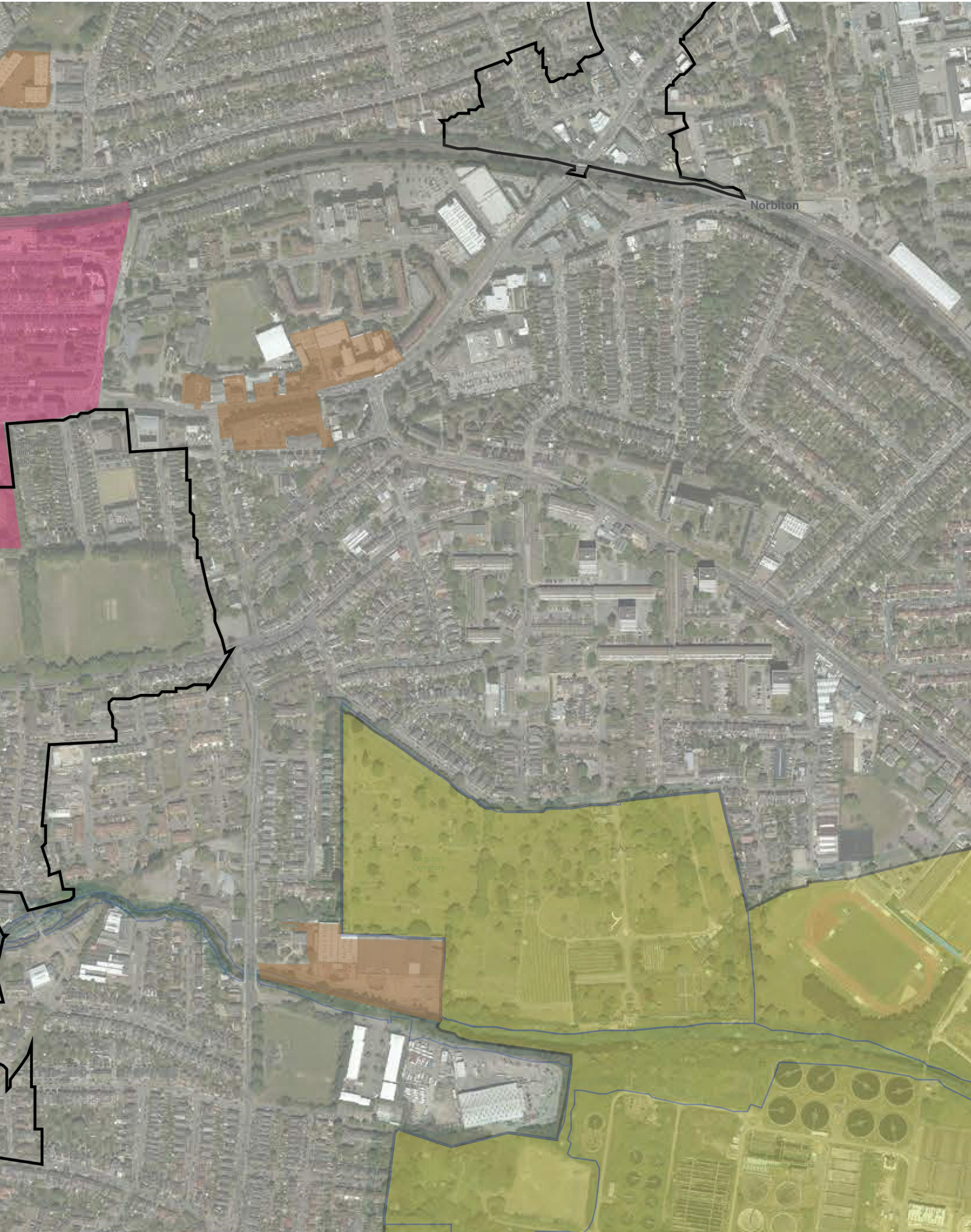
0

100m

200m

300m









NORBITON, LONDON ROAD & CAMBRIDGE ESTATE

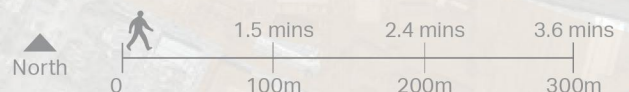


Selective redevelopment in this part of the borough could result in:

- Improved access at Norbiton Station with further improvements delivered through Crossrail 2
- Increased residential development around Norbiton Station
- Helping meet the Council's growth agenda and housing focus for the Cambridge Road Housing Zone
- Providing new, mixed tenure homes on the Cambridge Road Estate
- Residential-led mixed-use development on and around London Road
- Creation of new and diversified employment opportunities
- Supporting new infrastructure including school places, open space and transport improvements
- Better access for pedestrians and cyclists to the Hogsmill Valley

Existing Planning Designations

-  Metropolitan Town Centre
-  District Centre
-  Conservation Area
-  Employment Land (SIL/LSIS)
-  Green Belt
-  Metropolitan Open Land
-  Site of Importance for Nature Conservation
-  RB Kingston boundary











BERRYLANDS AND HOGSMILL VALLEY



Selective redevelopment in this part of the borough could result in:

- Substantial delivery of new homes including family housing
- Improved transport connectivity and an upgraded station, further enhanced by Crossrail 2
- New connections through the Hogsmill Valley to Berrylands Station
- Better access to open space with a new Hogsmill riverside walk
- Consolidation of the Hogsmill Sewage Treatment Works
- Reducing the effects of odour from the sewage works on the local community
- Delivery of Hogsmill flood attenuation scheme to protect homes and businesses from flooding

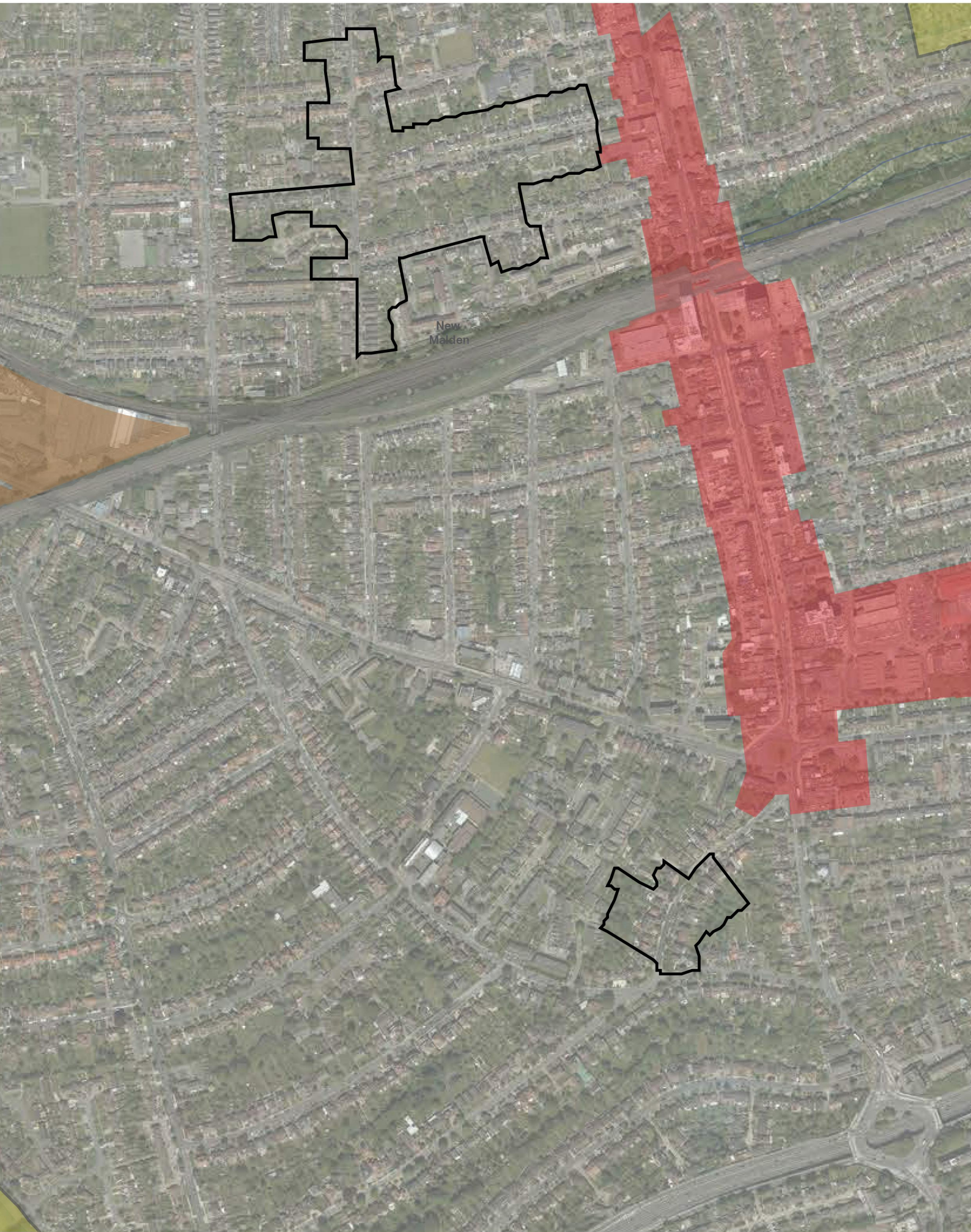
Existing Planning Designations

-  Metropolitan Town Centre
-  District Centre
-  Conservation Area
-  Employment Land (SIL/LSIS)
-  Green Belt
-  Metropolitan Open Land
-  Site of Importance for Nature Conservation
-  RB Kingston boundary

North











NEW MALDEN

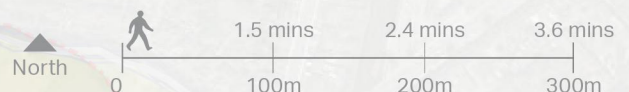


Selective redevelopment in this part of the borough could result in:

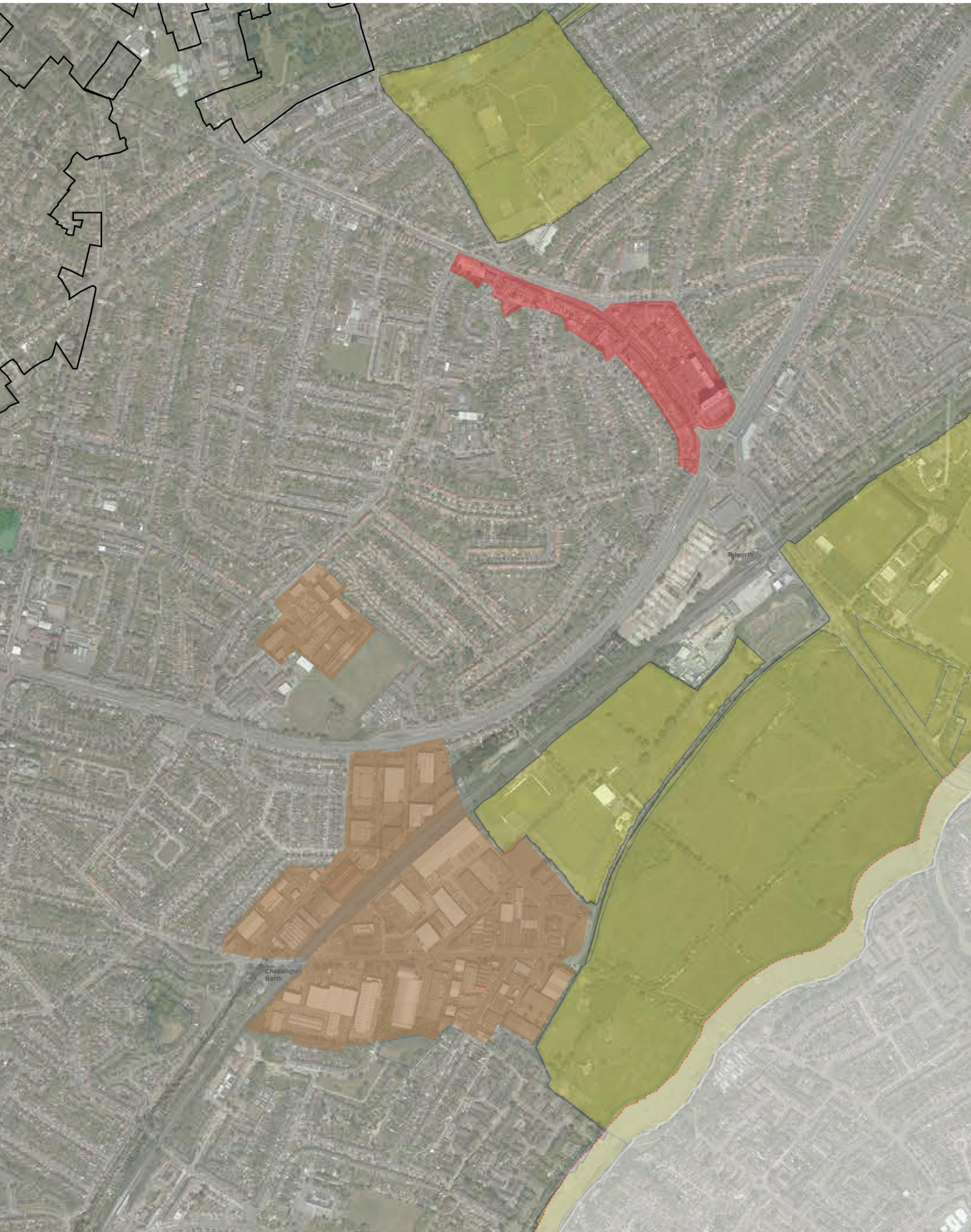
- Enhanced train station and improved frequency of service as a result of Crossrail 2
- Redevelopment of Cocks Crescent to support a new community hub with enabling residential and commercial development
- Increased commercial and residential development around New Malden Station
- Potential over station development
- Sustaining and increasing the number of local jobs
- Supporting a thriving and attractive New Malden High Street
- Improved connectivity from the station to Kingston Hill Campus
- Better access to neighbourhood's key services as a result of improved pedestrian and cycle networks

Existing Planning Designations

	Metropolitan Town Centre
	District Centre
	Conservation Area
	Employment Land (SIL/LSIS)
	Green Belt
	Metropolitan Open Land
	Site of Importance for Nature Conservation
	RB Kingston boundary











TOLWORTH



Selective redevelopment in this part of the borough could result in:

- Improved frequency of service and accessibility as result of Crossrail 2
- An upgraded station
- Provision of over station development
- An increase in new homes
- Sustaining an enhanced retail centre and retention of a significant retailer
- An improved A3 junction at Tolworth Roundabout with better air and noise quality
- Reducing the severance of A3 as a barrier to movement by providing connections across the A3
- Modern industrial units on Chessington Industrial Estate
- Facilitating the delivery of Tolworth Park

Existing Planning Designations

-  Metropolitan Town Centre
-  District Centre
-  Conservation Area
-  Employment Land (SIL/LSIS)
-  Green Belt
-  Metropolitan Open Land
-  Site of Importance for Nature Conservation
-  RB Kingston boundary











CHESSINGTON



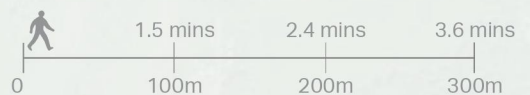
Selective redevelopment in this part of the borough could result in:

- New residential development as a result of Crossrail 2
- Enhancements to Chessington South and Chessington North stations
- Potential new station serving Chessington World of Adventures
- Supporting long term ambitions of Chessington World of Adventures
- Intensification of Barwell Business Park
- Supporting a new district centre and sustaining improved local shopping facilities
- Delivery of Hook/Chessington relief road and associated environmental enhancement
- Improved bus service provision
- Enhanced network of walking and cycling greenways to wider countryside

Existing Planning Designations

-  Metropolitan Town Centre
-  District Centre
-  Conservation Area
-  Employment Land (SIL/LSIS)
-  Green Belt
-  Metropolitan Open Land
-  Site of Importance for Nature Conservation
-  RB Kingston boundary

North



REST OF BOROUGH



For the rest of the borough the following approach will apply:

- Protecting the borough's distinctive historic environment and established suburban areas from inappropriate development
- Timely delivery of social infrastructure (GP's, schools and community facilities)
- Coordination with key partners and stakeholders
- Utilising innovative and wider funding streams to facilitate development
- Maximising development opportunities for selective growth in areas of opportunity
- Working with developers to safeguard and build in station infrastructure and where appropriate provide over station development



NEXT STEPS

- Carry out an Issues and Options consultation for the new Royal Borough of Kingston Local Plan in Autumn 2016 and continue to work on the Opportunity Area Planning Framework
- Continuing work on a borough transport assessment to ensure we have adequate infrastructure to support growth
- Continuing to work on options for accommodating Crossrail 2 stations within the borough and the implications for growth in the borough
- Continuing to develop the wider evidence base for the Council's forthcoming Local Plan
- Carry out a Development Infrastructure Funding Study to identify the appropriate levels of contribution developers will be expected to make towards the delivery of transport and social infrastructure.





CONSULTATION QUESTIONS

1. Do you agree with the proposed areas for selective growth in the Direction of Travel?
2. Are there other areas in the borough we should identify for selective growth?
3. Are there other areas in the borough that we should be seeking to protect and enhance?
4. What key infrastructure do you think the borough needs to support its growing population?
5. Any other comments?

**We welcome your comments,
please get in touch:**

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Other formats and languages

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Chinese

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請致電以下號碼或與下列地址聯絡

Vietnamese

Nếu bạn muốn có văn bản tài liệu này bằng ngôn ngữ của mình, hãy liên hệ theo số điện thoại hoặc địa chỉ dưới đây.

Greek

Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος εγγράφου στη δική σας γλώσσα, παρακαλείστε να επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχυδρομικά στην παρακάτω διεύθυνση.

Turkish

Bu belgenin kendi dilinizde hazırlanmış bir nüshasını edinmek için, lütfen aşağıdaki telefon numarasını arayınız veya adrese başvurunuz.

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਬਤਾ ਕਰੋ:

Hindi

यदि आप इस दस्तावेज की प्रति अपनी भाषा में चाहते हैं, तो कृपया निम्नलिखित नंबर पर फोन करें अथवा नीचे दिये गये पते पर संपर्क करें

Bengali

আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলিপি (কপি) চান, তা হলে নীচের ফোন নম্বরে বা ঠিকানায় অনুগ্রহ করে যোগাযোগ করুন।

Urdu

اگر آپ اس دستاویز کی نقل اپنی زبان میں چاہتے ہیں، تو براہ کرم نیچے دئے گئے نمبر پر فون کریں یا دیئے گئے پتے پر رابطہ کریں

Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى الاتصال برقم الهاتف أو مراسلة العنوان أدناه

Gujarati

જો તમને આ દસ્તાવેજની નકલ તમારી ભાષામાં જોઈતી હોય તો, કૃપા કરી આપેલ નંબર ઉપર ફોન કરો અથવા નીચેના સરનામે સંપર્ક સાધો.

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Well! These are tales of mystery!
And many a darkly woven lie
With men will easy credence gain;
Wile truth, calm truth, may speak in vain,
For eloquence, whose honey'd sway
Our mortal wits obey,
Can honour give to actions ill,
And faith to deeds incredible;
And bitter blame, and praises high,
Fall truest from posterity.

Translations of Pindar: The First Olympic Ode.
470 BC

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