

# GREATER LONDON AUTHORITY

By email

**Our Ref: MGLA040117-8593**

**31 January 2017**

Dear

Thank you for your request for information which the GLA received on 3 January. Your request has been dealt with under the Environmental Information Regulations (EIR) 2004.

You requested:

*"I note that no Development Infrastructure Funding Study for Kingston currently exists.*

*Please can you send me written information of whatever kind exists that shows how a statement came to be included on page 40 of the Direction of Travel document for Kingston upon Thames of the intention to conduct a Development Infrastructure Funding Study (DIFS) for the Borough. Such information should include the names of individuals representing the GLA and Kingston Council in whatever capacity who were involved at any stage in making the decision to include the statement of the intention to complete a DIFS in the Direction of Travel document. I would also like to receive written information that exists on the intended scope of said Development Infrastructure Funding Study for Kingston"*

Please find the relevant information attached. We have redacted a small amount of personal data contained within some of the documents in accordance with the provision under regulation 13(1) of the EIR.

We have decided to withhold some information under regulation 12(4)(d) of EIR because it is a very early draft tender for the DIF study. An explanation about how this provision of the EIR has been engaged can be found in the annex to this letter. However to demonstrate the kind of tender that we will produce at a later date, we have included a copy of the tender brief for another area (Isle of Dogs and South Poplar).

We also hold copies of some information which is publicly available on Kingston's website [here](#)

- Growth Committee Agenda 9 June 2016
- Growth Committee Agenda & pack 9 June 2016
- Growth Committee Printed minutes 9 June 2016

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely



**Information Governance Officer**

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

## Annex

### Exception provisions

*Regulation 12(4)(d) - a public authority may refuse to disclose information to the extent that the request relates to material which is still in the course of completion, to unfinished documents, or incomplete data;*

### How the exception applies to this information

EIR regulation 12(4)(d) can be engaged when a request relates to material that is either still in the course of completion, to unfinished documents or to incomplete data. If the information in question falls into one of these categories, then the exception is engaged.

Guidance published by the Information Commissioner's Office (ICO)<sup>1</sup> confirms that, because the exception differentiates between the terms 'material in the course of completion' and 'unfinished documents', the provisions of this exception can apply to different types of information. This regulation also refers to 'incomplete data' but this term is not applicable in this case as it is not relevant to the information captured by your request.

The EIR exception of regulation 12(4)(d) has been engaged by information contained in a draft tender brief for the Kingston OAPF, which is an unfinished document in itself and will feed into the final DIFS. Certain elements are additionally subject to ongoing discussions. To the extent this specific information is incomplete, unresolved or otherwise undecided, it falls within the limbs of the exception that refer to unfinished documents and to material in the course of completion.

This exception is subject to a public interest test

### Public Interest Test

Under regulation 12(1)(b), the public authority can only withhold the information if, in all the circumstances of the case, the public interest in maintaining the exception outweighs the public interest in disclosing the information. Furthermore, under regulation 12(2), it must apply a presumption in favour of disclosure.

The 'public interest' is not the same as what might be of interest to the public. In carrying out a PIT we consider the greater good or benefit to the community as a whole if the information is released or not. The 'right to know' must be balanced against the need to enable effective government, deliver efficient policing and to serve the best interests of the public. The Environmental Information Regulations are 'applicant blind'. This means that we cannot, and do not, ask about the motives of anyone who asks for information. In providing a response to one person, we are expressing a willingness to provide the same response to anyone.

<sup>1</sup> ICO EIR Guidance; regulation 12(4)(d) - [https://ico.org.uk/media/for-organisations/documents/1637/eir\\_material\\_in\\_the\\_course\\_of\\_completion.pdf](https://ico.org.uk/media/for-organisations/documents/1637/eir_material_in_the_course_of_completion.pdf)

### **Considerations favouring disclosure**

There is an underlying rationale supporting the disclosure of environmental information, as outlined in Directive (2003/4/EC), which gave rise to the Environmental Information Regulations that increased public access brings greater awareness, more participation in environmental decisions and a better environment.

There is a strong public interest in transparency of information contained in the draft document that would allow members of the community to understand and contribute to discussions and decisions that affect them.

### **Considerations favouring maintaining the exemptions**

It would not be in the public interest to release some of the information that we hold at this time as it would prejudice and adversely affect ongoing work towards the Development Infrastructure Funding Study.

The best interests of the public – i.e. the public interest – lie in the ability of the GLA to protect work that is in progress by allowing officers a 'safe space' in which to finish ongoing work without interruption and interference from outside; and provide some protection from having to spend time and resources explaining or justifying ideas that are not, or may never be, final.

I believe that these considerations outweigh the public interest in disclosure at this time. I hope that the decision to release the majority of the information covered by your request into the public domain helps demonstrate our acknowledgement of the public interest favouring the disclosure of information regarding this matter.



Inside cover text

The Mayor of London, the Royal Borough of Kingston and TfL are working together on an emerging opportunity area for Kingston.

This document sets out a series of plans indicating how we can realise the potential of the existing town centres and Crossrail 2 to provide new homes, jobs and investment in the borough.

We would welcome your views on the ideas outlined in the plan, so that we can refine these ideas further.

### Status of the document

This direction of travel for the Kingston opportunity areas 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.

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)”*.

The London Plan seeks to direct development and intensification, including residential to London’s network of town centres and other areas of good public transport accessibility. Policy 2.16 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.

This document forms part of the work undertaken by the Mayor and Kingston Council in identifying and assessing opportunities for growth in the borough.

## Growth in London

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 (the highest it's ever been) and employment projections are expected to rise by 17.6%. 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 *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 reflects the large number of centres and district centres in Outer London compared to inner London. Importantly the OLC has also made recommendations in respect of maximising density and the role of new transport infrastructure, including Crossrail 2, in unlocking new development opportunities. The independent report for the Mayor to request a review of green Belt land and expresses the importance of providing local jobs as well as providing for mixed and balanced communities.

The trend for comparatively lower levels of employment growth in outer London compared to inner London despite being where the majority of Londoners live, suggests that outer London might not be realising its full potential.

## The story so far

The Royal Borough of Kingston has already seen several large scale applications come forward such as the Old Post Office site and the Eden Walk shopping centre in Kingston town centre and the Tolworth Towers mixed use scheme and Lidl Headquarters in Tolworth Town Centre.

## Crossrail 2

Crossrail 2 is a proposed new rail service serving London and the wider South East which will connect the National Rail networks in Surrey via new tunnels in Wimbledon with London stations in London. 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 proposed that 10 of Kingston's existing train stations will be converted into Crossrail 2 stations. The introduction of Crossrail services at these stations alongside the existing Network services will increase the frequency of services, provide additional capacity and relieve crowding and congestion on the network. Step free access will also be provided at these stations.

The National Infrastructure Commission has recently reported overwhelming support for Crossrail 2. Highlighting how it will contribute to the delivery of an additional 200,000 homes over and above the 60,000 that would be developed in areas linked to the line without the scheme. The report makes specific reference to Kingston and Tolworth centres as major opportunities for significant new housing development

The Crossrail 2 Growth Commission will report on its finding on the role of Crossrail 2 in providing new housing and jobs growth in London. The Commission will make a number of key recommendations relating to the scale of opportunity in the borough of Kingston. Amongst the recommendations will be schematic and thematic options around policy, land use designations and development typologies along the Crossrail 2 route.

## Opportunities for growth

The Borough of Kingston's population is forecast to rise by 55,000 people between 2011 and 2050. For Kingston to be able to continue to provide sustainable communities 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 heritage assets, historic built environment, views, riverside setting and wider residential character of the borough growth will need to be focused in selective areas where there are opportunities for intensification and redevelopment.

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.

Other opportunities for growth relate to the rationalisation and designation of Green Belt and Metropolitan Open Land close to these centres and public transport nodes. This strategic matter is best addressed through a comprehensive review at the regional level. Especially in areas where land no longer meet the statutory tests or which are not serving their desired purpose or could be improved or provide an opportunity for increased accessibility for communities, and which could be released to provide much needed housing without leading to a negative impact on the overall quality of the Green Belt or Metropolitan Open Land.

Sub areas - text from RBK if doesn't arrive in time us bullet points below

#### Kingston Town Centre

- Crossrail 2 station
- Opportunity move platform/build over line/remove one way system
- Create A grade office space around station
- Enhance retail centre
- Mix-use scheme deliver homes within the centre

#### Tolworth

- Crossrail 2 station
- Assessment of existing MOL land/quality/accessibility/opportunities for release/consolidation
- Link over A3 connect both sides of the town centre
- Mix-use schemes deliver homes within the centre

#### Chessington

- Crossrail 2 station
- Assessment of MOL/Green Belt land/quality/accessibility/opportunities for release/consolidation
- A3/M25 bypass

#### Norbiton, London Road and the Cambridge Estate

- Crossrail 2 station
- Estate renewal project
- Housing Zone
- No loss of affordable housing
- Addition of market units to pay for renewal and create mixed and balanced community
- Opportunity improve connections to Norbiton station
- Opportunity high densities
- Opportunity area of tall buildings

#### Berrylands and the Hogsmill Valley

- Crossrail 2 stations
- Opportunity improve connection through valley to Berrylands stations
- Opportunity to improve odour from sewage works
- Opportunity to update capacity at sewage works
- Assessment of MOL/quality/accessibility/opportunities for release/consolidation



#### Next steps

- Continuing work on development scenario testing to identify the capacity for new homes and jobs in the borough
- Continuing work on a transport assessment for the borough to feed in to the development scenario testing and to identify areas in need of improvement
- 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 an Issues and Options consultation for the new Royal Borough of Kingston Local Plan in Autumn 2016
- Carry out a Development Infrastructure Study to identify the appropriate levels of contribution developers will be expected to make to the delivery of transport land social infrastructure.

We welcome your comments, please get in touch:

Kingston Opportunity Area Plan  
Development and Projects  
City Hall, Queens Walk  
LONDON SE1 2AA

[xxxxxx@london.gov.uk](mailto:xxxxxx@london.gov.uk)

020 7983 [REDACTED]

**Comment [KT1]:** [REDACTED] do we have an email address for this OAPF set up? Can you liaise with [REDACTED] to get this. Thanks

# CITY IN THE WEST

## GENERAL COMMENTS

All comments are subject to senior officers sign off/agreement

Presentation of text throughout Doc - insert full textboxes to increase clarity and make easier to read.

## FRONT COVER

Make RBK logo bigger and bolder

Move Mayor of London logo to top left corner

Research options for front cover

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

CONSULTATION DRAFT JUNE 2016



The background of the entire page is a photograph of a park. In the foreground, there is a paved path that leads into the distance. On either side of the path are large, mature trees with dense foliage in shades of green and yellow, suggesting an autumn setting. In the background, a multi-story residential building with a light-colored facade and several windows is visible behind the trees. The overall scene is bright and clear.

INSIDE COVER

Presentation of text

**We would welcome your views on the ideas outlined in this document so that we can refine these ideas further, in development of Local Plan and Kingston Opportunity Area.**



## FOREWORD



TEXT TO BE PROVIDED

**Kevin Davis**  
Leader of Kingston Council

## 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. Its purpose is to provide clarity to residents, developers and landowners on the process being undertaken to produce a Growth Strategy for Kingston and the associated statutory planning framework. It clarifies the strategic policy basis for this work and its alignment with the London Plan as well as Kingston's growth agenda.

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 **the relevant organisations** agendas in the statutory planning process participate at the earliest possible stage to maximise opportunities coming forward and realise development potential.

It is intended that the document will:

- Enable developers and landowners to make informed decisions with regard to the timing of development proposal within and around the affected areas,
- Encourage engagement at an early stage with both 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

### STATUS OF THIS DOC

Increase presence of sub-heading (e.g change colour/emboldened text)

Add photo to this page/spread.

Insert diagram to show planning policy document relationship between London Plan and LDF documents. RBK to provide diagram.

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Update contents page



**CHICKLEWOOD  
BENT CROSS**  
2000  
1,000 HOMES  
2,000 JOBS  
2000-2004

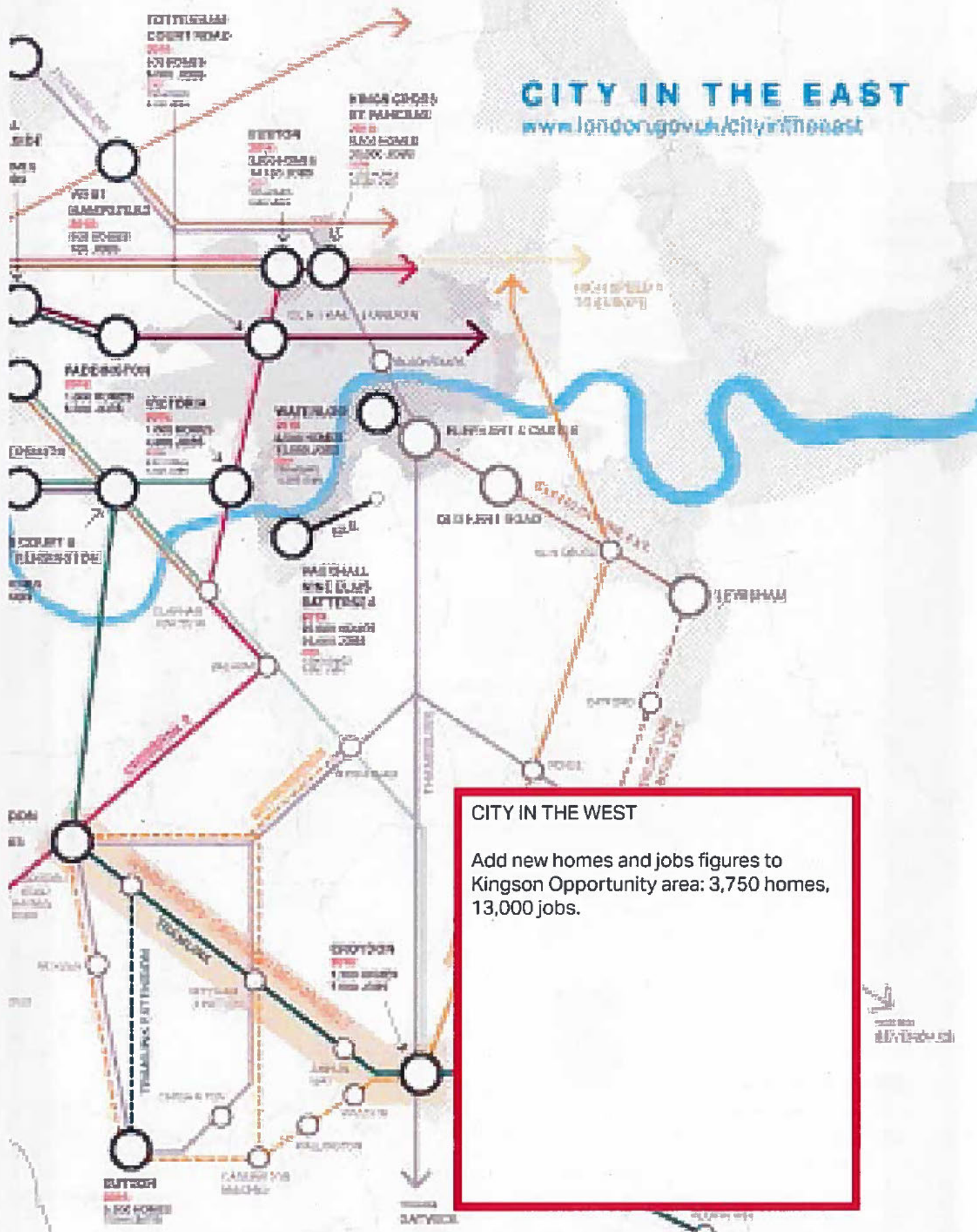
**TOTTENHAM  
COURT ROAD**  
2000  
1,000 HOMES  
2,000 JOBS  
2000-2004

**WIMBORNE  
ST PANCRAZ**  
2000  
1,000 HOMES  
2,000 JOBS  
2000-2004

**BENTON**  
2000  
1,000 HOMES  
2,000 JOBS  
2000-2004

## CITY IN THE EAST

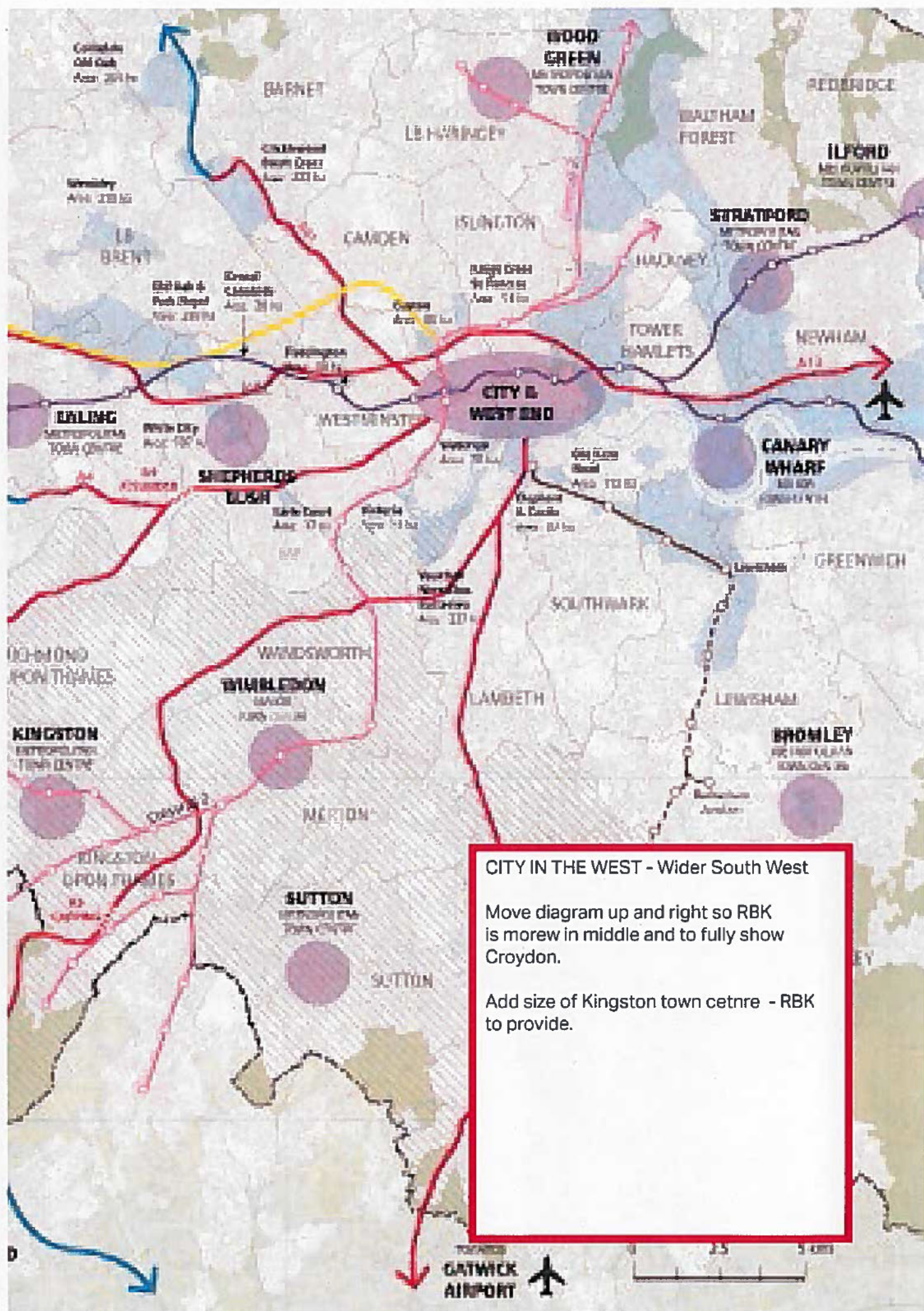
[www.london.gov.uk/cityintheeast](http://www.london.gov.uk/cityintheeast)



### CITY IN THE WEST

Add new homes and jobs figures to  
Kingston Opportunity area: 3,750 homes,  
13,000 jobs.



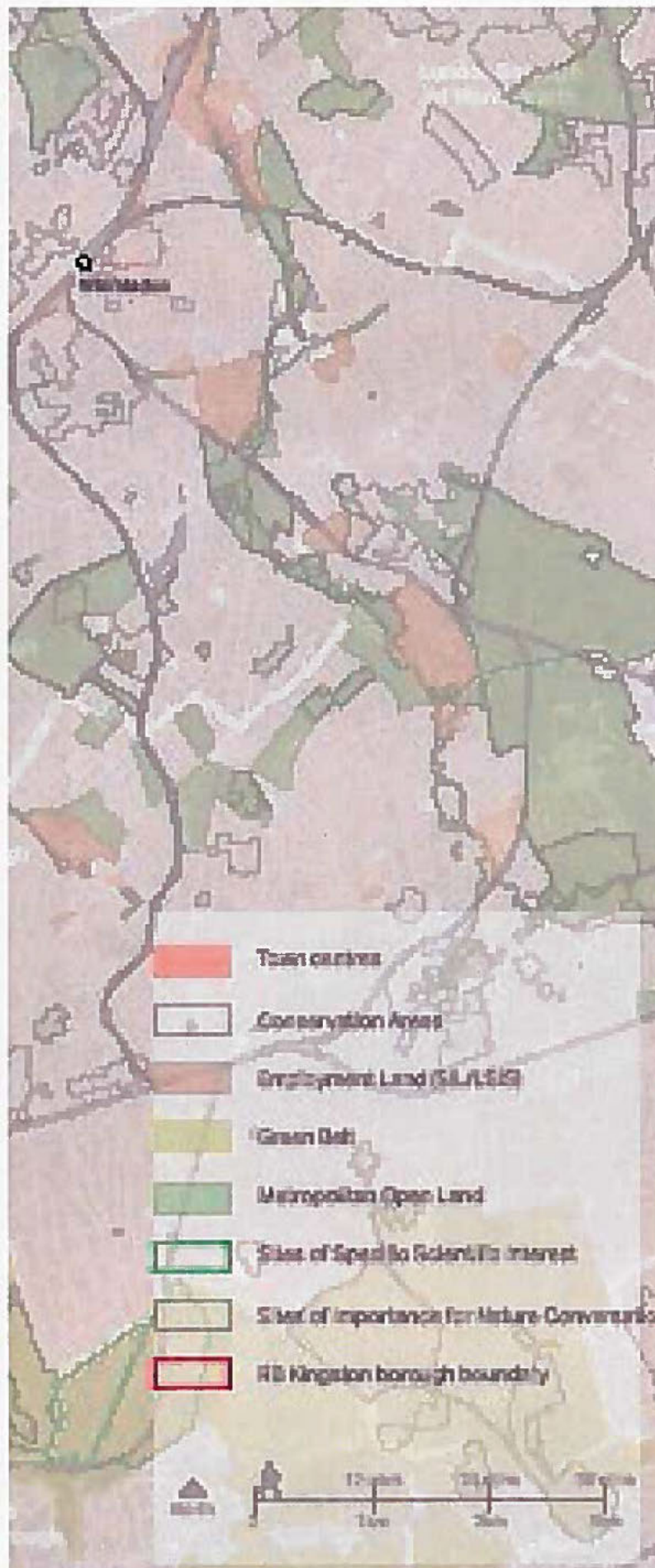


### CITY IN THE WEST - Wider South West

Move diagram up and right so RBK is more in middle and to fully show Croydon.

Add size of Kingston town centre - RBK to provide.





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 many 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 Specific Scientific Interest and Sites of Importance for Nature Conservation and one Site of Special Scientific Interest.

#### CURRENT PLANNING DESIG.

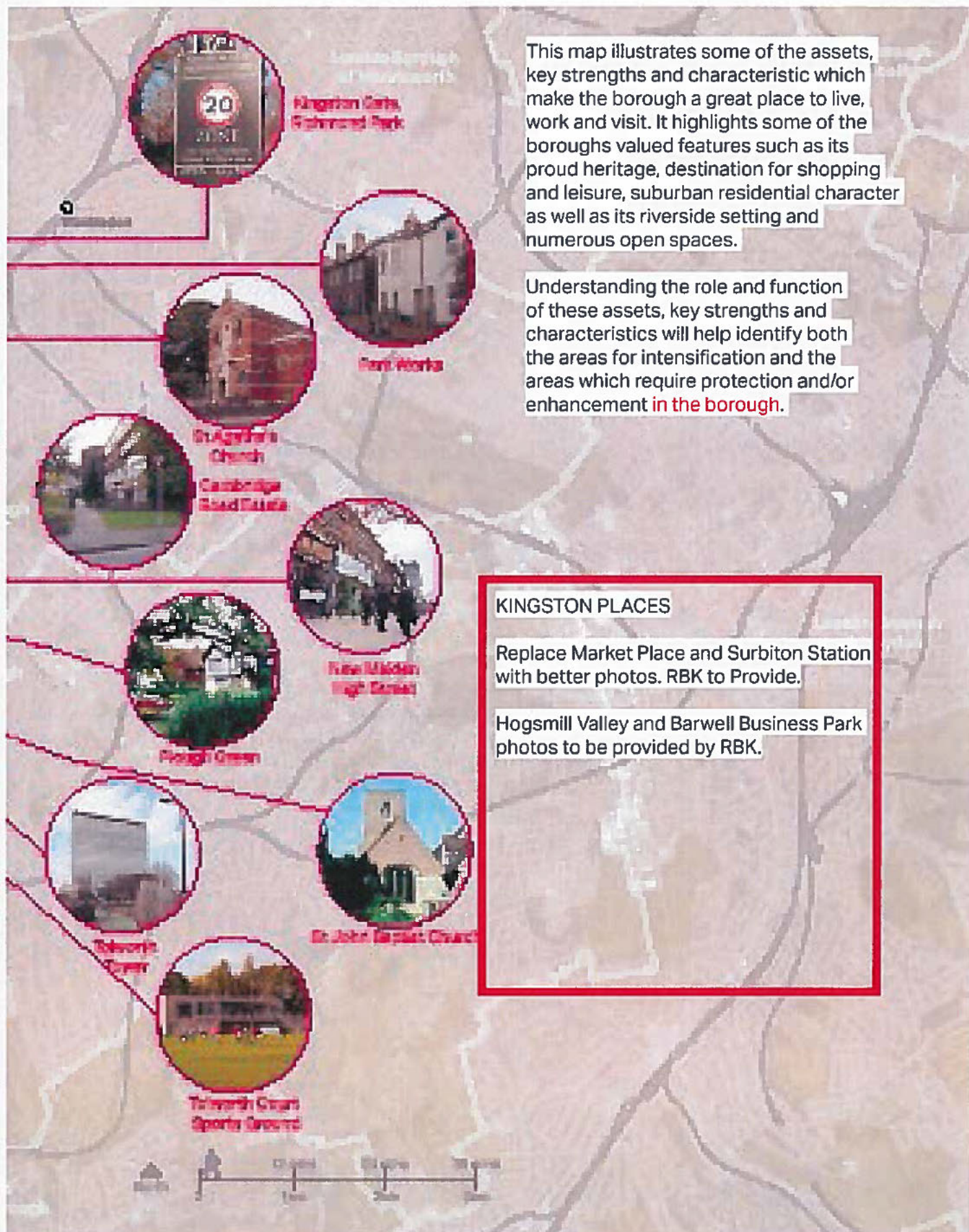
Add 'Metropolitan Centre' to legend

Make Conservation Areas bolder - shade in?

Delete 'Sites of Special Scientific Interest' from legend. There is only 1 SSSI in the Boro, Robin Hood Gate Lodge, which is very small & won't be visible on this scale of map.

Base layer amendments - a capital 'B' needed for Elmbridge Borough and Epsom & Ewell Borough, amend 'Mole Valley Borough' to 'Mole Valley District', amend 'Royal Borough of Richmond upon Thames' to 'London Borough of







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

Since the adoption of the Core Strategy and Kingston Town Centre Area Action Plan much has changed. A new borough Local Plan for the borough 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 to ensure the borough's distinctive character elements of local 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.

#### GROWTH

Add statistic (Headline jobs figure) - RBK to provide.



## Add NEW TOWN HOUSE

Text to read 'New Town House, Penrhyn Road, Kingston University'



Kingston Community College, Coombe Road  
Consented: **New Primary School, sports hall, 19**  
new homes,



Gash-Holder site, Kingston  
Consented: 328 new homes ~~xx~~ **15** new  
jobs



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



Go **Cycle** Programme, Portsmouth Road  
cycle improvement scheme



Premier Inn, Tolworth  
Consented: 137 room hotel, **50%—xx new**  
**jobs** employees from NEETs sector



<<RBK TO UPDATE TEXT>>

Crossrail 2 is a proposed new rail service serving London and the wider South East which will connect the National Rail networks in Surrey 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 expected that Crossrail 2 will be operational by 2030.

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

The National Infrastructure Commission reported overwhelming support for Crossrail 2, making a specific reference to Kingston and Tolworth town centres as major opportunities for significant new housing development. The report highlights how this new transport infrastructure 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 Crossrail 2 Growth Commission will report on its finding on the role of Crossrail 2 in providing new housing and jobs growth in London and will make a number of key recommendations relating to the scale of opportunity for the borough of with options around policy, land use

<<RBK TO UPDATE TEXT>>

designations and development typologies along Crossrail 2.

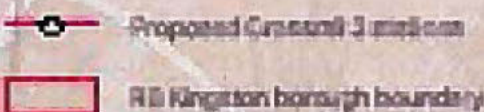
There are a number of infrastructure improvements coming forward or being proposed in the borough. The Council's preferred highway scheme for Kingston Town Centre proposes to remove traffic from Wood Street and Clarence Street and convert the remainder of the gyratory system to a 2 way road. This, along with the 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 has secured funding to investigate the feasibility of flood mitigation measures in the New Malden North and the Hook, Kelvin Grove Critical Drainage Areas. It is working in partnership with the Environment Agency on developing and appraising flood attenuation options.

The Tolworth 'Deck' over the A3 would provide multiple benefits including, linking the high street to the station and regeneration sites, dramatically enhancing the public realm, reducing accidents. The Council is supporting TfL on developing the business case for this proposal.

The concept of a Chessington bypass is being explored which. It would help support new development, associated infrastructure and provide congestion alleviation. The Council is liaising with the relevant planning authorities and key partners.

A new station serving the Chessington World of Adventures would improve the connectivity of this otherwise relatively inaccessible area, providing alternative means of transport for visitors and

Proposed Crossrail 2 route  
RBK Kingston borough boundary





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 sustainable communities 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 where there are opportunities for intensification and redevelopment.

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, in the document the London Plan seeks to locate new homes and jobs in town centres and around existing transport nodes.

The borough's Green Belt and Metropolitan Open Land are important and valued assets. However further

potential opportunities for growth relate to a comprehensive review of the borough's Green Belt and Metropolitan Open Land. This strategic matter will be addressed as part of the statutory planning process for the new Local Plan for Kingston. There may be areas where land no longer meets the statutory tests or is no longer serving its desired purpose and could be released to meet development needs now or safeguarded for release in the future.

Whilst growth is expected around all 10 Crossrail stations in the borough. Those stations identified overleaf have been identified as having opportunity for bigger or more transformational change.

Chessington has been identified as a long term area of opportunity linked to the arrival of Crossrail 2 in 2030. The Hogsmill Valley is likely to provide opportunities for growth in the medium term dependant on the requirements of the Council's waste facilities, Thames Water and an assessment of the Metropolitan Open Land. Whereas Kingston Town Centre, the Cambridge Estate, New Malden and Tolworth have been identified as areas of immediate opportunity for intensification. Whilst intensification in these immediate areas is not dependent on Crossrail 2, development proposals in these areas should plan for its arrival.

Areas of opportunity  
Kingston borough boundary

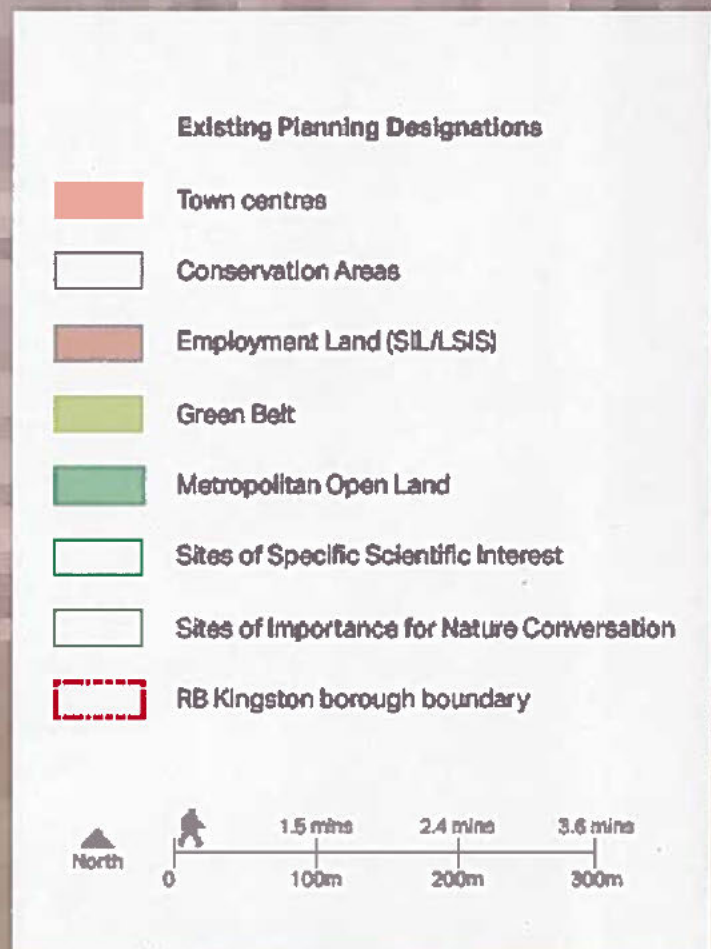




**Selective redevelopment in this part of the borough could result in:**

- Increased transport accessibility to central London, further enhanced through Crossrail 2
- A new train station with over site development
- Delivery of new homes including affordable housing and jobs
- A new office quarter around Kingston station
- Provision of creative and small scale workspaces
- Continuing protection of Kingston's historic environment (listed buildings and conservation areas)
- An expanded retail offer and strengthening of the metropolitan centre
- A new transportation interchange (rail and bus)
- Better connectivity for pedestrians and cyclists
- Improved access to the riverside

**basemap resolution to be improved**









**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

**basemap resolution to be improved**

**Existing Planning Designations**

- |   |   |
|---|---|
|  | Town centres                                |
|  | Conservation Areas                          |
|  | Employment Land (SIL/LSIS)                  |
|  | Green Belt                                  |
|  | Metropolitan Open Land                      |
|  | Sites of Specific Scientific Interest       |
|  | Sites of Importance for Nature Conversation |
|  | RB Kingston borough boundary                |













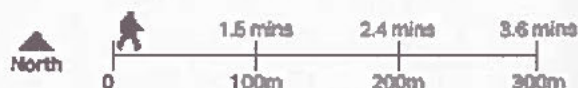
**Selective redevelopment in this part of the borough could result in:**

- 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
- Improved connectivity across and within the area 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 sewage works reducing effects on the local community
- Delivery of Hogsmill flood attenuation scheme to protect homes and businesses from flooding

**basemap resolution to be improved**

**Existing Planning Designations**

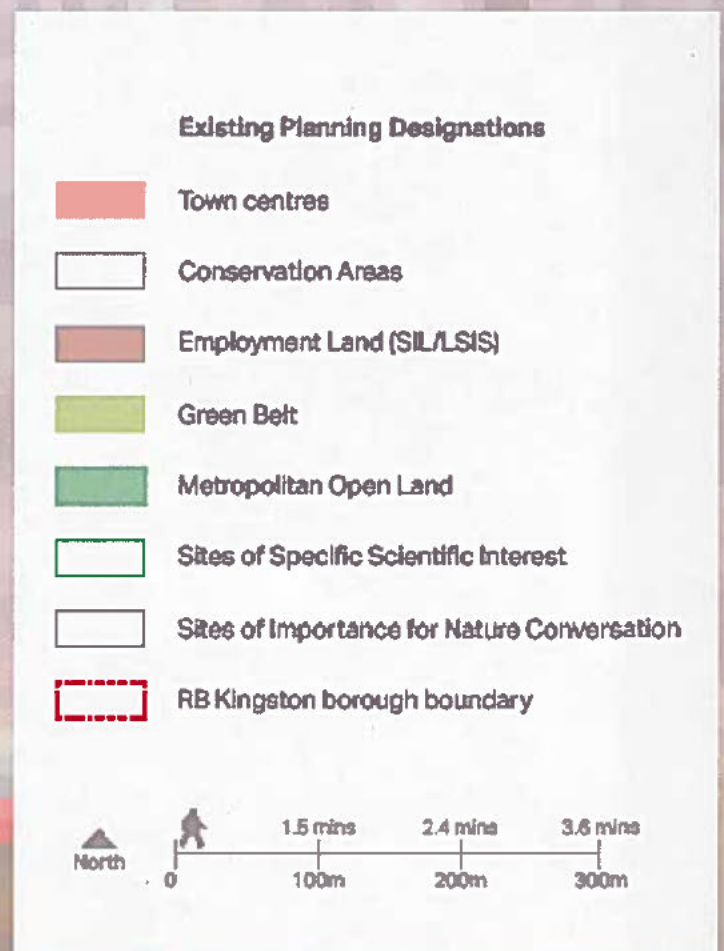
-  Town centres
-  Conservation Areas
-  Employment Land (SIL/LSIS)
-  Green Belt
-  Metropolitan Open Land
-  Sites of Specific Scientific Interest
-  Sites of Importance for Nature Conservation
-  RB Kingston borough boundary



**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
- Increase commercial and residential development around New Malden Station
- ~~Supporting new infrastructure including school places, open space and transport improvements~~
- Potential oversite development above the station
- 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

**basemap resolution to be improved**





**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
- 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 Country Park

**basemap resolution to be improved**











**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
- Intensification of Barwell Business Park
- Supporting long term ambitions of Chessington World of Adventures
- Supporting a new district centre and sustaining improved local shopping facilities
- Delivery of Hook/Chessington relief road A3/M25 bypass and associated environmental enhancements
- Improved bus service provision
- Enhanced network of walking and cycling greenways to wider countryside

**basemap resolution to be improved**

**Existing Planning Designations**

-  Town centres
-  Conservation Areas
-  Employment Land (SIL/LSIS)
-  Green Belt
-  Metropolitan Open Land
-  Sites of Specific Scientific Interest
-  Sites of Importance for Nature Conservation
-  RB Kingston borough boundary



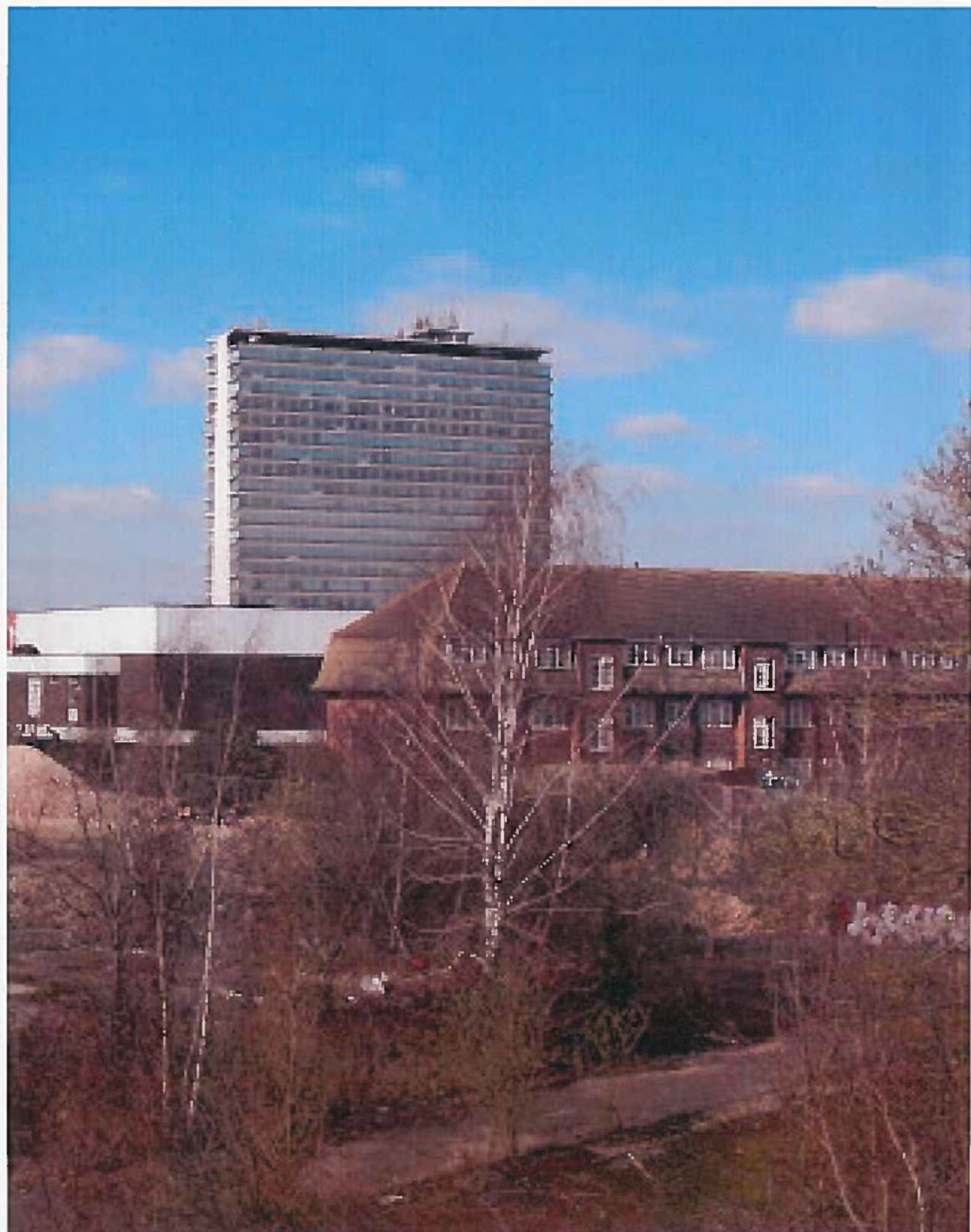


**For the rest of the borough the following approach will apply:**

- 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







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

**Royal Borough of Kingston Upon Thames**  
Planning and Regeneration  
Guildhall 2  
Kingston Upon Thames  
London  
KT1 1EU

[dpr@kingston.gov.uk](mailto:dpr@kingston.gov.uk)  
[hannah.butterfield@kingston.gov.uk](mailto:hannah.butterfield@kingston.gov.uk)  
020 8547 5376

**Greater London Authority**  
Development and Projects  
City Hall  
Queens Walk  
London  
E1 2AA

[oapf@london.gov.uk](mailto:oapf@london.gov.uk)  
020 7983 6589



As previously suggested  
by RBK, the TfL logo  
should also be included



# CITY IN THE WEST

## GENERAL COMMENTS

All comments are subject to senior officers sign off/agreement

Presentation of text throughout Doc - insert full textboxes to increase clarity and make easier to read.

## FRONT COVER

Make RBK logo bigger and bolder

Move Mayor of London logo to top left corner

Research options for front cover

Generally TfL is satisfied with the changes and information provided in this version, which help to tell the story and allow the document to flow. However, we feel some areas still need further work to strengthen the link between growth and infrastructure and the document's approach to CR2 still needs to be discussed.

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

CONSULTATION DRAFT JUNE 2016



The background of the entire page is a photograph of a park. In the foreground, there is a paved path that leads into the distance. On either side of the path are large, mature trees with dense foliage in shades of green and yellow, suggesting an autumn setting. In the background, a multi-story residential building with a light-colored facade and several windows is visible behind the trees. The overall scene is bright and sunny.

INSIDE COVER

Presentation of text

**We would welcome your views on the ideas outlined in this document so that we can refine these ideas further, in development of Local Plan and Kingston Opportunity Area.**



## FOREWORD



TEXT TO BE PROVIDED

**Kevin Davis**  
Leader of Kingston Council



## Approach to development proposals

TfL should also be mentioned here

This Direction of Travel Document is a joint statement of intent by the Royal Borough of Kingston upon Thames and the Mayor of London. Its purpose is to provide clarity to residents, developers and landowners on the process being undertaken to produce a Growth Strategy for Kingston and the associated statutory planning framework. It clarifies the strategic policy basis for this work and its alignment with the London Plan as well as Kingston's growth agenda.

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 the relevant organisations agendas in the statutory planning process participate at the earliest possible stage to maximise opportunities coming forward and realise development potential.

It is intended that the document will:

- Enable developers and landowners to make informed decisions with regard to the timing of development proposal within and around the affected areas,
- Encourage engagement at an early stage with both 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

Along with the bullet points about enabling growth and development, it would be helpful if another point was added here and referred to future growth and identifying necessary infrastructure requirements

### STATUS OF THIS DOC

Increase presence of sub-heading (e.g change colour/embolded text)

Add photo to this page/spread.

Insert diagram to show planning policy document relationship between London Plan and LDF documents. RBK to provide diagram.

# CONTENTS

It was previously suggested that consideration should be given to reordering and consolidating the maps and sections to cover existing situation and progress towards CR2, illustrating how growth builds up. CR2 is mentioned throughout the document, however we still feel that the case for growth could be strengthened by either building the case for CR2 from the start by explaining the current situation and demand or add CR2 in later as a possible option that would resolve the issues. As previously stated, the demand for growth needs to be recognised, with CR2 seen as a answer which also brings potential for further growth.

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Berrylands and Hogsmill Valley	Page 30
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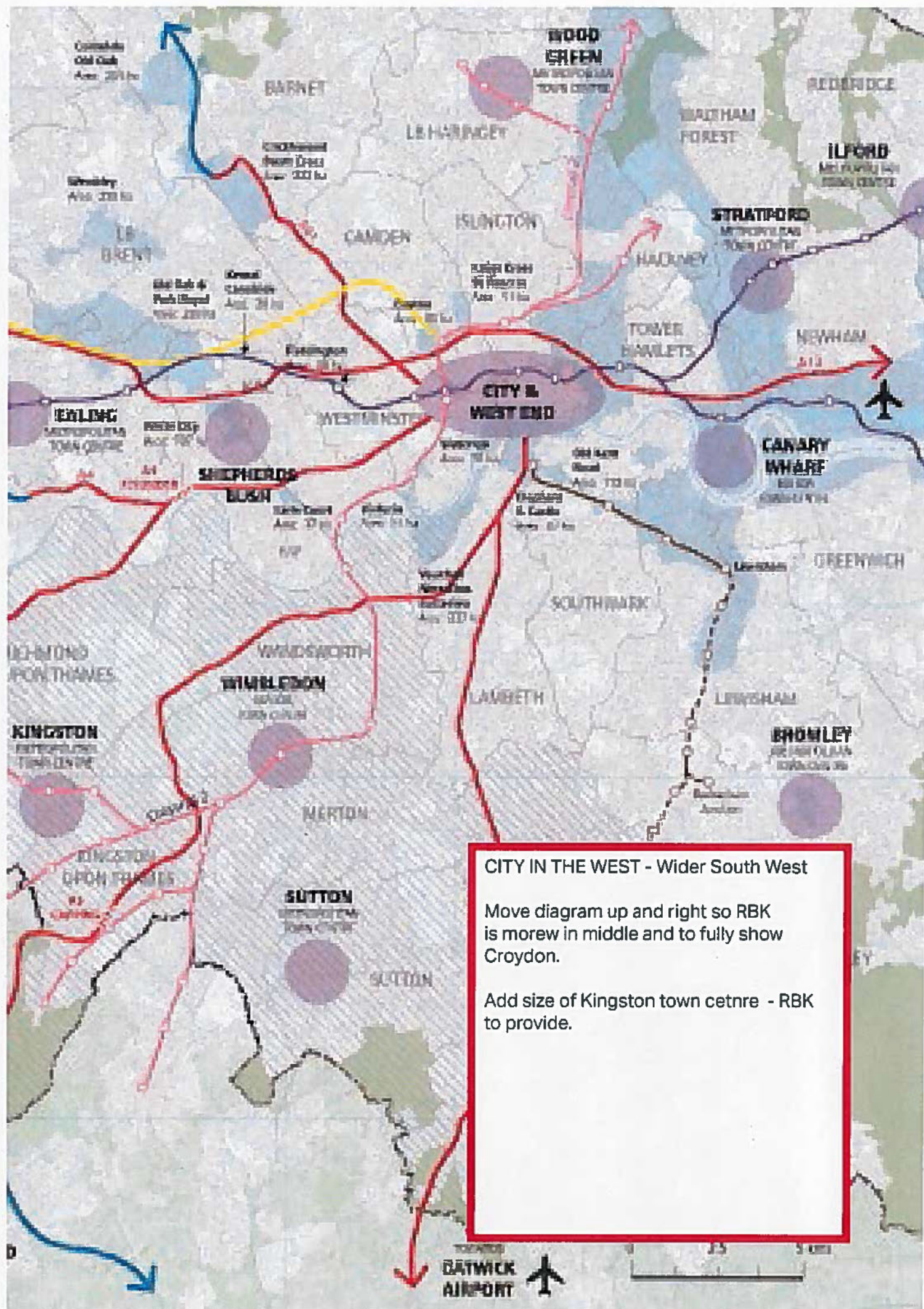
## CONTENTS

Update contents page











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 many 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 Specific Scientific Interest and Sites of Importance for Nature Conservation and one Site of Special Scientific Interest.

#### CURRENT PLANNING DESIG.

Add 'Metropolitan Centre' to legend

Make Conservation Areas bolder - shade in?

Delete 'Sites of Special Scientific Interest' from legend. There is only 1 SSSI in the Boro, Robin Hood Gate Lodge, which is very small & won't be visible on this scale of map.

Base layer amendments - a capital 'B' needed for Elmbridge Borough and Epsom & Ewell Borough, amend 'Mole Valley Borough' to 'Mole Valley District', amend 'Royal Borough of Richmond upon Thames' to 'London Borough of

It was previously suggested that this map included the existing rail network rather than the proposed CR2 line. TfL feels this map should be used to help provide information on the existing situation.

Either this section or the Story so Far should be used to explain the existing provision, background and issues.

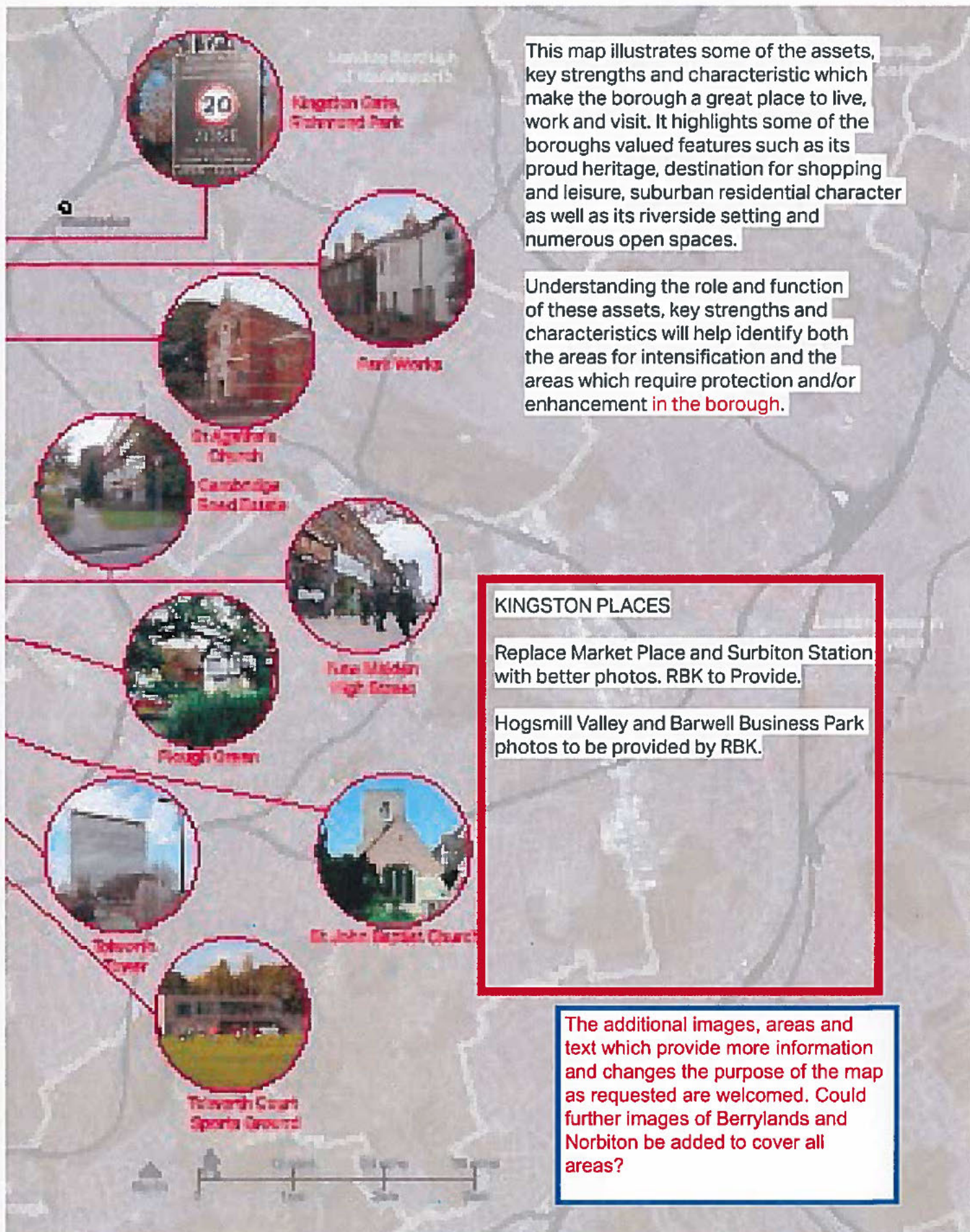
Considering the references to CR2 throughout the document, the existing rail network should be shown as a minimum, and potentially other existing key transport modes and corridors.

-  Town centres
-  Conservation Areas
-  Employment Land (SIL/LSIS)
-  Green Belt
-  Metropolitan Open Land
-  Sites of Special Scientific Interest
-  Sites of Importance for Nature Conservation
-  RB Kingston borough boundary



0 10 20 30 40 50 60 70 80 90 100 metres





This map illustrates some of the assets, key strengths and characteristic which make the borough a great place to live, work and visit. It highlights some of the boroughs 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 intensification and the areas which require protection and/or enhancement in the borough.

#### KINGSTON PLACES

Replace Market Place and Surbiton Station with better photos. RBK to Provide.

Hogsmill Valley and Barwell Business Park photos to be provided by RBK.

The additional images, areas and text which provide more information and changes the purpose of the map as requested are welcomed. Could further images of Berrylands and Norbiton be added to cover all areas?



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

Since the adoption of the Core Strategy and Kingston Town Centre Area Action Plan much has changed. A new borough Local Plan for the borough 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 to ensure the borough's distinctive character elements of local 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.

#### GROWTH

Add statistic (Headline jobs figure) - RBK to provide.



## Add NEW TOWN HOUSE

Text to read 'New Town House, Penrhyn Road, Kingston University'



Kingston Community College, Coombe Road  
Consented: **New Primary School, sports hall, 19 new homes,**



Gash-Holder site, Kingston  
Consented: 328 new homes ~~xx~~ **15** new jobs



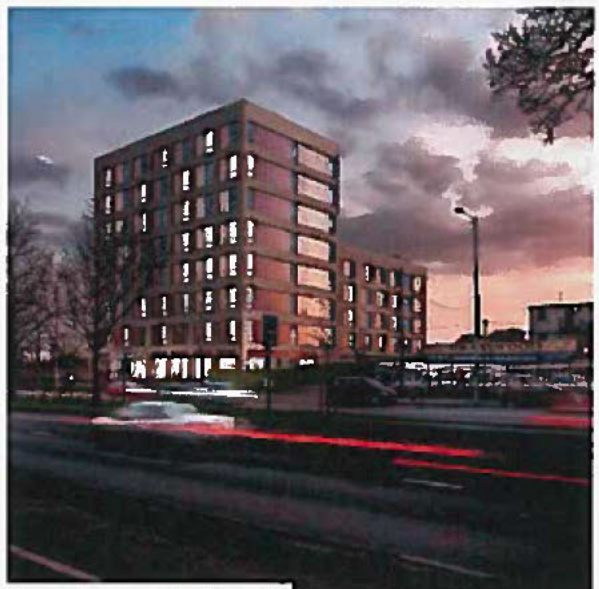
Tolworth Tower, Tolworth  
Consented: 200 new homes ~~xx~~ new jobs



Should Cromwell Road Bus Station redevelopment also be included within this section?

Option to consider 'Story so Far - Transport' that could include existing rail network, Buses, cycle infrastructure as mentioned above. TfL can provide wording

**GO Cycle Programme, Portsmouth Road**  
cycle improvement scheme



Premier Inn, Tolworth  
Consented: 137 room hotel, ~~50%~~ **xx** new jobs employees from NEETs sector



<<RBK TO UPDATE TEXT>>

Crossrail 2 is a proposed new rail service serving London and the wider South East which will connect the National Rail networks in Surrey 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 expected that Crossrail 2 will be operational by 2030.

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

The National Infrastructure Commission reported overwhelming support for Crossrail 2, making a specific reference to Kingston and Tolworth town centres as major opportunities for significant new housing development. The report highlights how this new transport infrastructure 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 Crossrail 2 Growth Commission will report on its finding on the role of Crossrail 2 in providing new housing and jobs growth in London and will make a number of key recommendations relating to the scale of opportunity for the borough of with options around policy, land use

<<RBK TO UPDATE TEXT>>

designations and development typologies along Crossrail 2.

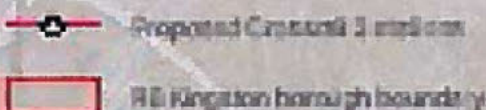
There are a number of infrastructure improvements coming forward or being proposed in the borough. The Council's preferred highway scheme for Kingston Town Centre proposes to remove traffic from Wood Street and Clarence Street and convert the remainder of the gyratory system to a 2 way road. This, along with the 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 has secured funding to investigate the feasibility of flood mitigation measures in the New Malden North and the Hook, Kelvin Grove Critical Drainage Areas. It is working in partnership with the Environment Agency on developing and appraising flood attenuation options.

The Tolworth 'Deck' over the A3 would provide multiple benefits including, linking the high street to the station and regeneration sites, dramatically enhancing the public realm, reducing accidents. The Council is supporting TfL on developing the business case for this proposal.

The concept of a Chessington bypass is being explored which. It would help support new development, associated infrastructure and provide congestion alleviation. The Council is liaising with the relevant planning authorities and key partners.

A new station serving the Chessington World of Adventures would improve the connectivity of this otherwise relatively inaccessible area, providing alternative means of transport for visitors and

Proposed Crossrail 2 route  
Kingston borough boundary





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 sustainable communities 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 where there are opportunities for intensification and redevelopment.

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, in the document the London Plan seeks to locate new homes and jobs in town centres and around existing transport nodes.

The borough's Green Belt and Metropolitan Open Land are important and valued assets. However further

potential opportunities for growth relate to a comprehensive review of the borough's Green Belt and Metropolitan Open Land. This strategic matter will be addressed as part of the statutory planning process for the new Local Plan for Kingston. There may be areas where land no longer meets the statutory tests or is no longer serving its desired purpose and could be released to meet development needs now or safeguarded for release in the future.

Whilst growth is expected around all 10 Crossrail stations in the borough. Those stations identified overleaf have been identified as having opportunity for bigger or more transformational change.

Chessington has been identified as a long term area of opportunity linked to the arrival of Crossrail 2 in 2030. The Hogsmill Valley is likely to provide opportunities for growth in the medium term dependant on the requirements of the Council's waste facilities, Thames Water and an assessment of the Metropolitan Open Land. Whereas Kingston Town Centre, the Cambridge Estate, New Malden and Tolworth have been identified as areas of immediate opportunity for intensification. Whilst intensification in these immediate areas is not dependent on Crossrail 2, development proposals in these areas should plan for its arrival.

This section should say more about the relationship between transport corridors and and integration with development, to further build the case for growth. Although already covered in 'Status of Document' section by the London Plan references, this document should be pushing for further growth and make these links:

- Optimisation of development around stations or in designated station zones
- Maximising development opportunities along transport corridors including connecting stations and lines
- Working with developers to safeguard and build in station infrastructure and where appropriate provide over station development
- Assess the wider infrastructure requirements for development opportunities and balancing land use and policy objectives.

Areas of opportunity  
Kingston borough




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

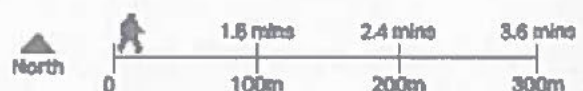
- Increased transport accessibility to central London, further enhanced through Crossrail 2
- A new train station with over site development
- Delivery of new homes including affordable housing and jobs
- A new office quarter around Kingston station
- Provision of creative and small scale workspaces
- Continuing protection of Kingston's historic environment (listed buildings and conservation areas)
- An expanded retail offer and strengthening of the metropolitan centre
- A new transportation interchange (rail and bus)
- Better connectivity for pedestrians and cyclists
- Improved access to the riverside

**basemap resolution to be improved**

Each of the area specific sections could still be improved through the information given in the built points and order in which they come in. Again this links back to how CR2 is addressed through the document, it seems to be the first point on most areas, but maybe should be moved further down as an option and have more of a pattern running through the each section?

**Existing Planning Designations**

-  Town centres
-  Conservation Areas
-  Employment Land (SIL/LSIS)
-  Green Belt
-  Metropolitan Open Land
-  Sites of Specific Scientific Interest
-  Sites of Importance for Nature Conservation
-  RB Kingston borough boundary

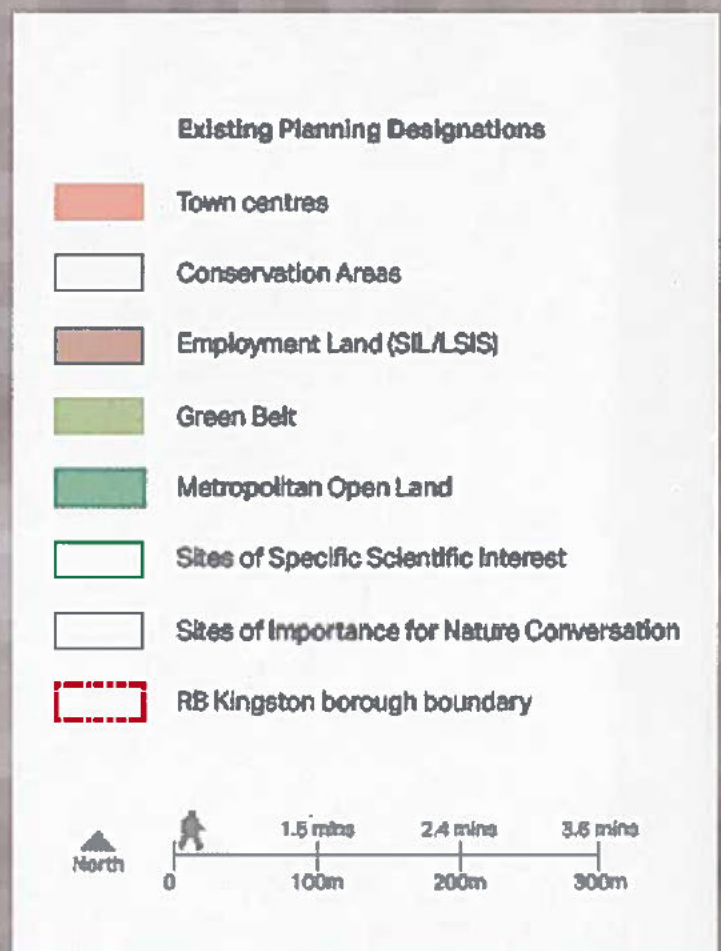




**Selective redevelopment in this part of the borough could result in:**

- 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

**basemap resolution to be improved**











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

- 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
- Improved connectivity across and within the area 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 sewage works reducing effects on the local community
- Delivery of Hogsmill flood attenuation scheme to protect homes and businesses from flooding

**basemap resolution to be improved**

**Existing Planning Designations**

-  Town centres
-  Conservation Areas
-  Employment Land (SIL/LSIS)
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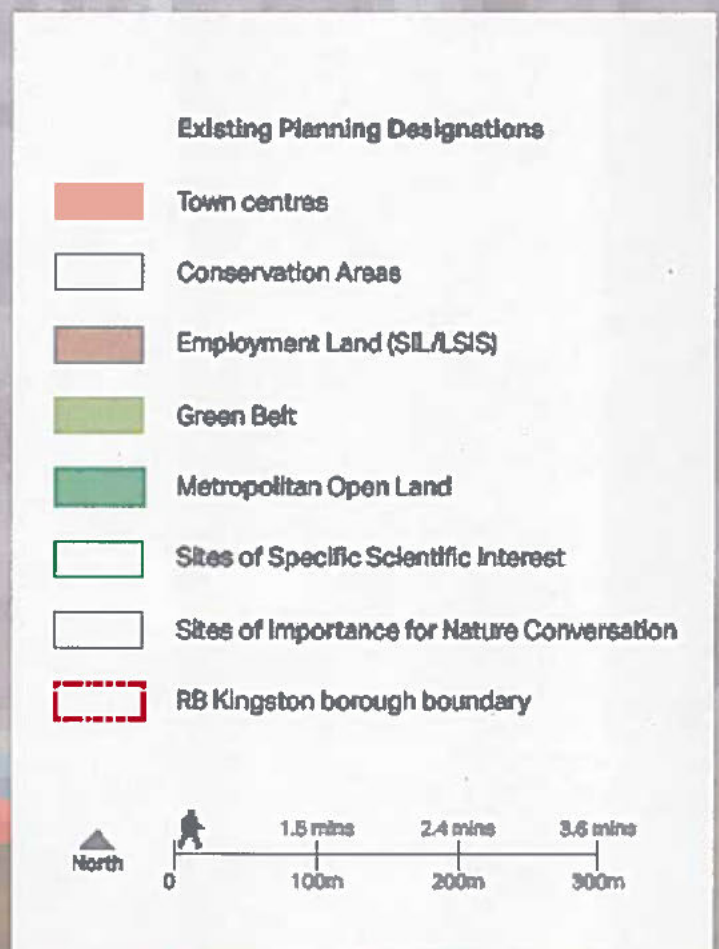




**Selective redevelopment in this part of the borough could result in:**

- 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
- Increase commercial and residential development around New Malden Station
- ~~Supporting new infrastructure including school places, open space and transport improvements~~
- Potential oversite development above the station
- 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

**basemap resolution to be improved**











**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
- 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 Country Park

**basemap resolution to be improved**

**Existing Planning Designations**

-  Town centres
-  Conservation Areas
-  Employment Land (B1/L3/S1)
-  Green Belt
-  Metropolitan Open Land
-  Sites of Specific Scientific Interest
-  Sites of Importance for Nature Conservation
-  RB Kingston borough boundary













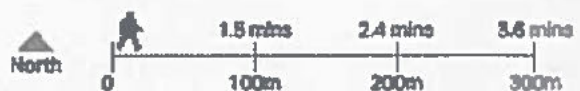
**Selective redevelopment in this part of the borough could result in:**

- New residential development as a result of Crossrail 2
- Enhancements to Chessington (South and Chessington North stations)
- Intensification of Barwell Business Park
- Supporting long term ambitions of Chessington World of Adventures
- Supporting a new district centre and sustaining improved local shopping facilities
- Delivery of Hook/Chessington relief road A3/M25 bypass and associated environmental enhancements
- Improved bus service provision
- Enhanced network of walking and cycling greenways to wider countryside

**basemap resolution to be improved**

**Existing Planning Designations**

	Town centres
	Conservation Areas
	Employment Land (SIL/LSIS)
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**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
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- Coordination with key partners and stakeholders
- Utilising innovative and wider funding streams to facilitate development







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Planning and Regeneration  
Guildhall 2  
Kingston Upon Thames  
London  
KT1 1EU

[dpr@kingston.gov.uk](mailto:dpr@kingston.gov.uk)  
[hannah.butterfield@kingston.gov.uk](mailto:hannah.butterfield@kingston.gov.uk)  
020 8547 5376

**Greater London Authority**  
Development and Projects  
City Hall  
Queens Walk  
London  
E1 2AA

[oapf@london.gov.uk](mailto:oapf@london.gov.uk)  
020 7983 6589



**25 May 2016**

**In the Royal Borough of Kingston upon Thames**

**Direction of Travel for the Royal Borough of Kingston upon Thames -  
Consultation Working Draft**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007;  
Town & Country Planning (Mayor of London) Order 2008

**Recommendation**

That the Mayor agrees the Working Draft Direction of Travel for Kingston upon Thames document for public consultation.

## **Context & background**

1 Kingston Town Centre is identified in paragraph A1.4 of the London Plan Appendix 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).

2 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.

3 Preparation on the Kingston Town Centre OAPF started in June 2015 as a joint project between the GLA, TfL and Kingston Council. The project is steered through a Kingston Opportunity Area high level strategic board which included the former Deputy Mayor Sir Edward Lister, the leader of Kingston Council Councillor Kevin Davis and senior managers from the GLA, TfL and Kingston Council.

4 Whilst the final Crossrail 2 route has not been fixed all of the 10 train stations in borough are identified as Crossrail 2 stations on the proposed route which was consulted on earlier this year. The National Infrastructure Commission has recently reported overwhelming support for Crossrail 2, making specific reference to Kingston and Tolworth town centres as major opportunities for significant new housing development. 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.

5 In response to the opportunities Crossrail 2 will bring to the borough and to capture the development already coming forward around Tolworth and New Malden the strategic board agreed in April 2016 to expand the scope of the OAPF beyond that of Kingston Town Centre to include Tolworth, Chessington and New Malden.

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

## **Working Draft Direction of Travel for Kingston upon Thames**

7 In advance of the Kingston OAPF and new Local Plan the strategic board agreed to produce a Direction of Travel for Kingston upon Thames document for consultation this summer. The purpose of this document is to highlight the intention to designate parts of the borough an opportunity area, to identify areas for intensification and development and to provide clarity to residents, developers and landowners on the process being undertaken to produce a Growth Strategy for Kingston and the associated statutory planning framework. The purpose of which is to realise the potential of the borough and emerging possibilities associated with Crossrail 2 to provide new homes, jobs and investment in the borough.

8 Whilst growth is expected around all of the proposed 10 stations in the borough. The areas identified in the document are expected to have opportunity for bigger or more transformational change should they become Crossrail 2 stations.

9 Chessington has been identified as a long term area of opportunity linked to the arrival of Crossrail 2 in 2030. The Hogsmill Valley is likely to provide opportunities for growth in the medium term dependant on the requirements of the Council’s waste facilities, Thames Water and an



assessment of the Metropolitan Open Land. Whereas Kingston Town Centre, the Cambridge Estate, New Malden and Tolworth have been identified as areas of immediate opportunity for intensification. Whilst intensification in these immediate areas is not dependent on Crossrail 2, development proposals in these areas should plan for its arrival.

## **Proposed consultation arrangements**

10 This working draft sets out initial ideas developed by the GLA in partnership with Kingston Council. In order for the Local Plan Issues and Options consultation to proceed as planned in the autumn of 2016, the Direction of Travel document needs to be consulted on over the summer and adopted in early September. A six week public consultation period is proposed, starting on 20 June 2016.

## **Legal considerations**

11 There is no specific power authorising the making of supplementary planning guidance by the Mayor. It is produced as incidental to the Mayor's planning functions, in particular the London Plan under section 334 and his general powers as set out in sections 30(1) and 34 of the Greater London Authority Act 1999 ("the Act"). The Mayor must prepare the London Plan in accordance with section 334, which sets out his general policies in respect of the development and use of land in Greater London. Section 30(1) sets out the general power of the Authority to do anything that it considers will further any one or more of its principal purposes, including promoting the improvement of the environment in Greater London. This is supplemented by a subsidiary power contained in section 34 of the Act which gives the Authority acting by the Mayor, by the Assembly, or by both jointly, the power to do anything which is considered to facilitate, or is conducive or incidental to the exercise of any of the functions of the Authority exercisable by the Mayor or, as the case may be, by the Assembly or by both acting jointly.

12 Section 334 of the Act requires the Mayor to prepare and publish the London Plan. Section 339 of the Act requires the Mayor to keep the Plan under review, especially matters which may be expected to affect the development of Greater London or the planning of its development. This SPG supports the implementation of the London Plan and as such may reasonably be regarded as facilitating, being conducive or incidental to the exercise of the powers detailed above.

## **Human Rights**

13 As this document seeks to provide planning control guidance which could make development more difficult and as such affect property owner interests, Article 1 of the First Protocol of the European Convention of Human Rights is relevant. This provides that

*"Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.*

*The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties."*

14 The courts have held that there is a wide margin of appreciation in determining what is in the general interest of the community so long as the control is in accordance with the law, as in the case of this guidance, and proportionate.

15 Section 30(4) of the Act provides that, in determining whether or how to exercise the power conferred by section 30(1), the Authority shall have regard to the effect which the proposed exercise of the power would have on each of the following:

- (a) the health of persons in Greater London;
- (aa) health inequalities between persons living in Greater London;
- (b) the achievement of sustainable development in the United Kingdom;
- (c) climate change, and the consequences of climate change.

16 Section 33 of the Act further provides that the Authority shall make appropriate arrangements with a view to securing that in the exercise of the power conferred on the Authority by section 30, there is due regard to the principle that there should be equality of opportunity for all people.

### **Equalities duties**

17 The GLA, when acting by the Mayor must have due regard to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not under section 149 of the Equality Act 2010. This may involve, in particular, removing or minimising any disadvantage suffered by those who share a relevant protected characteristic, taking steps to meet the needs of such people; and encouraging them to participate in public life, or in any other activity where their participation is disproportionately low, including tackling prejudice and promoting understanding. The protected characteristics and groups are: age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation and marriage/ civil partnership status. Compliance with the Act may involve treating people with a protected characteristic more favourably than those without the characteristic.

18 The proposed consultation version of this DoT document as attached supports the equalities objectives of the London Plan and existing London Plan policy by providing guidance on the implementation of Policies 2.6, 2.7, 2.15 and 2.16. The policies of the London Plan have been subject to a full Equality Impact Assessment and previous reports to the Mayor on the London Plan have demonstrated that the Plan's policies and proposals comply with the Mayor's equalities duties. Officers consider that this OAPF does not raise any new equalities considerations.

### **Financial considerations**

19 There are no financial considerations at this stage.

### **Conclusion**

20 The Working Draft Direction of Travel for Kingston upon Thames has been prepared in partnership with Kingston Council and is a precursor to the Council's new London Plan and a full Opportunity Area Planning Framework.

21 This framework is in general conformity with policies in the London Plan and other mayoral strategies. It promotes and amplifies the Mayor's vision for London as a global world city with economic, equitable and sustainable growth.



## Recommendation

22 That the Mayor approves the Draft Direction of Travel for Kingston upon Thames document for public consultation in June 2016.

Signed:



25 May 2016

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for further information, contact Planning Decisions Unit:

**Stewart Murray, Assistant Director - Planning**

020 7983 4271 email [stewart.murray@london.gov.uk](mailto:stewart.murray@london.gov.uk)

**Colin Wilson, Senior Manager - Planning Decisions**

020 7983 4783 email [colin.wilson@london.gov.uk](mailto:colin.wilson@london.gov.uk)

**Justin Carr, Strategic Manager - Applications**

020 7983 4895 email [justin.carr@london.gov.uk](mailto:justin.carr@london.gov.uk)

**Kim Tagliarini, Principal Strategic Planner - Planning Decisions**

020 7983 6589 email [kim.tagliarini@london.gov.uk](mailto:kim.tagliarini@london.gov.uk)

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# **ISLE OF DOGS AND SOUTH POPLAR OPPORTUNITY AREA PLANNING FRAMEWORK: DEVELOPMENT INFRASTRUCTURE FUNDING STUDY**

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## **1. BACKGROUND**

- 1.1. The Isle of Dogs and South Poplar Opportunity Area Planning Framework commenced in 2015 and is being produced by the GLA in partnership with TfL and Tower Hamlets Council.
- 1.2. In recognition of the unique nature of the Isle of Dogs and South Poplar OAPF, and the intense development pressure felt within the area, the draft OAPF will be produced alongside the DIFS programme, and both documents will be released together for public consultation. Unlike previous DIFS produced by the GLA, a draft OAPF is therefore not currently published. The project programme has been developed in recognition of the need to ensure that infrastructure delivery is embedded within the OAPF.
- 1.3. An initial development capacity study has been undertaken by the GLA's OAPF project team to ascertain the quantum of development that could be accommodated within the OAPF boundary by 2036. This study has been informed by an assessment of available development sites, known planning decisions and pre-planning negotiations, and takes account of emerging trends, existing and evolving context, as well as ongoing conversations with key stakeholders and land owners. The development capacity study provides a range of figures to inform the development strategy to be realised through the OAPF.
- 1.4. A transport study is also being undertaken by TfL, in partnership with the GLA; the modelling and analysis work being undertaken will be used to inform the DIFS.

## **2. SCOPE**

- 2.1. Working with the Greater London Authority, Tower Hamlets Council and Transport for London – together referred to as the “client” – the consultant will produce a Development Infrastructure Funding Study (DIFS) for the Isle of Dogs and South Poplar. The GLA will act as the lead client for the project.
- 2.2. The study will set out the infrastructure required to deliver the level of development envisaged in the OA, the phasing of the infrastructure build out, and the sources and phasing of funding that may be available to pay for the infrastructure. This will need to be set out in a clear financial model which can be updated (by the client or the consultant) at a later date with further/updated information. The model will include the potential revenue which each development scenario at each site could contribute towards the infrastructure identified.
- 2.3. DIF studies have previously been prepared for Vauxhall/ Nine Elms/ Battersea, Old Oak and Upper Lee Valley and whilst these studies are bespoke to their own areas, they should be used to help inform the content and format for the Isle of Dogs and South Poplar DIFS.

- 2.4. In light of the unique nature of the development pressure being experienced within the study area, which primarily comprises very high-density tower-based housing development, innovative and 'smart' solutions to infrastructure delivery should form an important element of the DIF study.
- 2.5. It will be necessary to have a clear prioritisation of the infrastructure schemes, ideally linked to phases in development, so that, in the event of a funding gap, there is the ability to delay or postpone schemes as a method of closing the gap.
- 2.6. DIFS should be mindful of HM Treasury Five Case model process as it could be used as a basis for future business cases.
- 2.7. The infrastructure requirements identified by the DIFS will include highways, bridges, decking, tunnels and river crossings; affordable housing; education, health, leisure and community facilities (including places of worship), public realm, utilities, water including scoping an Integrated Water Management Strategy, public transport, employment and training (including local construction training), emergency services, arts and culture, public open space, and play space. Utilities infrastructure includes electricity and gas, decentralised energy, waste disposal, water supply, sewerage and drainage, flood defences, decentralised energy network, and data (Broadband).
- 2.8. Isle of Dogs and South Poplar comprises a number of development locations that, to an extent, could be considered independently in terms of the study (i.e. the infrastructure requirements, funding potential, etc are likely to vary substantially between sites). However the study also needs to provide a summary of the Opportunity Area as a whole.
- 2.9. The key consultant workstreams are as follows:
  - a) Confirm approach to understanding development potential and infrastructure requirements in each of the development locations identified by the client in the Isle of Dogs and South Poplar.
  - b) Review and confirm input assumptions on birth rates, social infrastructure requirements etc
  - c) Review and confirm (in discussion with the client group) prioritisation of infrastructure requirements.
  - d) Arrange workshop sessions and meet with major landowners and utility providers.
  - e) Calculate and confirm (in discussion with the client group) phased costs of infrastructure requirements.
  - f) Calculate the viability of development sites in each of the development capacity scenarios.
  - g) Calculate potential maximum contribution from development towards infrastructure in order to understand funding gap. The consultant will test different assumptions about affordable housing provision.
  - h) Identify the mechanisms for securing developer contributions, and provide commentary on the pros and cons of these.
  - i) Alongside the mechanisms, review a long list of funding options (such as phasing or deferring of infrastructure or development, Business rate retention, TIFF).



- j) Build a financial model (with inputs, calculations and outputs separate and clearly identified) that models the infrastructure cost and funding cash flows, and uses appropriate financing assumptions to bridge any gap between cash flows out (in the early years to meet construction costs) and cash flows in (funding streams released by the development taking place). This should take place in discussion with the Council's Infrastructure and Viability teams.
  - k) Re-prioritise and develop a phasing plan for development and funding of new infrastructure. This should take place in discussion with the Council's Infrastructure and Viability teams.
- 2.10. The Community Infrastructure Levy (CIL) regulations and charges will have significant implications on the scope of this study. The study will need to consider, amongst other mechanisms, the existing Council CIL and its current review, the existing Mayoral CIL and the example of the Crossrail SPG.
- 2.11. The consultant will be provided with the following:
- a) GLA to provide details of capacity modelling work undertaken for each site.
  - b) Council to provide a list of the infrastructure (transport, health, education, open space etc) required to deliver the development capacity scenarios identified in the OAPF and Council planning documents including their Infrastructure Delivery Plans. The infrastructure to be assessed is that deemed to be 'strategic' and which has not been included in the Council's Community Infrastructure Levies (CIL). The consultant will be required to refer to the council's current developer contributions standards.
  - c) Council to provide any available information from the Council's CIL assessments regarding viability relating to CIL charge rates.
  - d) Council to provide details of any significant section 106 and other funding already secured from developers which is for strategic infrastructure.
  - e) Council to provide timescales for delivery and estimated costs of infrastructure where already identified and can be estimated in discussion between the consultant and the client for those which have not been.
  - f) Details the client group holds for the main development sites in the area.

### **3. KEY DELIVERABLES**

- 3.1. Following (or where relevant, alongside) the delivery of the items specified in section 2 from the client, the following key deliverables are expected from the consultant:

Ref	Deliverable
1	Inception report after 3 weeks – setting out any further information required from client group, deliverables, timescales, governance and payment requirements.
2	Interim report 6 weeks after inception report is received. Setting out initial findings including policy and practice review, collation of data, information gaps and key decisions required by the client group. To include identifying any potential blocks to development in the short to medium term.
3	A draft final report 6 weeks after the interim report setting out the final phased infrastructure list (linked to phases in development if necessary), potential funding sources, the funding gap and potential innovative ways to fill it and a commentary on the requirements for infrastructure and the viability of development in different parts of the opportunity area.
4	Financial model with draft final report, including prioritised infrastructure requirements, phased delivery and costs and potential sources of funding separated out by individual development area and the overall funding gap. Handover of financial model including user guide with details of how to update it with revised information, such as additional infrastructure requirements, changes in land values or additional funding mechanisms or rates.
5	Final report due 4 weeks (subject to agreement) after final draft report, and a presentation to the OAPF Steering Group.

- 3.2. The appointed consultant will work under direction from the Client Steering Group and will attend fortnightly progress meetings at GLA's offices during key periods (at other times fortnightly progress reports via email will suffice).
- 3.3. The appointed consultant will be asked to organise and facilitate at least three workshops with the client group to agree prioritisation of infrastructure.
- 3.4. The appointed consultant will need to organise and facilitate at least one workshop with the Isle of Dogs Neighbourhood Forum, relevant councillors, inc ward members and the IoD Neighbourhood Forum and other relevant neighbourhood planning forums.
- 3.5. The appointed consultant will need to meet with key landowners/developers in the area, and with utility providers.
- 3.6. The appointed consultant will need to prepare for at least one presentation to the OAPF strategic board.

#### **4. KEY OUTPUTS AND MILESTONES**

- 4.1. A draft report with accompanying spreadsheet which sets out the key assumptions, analysis, and conclusions of the DIFS by February 2017, with a final report by the end of March 2017.



- 4.2. An outline programme can be proposed in the consultants tender, and a detailed programme can then be agreed by the client team with the consultant at the first workshop; this may be refined through further discussions as the project progresses.
- 4.3. High level sign-off will be required at various stages during the project and this will be agreed and communicated in due course.

## **5. GOVERNANCE**

- 5.1. Day to day control of the consultant will be led by a client steering group consisting of officers from GLA, TfL and the Council. The GLA will act as the lead client and single point of contact.
- 5.2. At a higher level, the already established Isle of Dogs and South Poplar strategic board will be used to steer key decisions on the project.
- 5.3. Other key stakeholders such as key stakeholders in the Opportunity Area (such as the utility providers and key landowners) will need to be involved in the development of the DIFS. Engagement with these key stakeholders will be agreed by the client team.

## **6. TENDER RETURNS**

- 6.1. Tender returns are to be made via TfL's e-procurement portal by noon .
- 6.2. Tenders should include:
  - a) Key resources to be involved in work, including provision of CV's, and indicate the number of days each resource will input on the project (see c below).
  - b) Risks associated with delivery of project and ownership of risk.
  - c) A detailed project plan identifying the key milestones and tasks required to achieve these. The project plan should also allocate each of the consultant's project team to each task and indicate how much time each will be allocated to the various tasks. The project should therefore make it clear how resources will be allocated across the lifecycle of the project
  - d) All-inclusive day rates for completing the project and the number of days or a fixed cost as well as demonstrating best value
  - e) Responses should be limited to 20 single sided pages of A4 in Arial size 11 or equivalent (not including CVs)
  - f) In preparing the tender the consultant team should consider the evaluation criteria listed in part 8 below and ensure the tender responds to the criteria
- 6.3. Consultants are welcome to partner with other organisations if they feel that they can provide the expertise required to complete the project. Full details of how the partnership would work (governance etc.) should be provided in the tender.
- 6.4. Tender submissions should be no more than 15 sides of A4, in Arial font size 12, excluding appendices.
- 6.5. Submissions should address the evaluation criteria listed in 9.1 below.

## 7. TIMETABLE

Tender issued	14 October 2016
Clarifications from consultants	24 October 2016
Clarification responses from client	31 October 2016
Tender returns	4 November 2016
Client review	w/c 7 November 2016
Inception meeting	w/c 14 November 2016
Inception report	2 December 2016
Interim report	13 January 2017
Draft report and model submission	24 February 2017
Final report and model submission	24 March 2017

## 8. EVALUATION CRITERIA

8.1. The tenderers will be evaluated against the following criteria:

8.2. TECHNICAL (70%)

- a) Experience and qualification of staff (including CV's) in this area and structure of the project team (20%)
- b) Understanding of the brief and suggested approach to undertaking the brief (25%)
- c) Capacity to undertake the work required against the requirements and within the timescale and to meet the deadlines (15%)
- d) Project Plan including key deliverables and resource allocation (10%)

COMMERCIAL (30%)

- e) Cost and value for money (30%)

8.3. The DIFS incorporates a wide range of challenges and the need for specialist input from various fields. Bidders are expected to assemble a team that it feels best provides expert advice in the following areas; transport and infrastructure, planning, affordable housing, development economics, costing and programming, property, financial modelling, sources of funding, and delivery mechanisms.

8.4. Bidders are asked to provide a breakdown by grade (with day rates per grade also provided) of the hours that they would expect team members to work on this project up to the submission of the final report at the end of January 2017.

8.5. GLA expects bidders to satisfactorily manage any conflict or potential conflict of interest.

8.6. The evaluation process will be completed jointly by colleagues from TfL, GLA, and relevant boroughs.



## **9. FORM OF APPOINTMENT**

- 9.1. The selected consultant will be appointed under TfL's Transport Planning & Impact Monitoring

## **10. QUERIES**

- 10.1. Any queries in respect of this ITT should be addressed in writing to the tender return address.

## **11. TRANSPARENCY AND PUBLIC ACCOUNTABILITY**

- 11.1. Tenders are reminded that the GLA has the highest standards of procurement and intends to maintain a fair and open selection process. It will select a firm best suited to the brief and is not obliged to select the lowest or indeed any of the returns. Late tenders will be returned unopened and any attempt to influence the outcome through hospitality or other inducements will result in the disqualification of the tender.