

local development framework

corestrategy

Planning for the future

Core Strategy: Preferred Strategy

Report of Public Consultation

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1. Introduction

The Council is preparing a series of planning documents, known as the Local Development Framework (LDF) to guide development and change in the borough over the next 15 years. Eventually the documents within the LDF will replace the 2005 Unitary Development Plan.

The Core Strategy is a very important part of the Council's LDF because it will set the overall planning framework for the borough for everything else to follow. The document includes spatial objectives and strategic policies and identifies broad locations for development. It also includes policies to guide and manage development.

One of the main principles of the LDF system is that local communities are involved from the outset in the preparation of planning policy documents. This approach is set out in Council's Statement of Community Involvement (SCI) which forms part of the LDF.

This report sets out the responses received to the Core Strategy Preferred Strategy consultation which was carried out between **30 November 2009** and **22 January 2010**.

This consultation followed two previous stages of consultation on 'Issues and Options' that were carried out in 2007 and 2009. A report of the Issues and Options consultation is available on the Council website via: http://www.kingston.gov.uk/cs_issues_and_options.htm

2. The Consultation Process

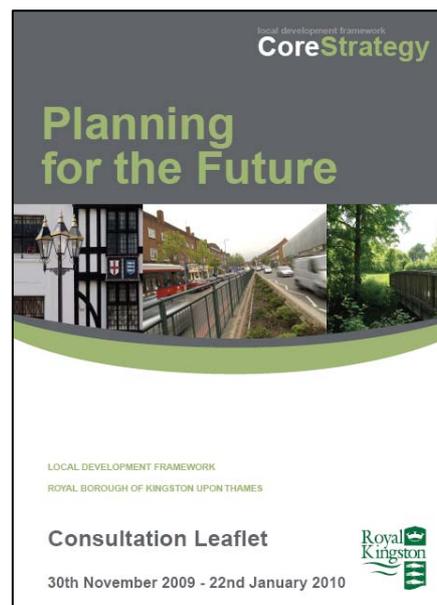
Different methods were used throughout the consultation to engage stakeholders and members of the public in the process. However, given the nature of the preferred strategy document the consultation was more targeted than the earlier Issues and Options consultations, with an emphasis on questionnaire responses rather than discussions and workshops.

Who was consulted?

Over 1,200 letters and summary leaflets were sent to the various organisations and individuals who had provided contact details to be included in the LDF consultation database. This included a combination of local residents, businesses, and organisations. Emails were sent to those people on our database who had provided their email addresses.

In addition, a mail shot of the addresses in immediate proximity to the Hogsmill valley site (identified in the Core Strategy as a 'Key Area of Change') was carried out, targeting around 3,500 additional addresses.

Copies of the full document and questionnaire were sent to all statutory consultees (GLA, Government Office for London, Environment Agency etc).



Consultation publicity and events

The Preferred Strategy document and questionnaire, along with supporting documents were made available on the Council's website via the Limehouse consultation system. This allows for the document to be viewed and downloaded but also consultees to register and submit their comments online.

Following a request from a member of the public, the full document was also made available on audio CD.

Copies of the full document and questionnaire were made available at all the borough libraries and the Guildhall 2 reception desk. At New Malden Library, Kingston Library, Guildhall 2 reception and the Hook Centre these were accompanied by exhibition boards summarising the purpose and scope of the consultation along with an A2 sized copy of the Key Diagram. Copies of the main document, summary leaflet and questionnaire were also made available at the Maldens and Coombe Neighbourhood day on the 27th November.

On two Saturdays during the consultation period, members of the planning policy team held drop-in sessions at The Hook Centre, New Malden Library, Kingston Library and at two locations close to the Hogsmill Valley site (the Berrylands public house and AFC Wimbledon Clubhouse). At these sessions staff were on hand to promote the Core Strategy consultation, discuss issues raised in the document and give guidance to members of the public on how best to respond to the consultation.

Members of the Planning Policy team also accepted invites to speak at the following meetings of local groups:

- Chessington and District Residents Association
- Malden Rushett Residents Association
- New Malden Business Forum
- Transition Towns Kingston

In addition, members of the Planning Policy team attended each of the four Neighbourhood Committees during the consultation period. This included a presentation on the content of the Core Strategy and its implications for different parts of Kingston.

3. Results from the Consultation

The majority of consultation responses were positive and supported the approach taken in the Preferred Strategy. There were, however, a number of specific issues raised which will need to be addressed in the final draft of the Core Strategy. The key aspects of these were:

- Strengthening the housing policies- including delivery and viability
- A need to consider areas of social need and deprivation.
- Provide more detail on housing mix and space standards.
- Develop further guidance on the development of the Hogsmill Valley Area
- Provide additional guidance on heritage assets- including locally listed buildings, local areas of special character, historic parks and gardens and scheduled ancient monuments.
- Need additional guidance on key views and archaeology
- Address the issue of locations for tall buildings
- Develop the Borough Character Study
- Include a infrastructure delivery schedule

Other comments received during the consultation are set out below, grouped by consultation event.

Drop-in Sessions

The drop-in sessions were held at The Hook Centre, New Malden Library, Kingston Library and at two locations close to the Hogsmill Valley site (the Berrylands public house and AFC Wimbledon Clubhouse) between 11am and 3pm on 12th December and 9th January.

Although no formal record was kept of those who attended the session, it is estimated that around 150 stopped to discuss the consultation or took leaflets away with them.

During the drop-in sessions people were advised to fill-in the questionnaire as a way of registering their view and comments about the different options proposed in the Preferred Strategy document. A number of people also fed back comments to officers manning the exhibitions, a summary of these comments is set out below.

Comments
The Hook Centre
Comments on issues relating to crime.
Concerns about the Hogsmill Valley and Retail Issues
Too much housing is beginning to impact on the character of Chessington
Concerns with infill development. Would like to see more gardens in homes rather than have them built up
Issues with all the buildings/housing development being proposed on Leatherhead Drive and Road.
Issues with roads in the are- there is a need for collaboration between the Council and TFL.
Comments on the lack of schools in Chessington area.
Parks need to be more 'user friendly'.
Issues with the waste around Moor lane school as well as traffic.
Would like a safe place that is a bit more proximal for children to play and build community life.
Supported for the proposals to improve the waste plan in the Horgsmill valley area
concerns that the pollution levels in the Tolworth area
No more housing in the area.

There should be better facilities such as a good cycling area and generally, facilities attractive to kids.
Kingston Library
The full document is too lengthy for the public to respond to.
The Surbiton District Centre boundary on the plans needed to be shifted SW. It is not currently in the correct position.
The Hogsmill maps are difficult to interpret.
Climate Change should be the core theme of the document as it is the biggest challenge the borough faces over the next decade. We should focus specifically on this issue.
Re. current housing stock. How will its sustainability e.g. energy efficiency be improved ? Where does the responsibility lie? With the Council, owners or occupiers?
Speed limits in residential areas should be reviewed for improved pedestrian and cyclist safety, e.g. more home zones, 20mph limits.
Concerns about road traffic in Richmond affecting Kingston.
Concerns over removing taxis from Surbiton Station.
RBK should promote the introduction of electric car charging points.
Concerns over the proposed public realm improvements in Tolworth and how to ensure the safety of both pedestrians and cyclists. Pavements should not be narrowed. Pedestrian crossings should be improved across the Broadway.
Concerns over Hogsmill Area in regard to sewerage smell and flooding.
Concern about widening of pavement and narrowing of roads at Surbiton district Centre would delay buses/reroute buses and cause more traffic.
Concerns over the design standards of new developments. One resident has observed that new developments are being built very close to the road, with little or no separation from the pavement.
There should be an adequate provision of bedsits close to main roads and public transport links to serve single residents and commuters, or those who can't afford houses in the area.
New Malden Library
Concerns about the length of the document- it's too long!
Need to ensure co-ordination with Surrey County Council on infrastructure
There's no space in the borough for new development!
More of Kingston Town Centre should be pedestrianised
Suburban character should be protected
Very supportive of opening up the Hogsmill and completing the walk
A lot of discussion around density and the appropriateness of applying the London Plan density matrix in Kingston. Concerns that developers are building at densities that are too high for the suburban character of Kingston.
Hogsmill Valley
Some did not want to see any changes but the majority appeared to be generally positive and to acknowledge that something needed to be done to improve the area.
People understood and accepted that TW would need some incentive to release parts of their land for public access / community benefit.
A lot of antipathy towards students, esp. anti social behaviour (particularly late night disturbance, rubbish and damage to cars parking in residential streets etc) concern that if the campus doubled in size, so too would the levels of anti-social behaviour and the amount of student car parking.
Some acknowledgement that providing on-site social and recreational facilities might reduce the numbers of students seeking all their evening entertainment off site, but this could be counter balanced by the doubling of student numbers.
Some commented that student accommodation should be located in the town centre, not the edge of residential areas – people living on routes to and from the town centre were fed up with being disturbed by rowdy behaviour late at night, especially end September –

November
A few residents of Kingston Road were very concerned about the impact of future development to the rear of their properties on their open Hogsmill outlook
There was some concern from Kingston Road allotment holders about relocating to a new site, particularly to a site prone to flooding.
There was a lot of interest and positive views about energy for waste and a number of detailed questions, some of which we were not able to answer at this stage.
Potential conflicts between public access and habitat / biodiversity raised. Reference to the need for an ecological assessment. Any development / increase in public access may impact negatively on biodiversity
Means of access to the new student campus on foot and by bus was queried.
There was support for footpath and cycle links EXCEPT one to rear of Rose Walk. Suggestion for an additional footpath link along side of railway line, linking proposed student halls with Berrylands station.
Proposal to develop Athelstan Road recreation ground for housing did not appear to be well received by a number of residents.
There were concerns about how any new housing on the western scrubland area (Option 3B) would be accessed – resistance to any proposal for access off Buckingham Road or any proposal that would adversely affect the line of trees between the end of Buckingham Road and the TW boundary.
queries about how any new refuse facility would be accessed if it moved onto the STW site
a number of questions about how odour issues coming from the STW would be dealt with, otherwise it would be impractical to develop in the area
Clayhill development will need student parking provided within development footprint
Consultation would be easier if there was a map of existing active and inactive areas of sewage works
Option 1 is my preferred option but moving the Waste Transfer Station might be a good idea
If development occurs on Lower Marsh Lane, safe cycling might need considering (no-one obeys parking rules at waste transfer sites – enforcement would be needed).
Option 3b should be brought back at least 10m from the river bank to preserve multiple environmental benefits – visual, hydrological and biodiversity.
Preservation of sewage processing capacity is very important
Whole scheme needs an overall sustainable urban drainage strategy (not piecemeal)
Could new halls go in 3b WTS, not Clayhill?

Neighbourhood Committee Meetings

The Preferred Strategy Consultation Document was discussed at all four neighbourhood committees on the following dates:

- Maldens and Coombe 9th December 2009
- Surbiton 9th December 2009
- South of the Borough 16th December 2009
- Kingston Town 16th December 2009

The comments made at these meetings are summarised in the table overleaf:

Comments
Maldens and Coombe
Enthusiastic support was given to the proposal to extend the boundary of Metropolitan Open Land (MOL) to include two residential properties in large grounds in Warren Cutting (Spruce Wood and Castle Coombe) and afford them MOL status. This fits in well with policies to preserve gardens, green space and local character. It was requested that consideration be given to extending this to other sites within the Coombe Hill area in order to protect the leafy character of the area
The Borough Character Study is welcomed; this will be a useful document and will provide us with a greater ability to resist developments which contribute to the erosion of character and cumulative change in character.
Policies which will discourage back garden development for more houses and concreting over of gardens should be a priority, particularly in view of the pressures for increased densities and increased problems of flooding which are aggravated by loss of soak-away land. Gardens also very important for wildlife and biodiversity and would like to see more emphasis on measures to provide habitats (for example bat boxes and bird nesting boxes) and routes for indigenous species (e.g. the otter) should also be included.
In the context of community hubs, any threat to Old Malden Library would be strongly opposed – only a very good scheme which would improve the value of the library for the local public would be acceptable (a location within a school would not be acceptable)
Would like to see reference to need for regeneration in Malden Manor Included.
Consideration should be given within the design of affordable housing developments to reducing longer term maintenance needs and costs.
In relation to affordable housing, accept that flats within New Malden District Centre would be at higher density but high-rise tower blocks would not be acceptable due to the social problems that would be created.
Support was given to the following : encouraging facilities for car clubs and electric vehicle charging points and would like to see reference to the extension of the Tube into Kingston and the provision of a tramline from New Malden to Kingston.
Assumptions about climate change and global warming were questioned by some Members in relation to language used in the text, though the mitigating measures proposed are acceptable.
The definition of Coombe Hill as an area of ‘public park deficiency’ was supported (comments made at subsequent meeting on 3 rd February 2010).
Surbiton
The traffic on Victoria Road and Brighton Road is not as heavy as stated in the document;
Not all local GPs are listed
South of the Borough
Development should relate to the character of areas and decisions should not be overturned on appeal;
The Core Strategy should take into consideration travel problems and especially through traffic travelling to the M25 in Chessington, and the low frequency of train services;
Concerns were raised about housing standards in terms of room sizes and amenity space and that the strategy should set out clear standards that ensure the quality of life is protected;
The type of new housing was questioned with concerns about the overprovision of social housing in Chessington in particular. There was support for affordable housing, but this should be provided across the whole borough.
Kingston Town
The focus on local character as part of the Character Study is supported as an important development. It is hoped that this will help to enable the Council to make planning decisions on new developments which accord with what local residents want to see in their locality.

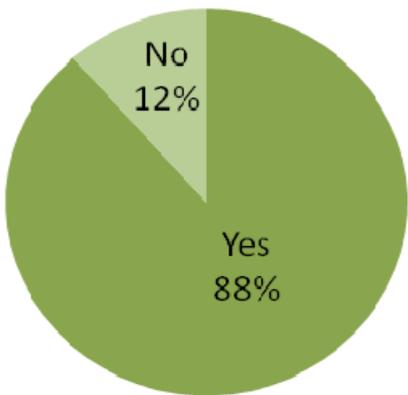
The lack of a tourism strategy in the document should be addressed.
References to affordable housing should incorporate the latest London Plan criteria to 'optimise' delivery.
More work is needed with the Environment Agency with regard to areas of designated flooding risk.

Questionnaire Responses

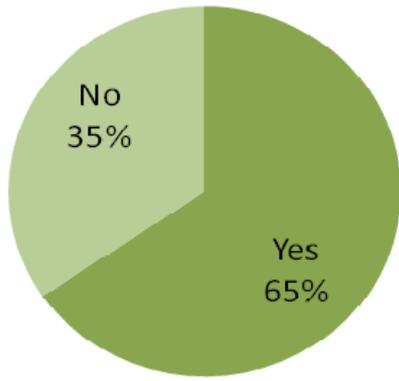
Accompanying the Preferred Strategy document was a questionnaire seeking views on all the options set out in the document, including aspects such as the Vision and Objectives. In addition to the full questionnaire a summary questionnaire was produced focusing on the options set for the development of the Hogsmill Valley 'Key Area of Change', this was circulated to all address in close proximity to the site.

The questionnaires consisted of 'tick box' options such as yes/no or support/objected and open ended options for respondents to provide comments. The responses are summarised below with a chart relating to the 'tick-box' responses and brief summary of comments. The schedules in the appendices set out all the comments in full along with officers responses to the issues raised.

In total, 98 written responses were received to the full Core Strategy and a further 147 responses related specifically to the Hogsmill Valley.

<i>"Do you agree that a targeted approach to future development, as set out in paragraphs 4.1-4.5 of the Preferred Core Strategy, is the right strategy for the Royal Borough of Kingston upon Thames?"</i>	
Number of responses: 52	Summary
 <p>A pie chart showing the distribution of responses to the question. The chart is divided into two segments: a large green segment representing 'Yes' at 88%, and a smaller light green segment representing 'No' at 12%.</p>	<ul style="list-style-type: none"> • The majority of comments were supportive, especially the emphasis on affordable housing and the enhancement of the vitality and viability of the district centres. • A number of comments raised points (negative and positive) in relation to the University and student accommodation- some supporting reference to the role of the university, and others concerned about increases in student numbers and accommodation. • Concerns were raised that heritage assets and conservation areas weren't specifically mentioned. • It was felt further emphasis needed to be added on the actions needed to tackle deprivation

<i>"Do you support the broad vision for Kingston in 2026 (Chapter 4)?"</i>	
Number of responses: 52	Summary

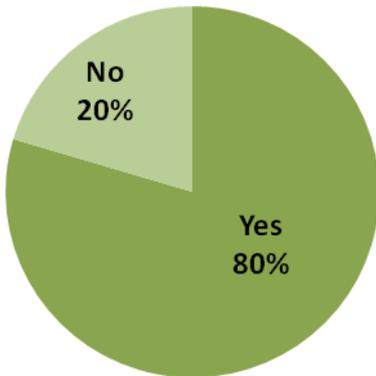


- The following were highlighted as specific omissions: Direct development away from areas at risk of flooding; Protection of the historic environment; The River Thames; Fuel scarcity; Tackling deprivation and inequalities; Tourism; The quantum of retail and commercial development
- Some support new housing, but also concerns about over development and loss of character.
- Concern about increased pressure on infrastructure.
- Some comments suggested that further reference to the role of the University could be included.
- Other comments raised concerns about any increases in student numbers and student accommodation.

The Preferred Core Strategy includes 24 strategic objectives to achieve the preferred approach to future development .Do you broadly support these objectives?

Number of responses: 49

Summary

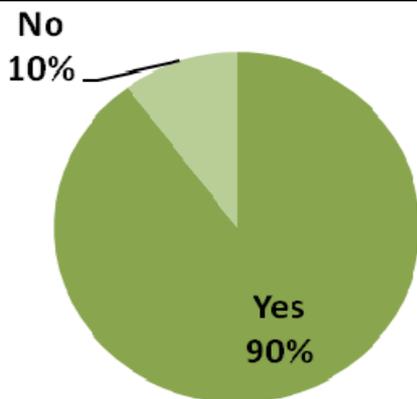


- Majority of comments were supportive, subject to minor amendments. In particular the following elements of the objectives were supported:
The maintenance and enhancement of KTC; Strong objective regarding flood risk; The promotion of tourism; Emphasis on climate change; Reference to biodiversity; Promotion of sustainable travel; The protection of open space; Enhancement of the River Thames.
- Some omissions were highlighted, such as:
Specific promotion of cycling; Enhance local and diverse retail provision; Maximising affordable housing; The heritage value of open spaces; The heritage value of the River Thames; Student accommodation; Encouraging the reuse of brownfield.

The Preferred Core Strategy contains 29 policies to deliver the preferred spatial strategy. Do you broadly support these policies?

Number of responses: 39

Summary

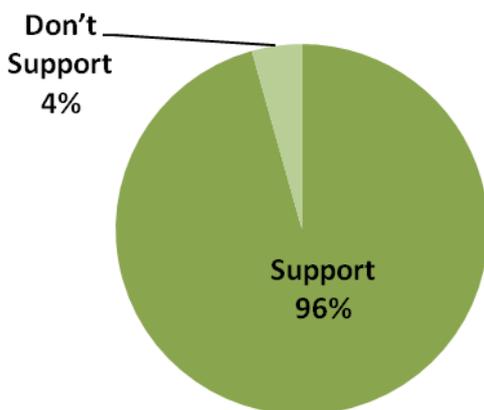


The comments received regarding the thematic policies are summarised below under the individual policy.

TP 1 Sustainability and Climate Change

Number of responses: 46

Summary

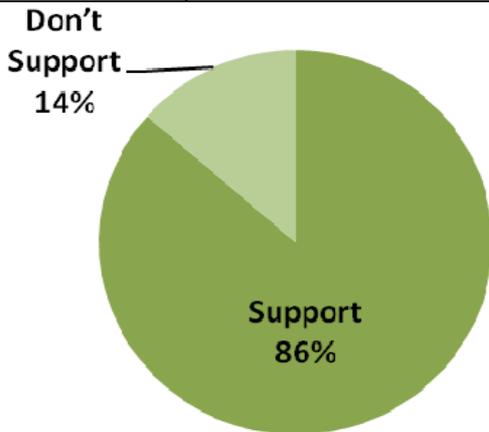


- Planning for development that will help slow the rate of, and be resilient to the effects of climate change which is generally welcomed by local residents and TfL.
- Consider that locating development on brownfield land may limit the quantum of development – the approach should encourage and not restrict development
- Requested that the supporting text mentions pollution prevention.
- Policy should clearly state that all major developments should be accompanied with a sustainable design and construction statement, of which an energy assessment should form part.

TP 2 Decentralised Energy Networks and Low Carbon Zones

Number of responses: 44

Summary

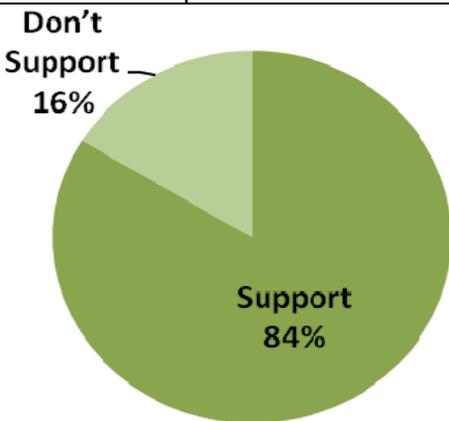


- General support for decentralised energy generation; however, there appears to be some concern about how networks will be funded and who will fund them.
- Concerns regarding balancing energy needs with scheme viability.
- Approach to partnership working is particularly welcomed.
- More detail is needed on how schemes will be set up.
- Setting a threshold could make policy inflexible
- Need to ensure that all new developments are linked to existing energy networks, where feasible.
- Should require all new developments assess the feasibility of site-wide CHP distribution networks.

TP 3 Renewable and Low Carbon Energy

Number of responses: 43

Summary

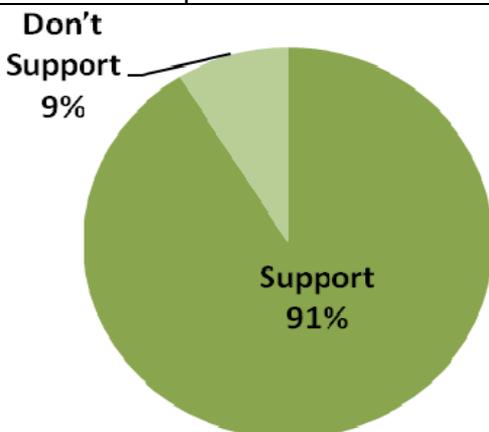


- General support for requiring developments to achieve a reduction in CO₂ emissions by a minimum of 20%.
- Renewables target could be higher, maybe applying a stepped target.
- Energy conservation should also be considered.
- Flexibility in the policy is welcomed.
- Objection to the application of the policy to all new developments- there should be a threshold so that not every application is subject to providing renewable energy and that the threshold should apply to major development proposals only.

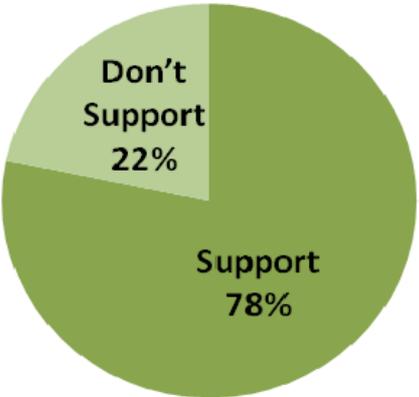
TP 4 Water Management and Flood Risk

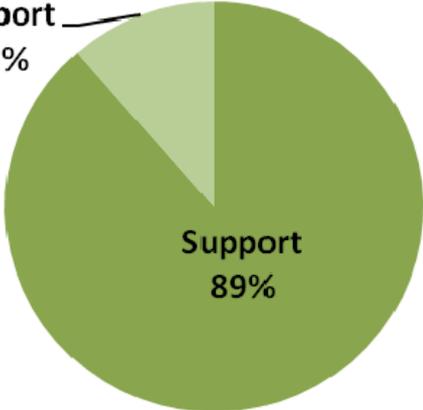
Number of responses: 45

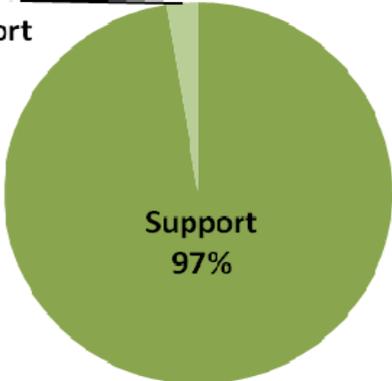
Summary

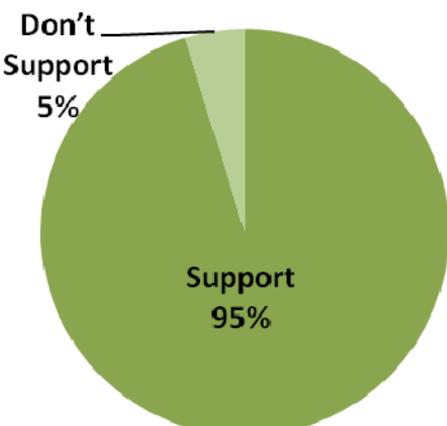


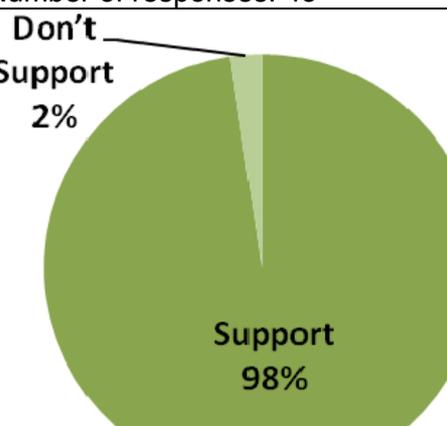
- Concern that the policy does not commit to protecting existing development from flood risk.
- Protection of water quality should be incorporated.
- Reference to sustainable measures to manage and reduce surface water runoff is welcomed.
- Water conservation and flood risk should be covered in two separate policies.
- Needs to reference to flooding from sewers and include an acceptance that flooding could occur away from the flood plain as a result of development where off site infrastructure is not in place ahead of development.
- All new dwellings should meet the water usage targets set out in code for sustainable homes code 3 rating as a minimum.

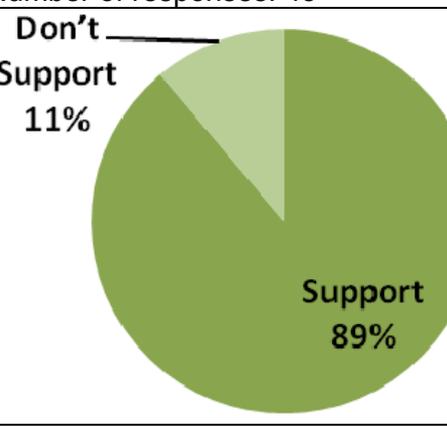
TP 5 Green Belt and Metropolitan Open Land (MOL)	
Number of responses: 46	Summary
 <p>A pie chart illustrating the distribution of responses for TP 5. The chart is divided into two segments: a large green segment representing 'Support' at 78%, and a smaller light green segment representing 'Don't Support' at 22%.</p>	<ul style="list-style-type: none"> • Objections made against student accommodation and MOL Boundary alterations. • Concern that policy is not locally distinctive and does not take into consideration issues like support for the landowners and tenants of properties and farms in the Green Belt • Request for a review of the Green Belt boundary at Silverglade Business Park. • CWoA requested a review of their boundary • Chessington Nurseries are concerned that they have not been identified as a 'Major Developed Site'

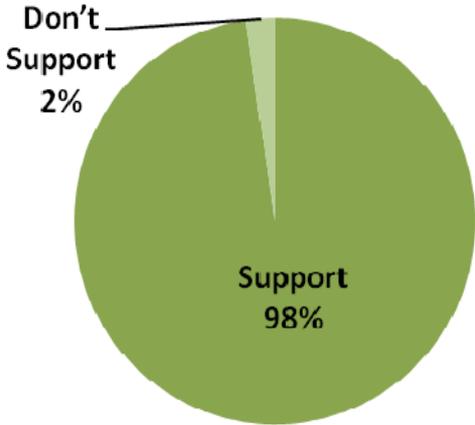
TP 6 Protection and Provision of Open Space	
Number of responses: 44	Summary
 <p>A pie chart illustrating the distribution of responses for TP 6. The chart is divided into two segments: a large green segment representing 'Support' at 89%, and a smaller light green segment representing 'Don't Support' at 11%.</p>	<ul style="list-style-type: none"> • 'seek to protect' back gardens is not strong enough, and should be replaced with 'will ensure'. • Potential contradiction between TP6 regarding the retention of green space on school sites and TP26 proposing a separate designation for schools removing local open space designation. • Need to ensure consistency between TP6 and proposal for the Hogsmill Valley site. • Opportunities highlighted in the Sustainability Appraisal need to be picked up particularly how 'Open green space provision could minimise flood risk by providing flood storage space and soakaway opportunities.' • Family housing should provide adequate amenity garden space.

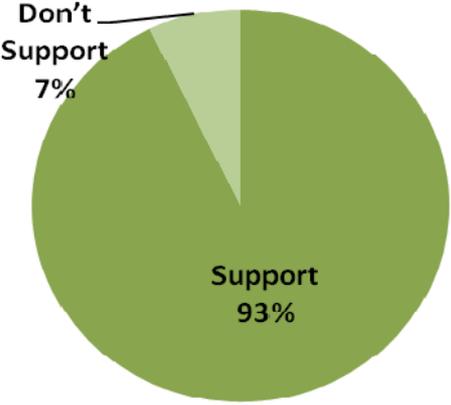
TP 7 Biodiversity	
Number of responses: 39	Summary
 <p>A pie chart illustrating the distribution of responses for TP 7. The chart is divided into two segments: a very large green segment representing 'Support' at 97%, and a very small light green segment representing 'Don't Support' at 3%.</p>	<ul style="list-style-type: none"> • Comments were generally supportive of this policy • Policy needs to state that existing developments will be encouraged and assisted to improve their biodiversity. • Natural England welcomes and supports this policy

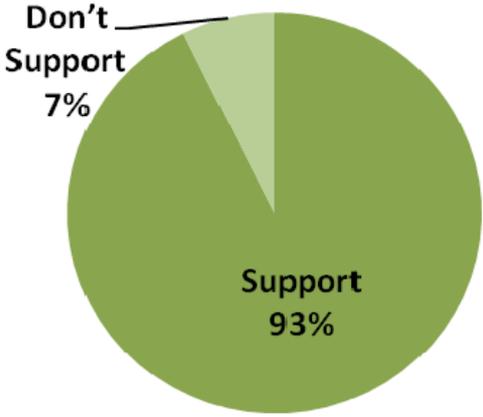
TP 8 Outdoor Sports Facilities							
Number of responses: 42	Summary						
 <p>A pie chart showing the distribution of responses for TP 8 Outdoor Sports Facilities. The chart is divided into two segments: a large green segment representing 'Support' at 95%, and a smaller light green segment representing 'Don't Support' at 5%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>95%</td> </tr> <tr> <td>Don't Support</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	Support	95%	Don't Support	5%	<ul style="list-style-type: none"> • General support for this policy as long as the necessary infrastructure is in place to support it. • Better links need to be made between schools open space and community use. • Protection and enhancement of outdoor facilities could be incorporated into TP5 and TP6. • The supporting text should acknowledge that not all open space and sports facilities are of equal merit and/or that sports facilities may be surplus to requirements and available for alternative uses • Needs additional bullet point stating: 'proposals that result in the net loss of sport and recreation facilities, including playing fields should be resisted'.
Response	Percentage						
Support	95%						
Don't Support	5%						

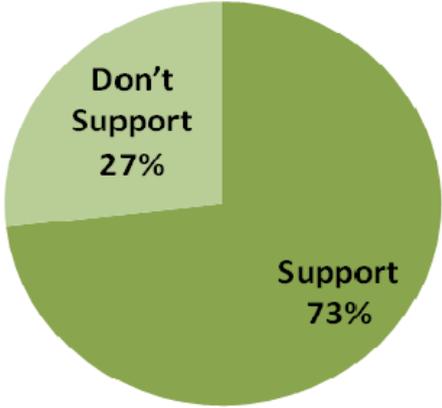
TP 9 Thames Riverside							
Number of responses: 43	Summary						
 <p>A pie chart showing the distribution of responses for TP 9 Thames Riverside. The chart is divided into two segments: a large green segment representing 'Support' at 98%, and a very small light green segment representing 'Don't Support' at 2%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>98%</td> </tr> <tr> <td>Don't Support</td> <td>2%</td> </tr> </tbody> </table>	Response	Percentage	Support	98%	Don't Support	2%	<ul style="list-style-type: none"> • Certain stretches of the Thames are underused and should be enhanced to encourage more tourism • Ravens Ait is in need of a footbridge to increase its usage • Improving public access to green open spaces and the riverside can conflict with biodiversity and protection of wildlife • John Lewis supports this policy but emphasised the need to consult with both themselves and other occupiers along the riverside • GLA support this policy but suggested that we should include another point to support green industries along the Thames
Response	Percentage						
Support	98%						
Don't Support	2%						

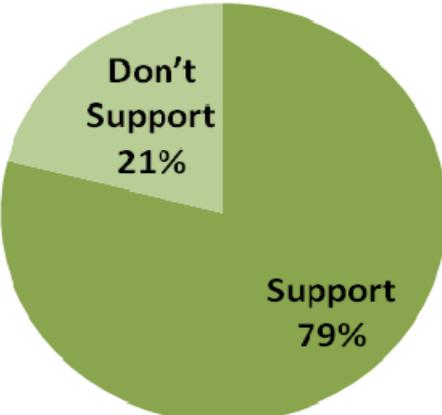
TP 10 Sustainable Travel							
Number of responses: 45	Summary						
 <p>A pie chart showing the distribution of responses for TP 10 Sustainable Travel. The chart is divided into two segments: a large green segment representing 'Support' at 89%, and a light green segment representing 'Don't Support' at 11%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>89%</td> </tr> <tr> <td>Don't Support</td> <td>11%</td> </tr> </tbody> </table>	Response	Percentage	Support	89%	Don't Support	11%	<ul style="list-style-type: none"> • General support for the aims of the policy, however • A few respondents want stronger and more detailed guidance, whereas; • Others suggest the car is needed and its benefits should be recognised more • Ensure effective coordination with Surrey. • Necessary infrastructure improvements need to be provided to support this policy. • Ensure quality design is achieved in the public realm
Response	Percentage						
Support	89%						
Don't Support	11%						

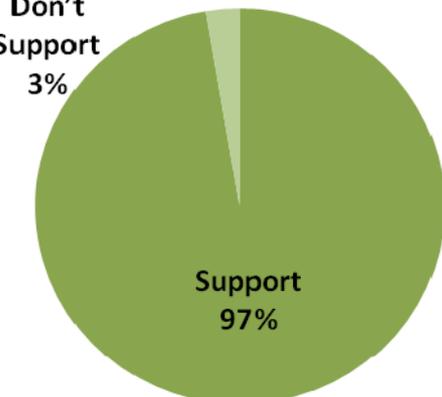
TP 11 Public Transport							
Number of responses: 43	Summary						
 <p>A pie chart showing the distribution of responses for TP 11 Public Transport. The chart is divided into two segments: a large green segment representing 'Support' at 98%, and a very small light green segment representing 'Don't Support' at 2%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>98%</td> </tr> <tr> <td>Don't Support</td> <td>2%</td> </tr> </tbody> </table>	Response	Percentage	Support	98%	Don't Support	2%	<ul style="list-style-type: none"> • General support for the policy • Specific measures identified for support include; late opening of stations, re-zoning of fares, improved layouts and information, service integration • Add that healthcare needs improved accessibility. • Improved public transport needed in Chessington.
Response	Percentage						
Support	98%						
Don't Support	2%						

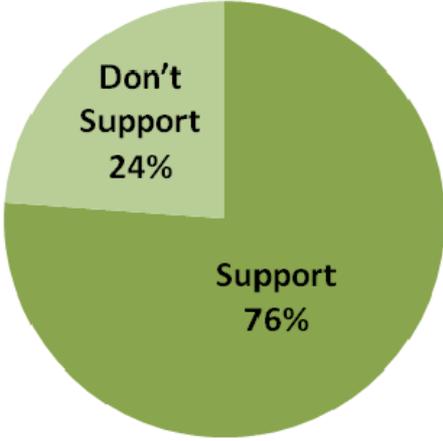
TP 12 Walking and Cycling							
Number of responses: 42	Summary						
 <p>A pie chart showing the distribution of responses for TP 12 Walking and Cycling. The chart is divided into two segments: a large green segment representing 'Support' at 93%, and a light green segment representing 'Don't Support' at 7%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>93%</td> </tr> <tr> <td>Don't Support</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	Support	93%	Don't Support	7%	<ul style="list-style-type: none"> • General support for the policy • Specific measures identified for support include; secure cycle parking in new developments, cycles lanes, cycle hire • New cycle routes needed and policy should support this. However some concerns that cycle lanes not managed properly. • Needs of pedestrians should be balanced with those of cyclists
Response	Percentage						
Support	93%						
Don't Support	7%						

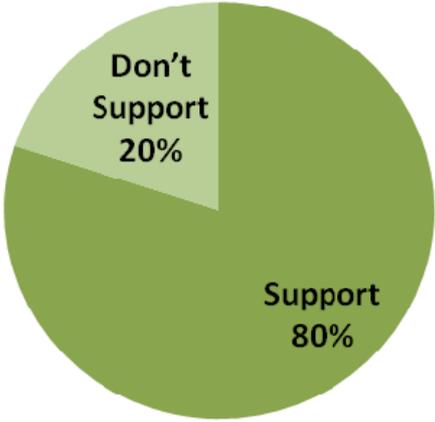
TP 13 Smarter Travel							
Number of responses: 41	Summary						
 <p>A pie chart showing the distribution of responses for TP 13 Smarter Travel. The chart is divided into two segments: a large green segment representing 'Support' at 93%, and a light green segment representing 'Don't Support' at 7%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>93%</td> </tr> <tr> <td>Don't Support</td> <td>7%</td> </tr> </tbody> </table>	Response	Percentage	Support	93%	Don't Support	7%	<ul style="list-style-type: none"> • General support for the policy and some support for strengthening it, and for the SPD guidance. • Examples include more support for low carbon vehicles and electric cars, cycle training is effective. • The policy does not take account of different accessibility levels across the Borough. • Updating required to refer to 'construction logistics plans' and 'delivery and servicing plans'.
Response	Percentage						
Support	93%						
Don't Support	7%						

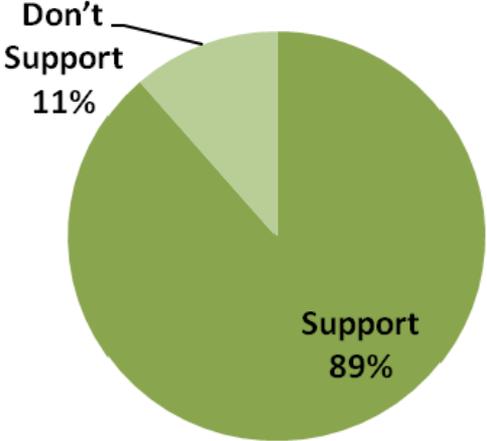
TP 14 Manage Congestion, Car Use and Parking	
Number of responses: 41	Summary
 <p>A pie chart illustrating the distribution of responses for TP 14. The chart is divided into two segments: a large green segment representing 'Support' at 73%, and a smaller light green segment representing 'Don't Support' at 27%.</p>	<ul style="list-style-type: none"> • Parking is needed for most new development however this need varies and updated guidance is required • Improve parking for low emission and electric vehicles • Trams should be considered for long term. • Policy should be strengthened, for example to support home zones. • Concerns that town centre parking levels should not be capped. Flexibility is needed to support regeneration. • Views for and against park and ride. • Air quality should be given greater consideration

TP 15 Character, Design and Heritage	
Number of responses: 43	Summary
 <p>A pie chart illustrating the distribution of responses for TP 15. The chart is divided into two segments: a large green segment representing 'Support' at 79%, and a smaller light green segment representing 'Don't Support' at 21%.</p>	<ul style="list-style-type: none"> • Locations for tall buildings should be defined.. • Need to retain and replace street trees • Be explicit on protecting gardens. • Unclear regarding locally listed buildings. • Criteria for conservation areas and LASCs should be widened and more areas created and included. • Refer to landscapes of heritage value. • Doesn't consider sufficiently cover historic environment and therefore does not comply with national guidance and the London Plan. • Illustrate strategic and local views on Figure 9. • Refer to Scheduled Ancient Monuments and archaeology.

TP 16 Waste Reduction and Management	
Number of responses: 37	Summary
 <p>A pie chart illustrating the distribution of responses for TP 16. The chart is almost entirely green, representing 'Support' at 97%, with a very small light green segment representing 'Don't Support' at 3%.</p>	<ul style="list-style-type: none"> • General support especially for waste hierarchy and recycling. • Positive approach needed to move to more sustainable ways of managing our waste. • Encourage retailers to reduce packaging • Limit number of sites identified for waste treatment. • Support for energy from waste • Transport needs more consideration

TP 17 Housing Delivery and Mix	
Number of responses: 42	Summary
 <p>A pie chart illustrating the distribution of responses for TP 17. The chart is divided into two segments: a large green segment representing 'Support' at 76%, and a smaller light green segment representing 'Don't Support' at 24%.</p>	<ul style="list-style-type: none"> • Concern about anticipated housing delivery and the impact on infrastructure, • Support for the inclusion of space standards. • Concerns about more students in the borough • Support for setting higher environmental and design standards. • Need to reduce the reliance on windfall sites in order to robustly demonstrate housing capacity. • The housing targets needs to be updated to reflect the emerging London Plan. • Support for increased family housing. • Concerns about how the delivery of new housing will be balanced with the protection of suburban character.

TP 18 Affordable Housing	
Number of responses: 40	Summary
 <p>A pie chart illustrating the distribution of responses for TP 18. The chart is divided into two segments: a large green segment representing 'Support' at 80%, and a smaller light green segment representing 'Don't Support' at 20%.</p>	<ul style="list-style-type: none"> • General support for maximising opportunities to increase the delivery of affordable housing. • Concerns about the viability of 50% requirement. • Concerns about the deliverability of the policy-citing recent performance. • Concerns about the quality of design in recent affordable housing schemes. • Add an overall numerical target for the provision of affordable housing and removing reference to 50% requirement. • Include information on tenure split.

TP 19 Gypsies and Travellers	
Number of responses: 35	Summary
 <p>A pie chart illustrating the distribution of responses for TP 19. The chart is divided into two segments: a large green segment representing 'Support' at 89%, and a smaller light green segment representing 'Don't Support' at 11%.</p>	<ul style="list-style-type: none"> • Relatively few respondents commented on policy TP19. However a number of these questioned the need to plan for any additional gypsy and traveller accommodation. • Request that the policy should clarify that is only refers to residential pitches and would not support industrial/commercial uses as part of any new allocation. • Need to ensure that any new allocation is restricted to brownfield sites.

TP 20 Local Economy	
Number of responses: 45	Summary
<p>A pie chart illustrating the distribution of responses for TP 20 Local Economy. The chart is divided into two segments: a large green segment representing 'Support' at 93%, and a smaller light green segment representing 'Don't Support' at 7%.</p>	<ul style="list-style-type: none"> • Too little provision of small affordable business units. • There must be employment opportunities for local residents particularly those who face barriers to employment. • It is considered that “outworn” employment sites should be used for affordable housing • Emphasise redevelopment, renewal and modernisation of existing office stock • Reflect the importance of integrating office space and residential units in mixed use developments • Greater emphasis should be placed upon the role and significance of Kingston University in the local economy.

TP 21 Land and Premises for Employment Uses	
Number of responses: 45	Summary
<p>A pie chart illustrating the distribution of responses for TP 21 Land and Premises for Employment Uses. The chart is divided into two segments: a large green segment representing 'Support' at 82%, and a smaller light green segment representing 'Don't Support' at 18%.</p>	<ul style="list-style-type: none"> • It is considered that “outworn” employment sites should be used for affordable housing • Tolworth Depot has not been explicitly protected as a Strategic Freight Site. • Proposed that Tolworth Depot has its own site specific policy. • Should clearly states that Chessington Industrial Estate is also a Preferred Industrial Location (PIL) and Barwell Business Park is an Industrial Business Park (IBP) • The policy should also reference: <ul style="list-style-type: none"> ○ sustainability ○ suitability of that employment and industrial land for police uses

TP 22 Visitors and Tourism	
Number of responses: 41	Summary
<p>A pie chart illustrating the distribution of responses for TP 22 Visitors and Tourism. The chart is divided into two segments: a large green segment representing 'Support' at 95%, and a very small light green segment representing 'Don't Support' at 5%.</p>	<ul style="list-style-type: none"> • Be clearer in terms of the kinds of tourism being promoted • London Plan needs to be referenced. • Should promote River Thames and Thames Path. • If CWoA expands then that traffic measures will be need to reduce congestion • Need to add ref. to sustainability considerations • Amended policy wording to incorporate the enhancement and increased accessibility to the borough’s heritage assets and history. • Better use should be made of existing venues for night time economy activities. • There is merit in co-locating student housing with tourist attractions.

TP 23 Town and Local Centres							
Number of responses: 42	Summary						
<p>A pie chart illustrating the distribution of responses for TP 23. The chart is divided into two segments: a large green segment representing 'Support' at 98%, and a very small light green segment representing 'Don't Support' at 2%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>98%</td> </tr> <tr> <td>Don't Support</td> <td>2%</td> </tr> </tbody> </table>	Response	Percentage	Support	98%	Don't Support	2%	<ul style="list-style-type: none"> • Add ref to town centre healthchecks and the promotion of shopmobility schemes • Include projected retail and commercial floorspace for the town and district centres • Need to have regard to the retail hierarchy. • Police uses should be specified in the policy as an appropriate town centre use. • Include references to good design • Consideration should be given to restricting the concentration of fast food outlets. • Request that 205 Kingston Road should be included within Kingston West Local Centre
Response	Percentage						
Support	98%						
Don't Support	2%						

TP 24 Healthcare							
Number of responses: 42	Summary						
<p>A pie chart illustrating the distribution of responses for TP 24. The chart is divided into two segments: a large green segment representing 'Support' at 98%, and a very small light green segment representing 'Don't Support' at 2%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>98%</td> </tr> <tr> <td>Don't Support</td> <td>2%</td> </tr> </tbody> </table>	Response	Percentage	Support	98%	Don't Support	2%	<ul style="list-style-type: none"> • Policy approach supported. • The introduction of Health Impact Assessments for all major developments welcomed • Support for reorganising and improving healthcare facilities, although some scepticism about the Polyclinic system • The partnership working approach with NHS was welcomed • Support for plans to improve Kingston Hospital • An objection was raised to the demolition of Surbiton Hospital in the context of its local historical and social interest
Response	Percentage						
Support	98%						
Don't Support	2%						

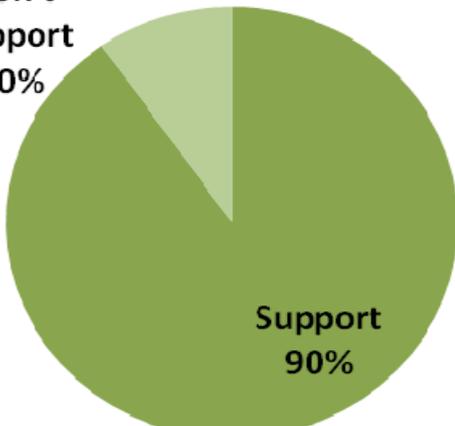
TP 25 Safer Communities							
Number of responses: 42	Summary						
<p>A pie chart illustrating the distribution of responses for TP 25. The chart is divided into two segments: a large green segment representing 'Support' at 95%, and a small light green segment representing 'Don't Support' at 5%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>95%</td> </tr> <tr> <td>Don't Support</td> <td>5%</td> </tr> </tbody> </table>	Response	Percentage	Support	95%	Don't Support	5%	<ul style="list-style-type: none"> • Welcomed commitment to working with the Met Police Association. • Support aspiration to improve community safety. • Should also reference 'Safer Places' publication. • Make reference to reducing the risk of fire. • Policy should make specific reference to the presence and viability of Safer Neighbourhood Teams. • The policy does not appear to be based on a proper assessment of existing entertainment uses and whether they are causing a problem. • Concerns about noise and disturbance in the western part of the town centre • More varied attractions and more visitors/tourists would help to improve the atmosphere.
Response	Percentage						
Support	95%						
Don't Support	5%						

TP 26 Schools							
Number of responses: 40	Summary						
<p>A pie chart illustrating the distribution of responses for TP 26 Schools. The chart is divided into two segments: a large green segment representing 'Support' at 77%, and a smaller light green segment representing 'Don't Support' at 23%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>77%</td> </tr> <tr> <td>Don't Support</td> <td>23%</td> </tr> </tbody> </table>	Response	Percentage	Support	77%	Don't Support	23%	<ul style="list-style-type: none"> • General support although some specific concerns over locations of new schools. • Open space in schools that is not publicly accessible should be treated differently to public open space. • Concern that the identified secondary school site at the North Kingston Centre is too small. • School expansion should not be at the expense of adverse effects on residential amenity.
Response	Percentage						
Support	77%						
Don't Support	23%						

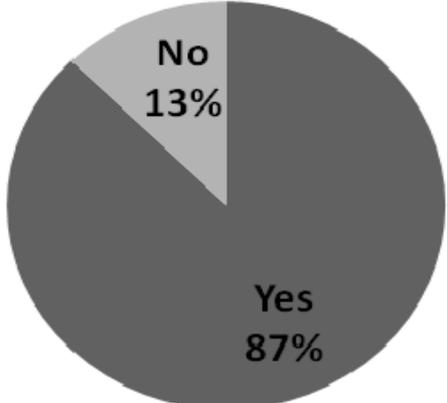
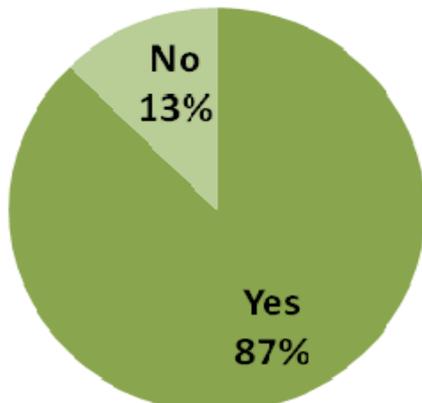
TP 27 Higher and Further Education							
Number of responses: 39	Summary						
<p>A pie chart illustrating the distribution of responses for TP 27 Higher and Further Education. The chart is divided into two segments: a large green segment representing 'Support' at 87%, and a smaller light green segment representing 'Don't Support' at 13%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>87%</td> </tr> <tr> <td>Don't Support</td> <td>13%</td> </tr> </tbody> </table>	Response	Percentage	Support	87%	Don't Support	13%	<ul style="list-style-type: none"> • Support for improving schools and higher and further education • There are enough students in the borough already and the number should be reduced in line with existing accommodation and available facilities. • The use of larger homes by student is ruining the character of the town. • The policy needs to be revised to accommodate the future needs of Kingston University and allow flexibility
Response	Percentage						
Support	87%						
Don't Support	13%						

TP 28 Community Facilities							
Number of responses: 36	Summary						
<p>A pie chart illustrating the distribution of responses for TP 28 Community Facilities. The chart is divided into two segments: a large green segment representing 'Support' at 89%, and a smaller light green segment representing 'Don't Support' at 11%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>89%</td> </tr> <tr> <td>Don't Support</td> <td>11%</td> </tr> </tbody> </table>	Response	Percentage	Support	89%	Don't Support	11%	<ul style="list-style-type: none"> • Support for the types of community facilities covered • Support for the draft Infrastructure Delivery Plan • The term 'Community Hub' needs to be clarified as to what it will include. • Add wording regarding when the Council would accept a loss of community facility. • Reference the Mayor's 'Planning for equality and diversity in London' SPG. • Need better linkages to Policy TP25 and policies on sustainability • Concern that residents are not involved enough in the decision-making process regarding co-location or re-provision of facilities.
Response	Percentage						
Support	89%						
Don't Support	11%						

TP 29 Meeting Infrastructure Requirements

Number of responses: 41	Summary
<p>Don't Support 10%</p>  <p>Support 90%</p>	<ul style="list-style-type: none"> • General support for the intention and scope of the policy • Thames Water considers that a specific policy on water and sewerage infrastructure is needed and recommends specific wording for policy. • Progress the Infrastructure Delivery Plan to support the Core Strategy and specifically a schedule of infrastructure projects and costs. • Add reference in the supporting text to the new Community Infrastructure Levy.

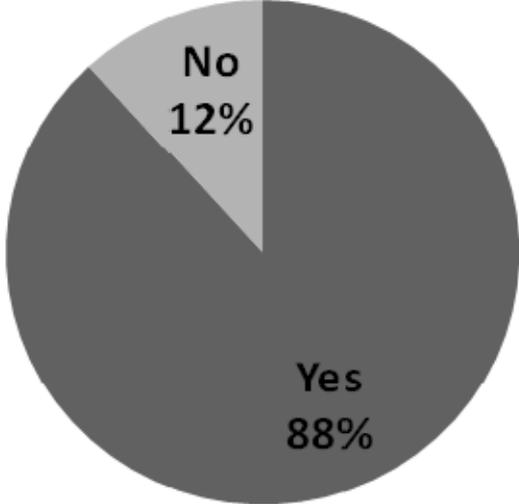
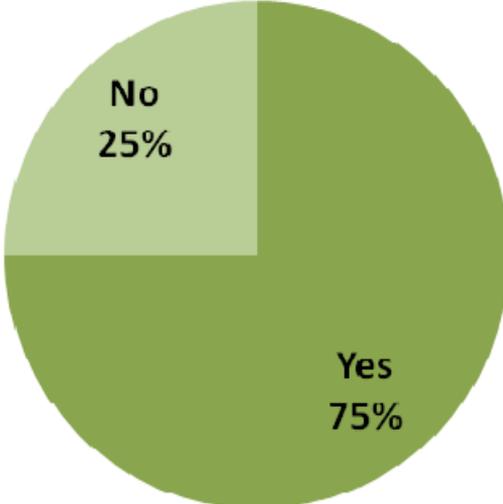
West Area

<i>Do you support the 15 year Plan priorities proposed for the area?</i>	<i>Do you agree with the proposed area implementation actions?</i>
Number of responses: 32	Number of responses: 30
 <p>No 13%</p> <p>Yes 87%</p>	 <p>No 13%</p> <p>Yes 87%</p>
<ul style="list-style-type: none"> • Further emphasis in the policy is needed on meeting affordable housing targets and working with RSLs to meet the required mix. • Renew housing targets in order that they are compatible with infrastructure, community facilities, schools etc. To focus housing delivery in the west areas will be detrimental to its character. • Could refer to the proposals for a polyclinic at Kingston Hospital. • The Council should provide further information on how the environment will be protected and enhanced and how will be implemented and monitored. • There has been insufficient investigation into the potential locations of a new secondary school. References to the 6th form provision at the Hawker Centre should be omitted from the policy as it is misleading given the high levels of protection of the site and the full impacts of locating a new school in north Kingston has not been fully detailed. • Not enough is being done to prevent the loss of character in the borough e.g. loss of homes to student accommodation. • We must not over 'densify' the West Area. • Green spaces and parks need to better cater for disabled access and land released by Thames Water and the Sewage Treatment Works should be instated as accessible green 	

space.

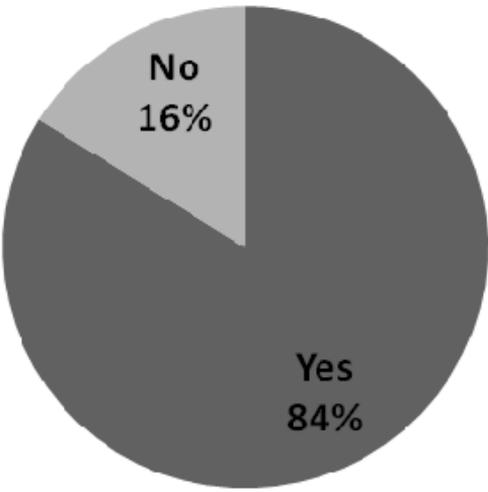
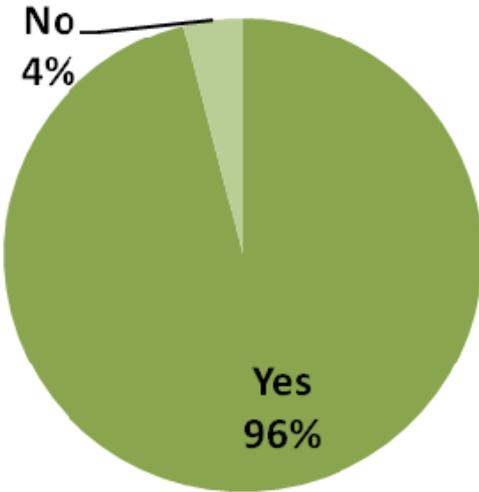
- Student numbers should be limited.
- Housing provision should be reduced and poor stock eliminated and replaced with sustainable commercial or industrial units. This would provide local employment.
- Concerns that too much housing in the town centre will put pressure on existing services and infrastructure.
- Given the West Area is the smallest of the borough's areas cycling should be specifically promoted in the policy to reduce congestion and reduce the reliance on the car.
- Support the Council's plan to protect and enhance the environment, provide a variety of accommodation options and create a safe, healthy and strong borough.

East Area

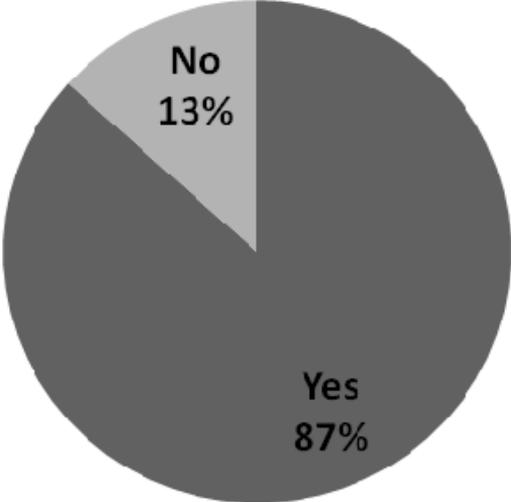
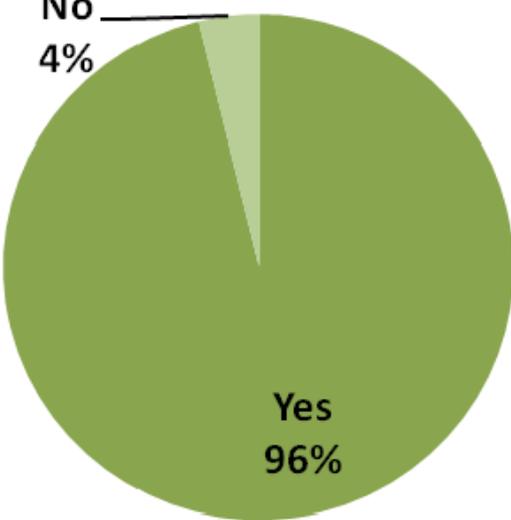
<i>Do you support the 15 year Plan priorities proposed for the area?</i>	<i>Do you agree with the proposed area implementation actions?</i>
Number of responses: 34	Number of responses: 28
 <p>A pie chart with a dark grey background. A small slice at the top is light grey and labeled 'No 12%'. The rest of the chart is dark grey and labeled 'Yes 88%'.</p>	 <p>A pie chart with a green background. A slice at the top is a lighter shade of green and labeled 'No 25%'. The rest of the chart is a darker shade of green and labeled 'Yes 75%'.</p>
<ul style="list-style-type: none"> • Traffic and road congestion in New Malden needs more attention • More small scale local centres should be promoted in the areas of retail deficiency • Support for the provision of affordable housing in this predominantly residential part of the borough, especially family housing with gardens • General support for the 15 year plans • Support for improvements to St John's Industrial estate • Need reference to safeguarding the existing office blocks along Coombe Road • Support for principles of development set out for Kingston Hospital but need to reflect possibility of expansion or redevelopment • Potential to identify need for smaller healthcare hubs in New Malden. • Definition of landmark needs clarifying, with respect to CI and Apex towers. • Support for proposals regarding Kingston University but recommended that the Core Strategy should recognise that there needs to be a balance between the requirements of the University and the Kingston Hill conservation area/environment. • Add key challenge relating to preserving or enhancing the character of the conservation areas and resisting over intensive development of existing residential areas, and safeguarding plot size and back gardens of the Groves conservation area • Protection of local open spaces is welcomed. • Not enough emphasis on New Malden High Street • General concern about the overdevelopment of New Malden 	

- Retain Cocks Crescent resource centres in their current location.
- Clarity needed on proposals for co-location of Old Malden library.
- Considered that all back gardens should be protected, not just in Coombe Hill. Plot sizes in Groves area should also be protected.
- Actions to encourage use of Blagdon Road car park
- Considered that retail choice needs expanding in the High Street
- Concern with co-locating Christchurch schools onto one site and impact on traffic in surrounding area

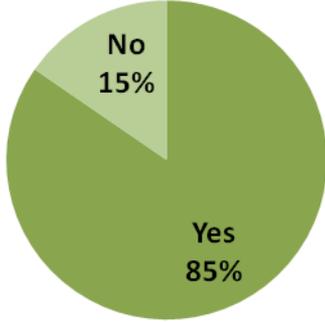
Central Area

<i>Do you support the 15 year Plan priorities proposed for the area?</i>	<i>Do you agree with the proposed area implementation actions?</i>
Number of responses: 31	Number of responses: 25
 <p>A pie chart with two segments. The larger segment is dark grey and labeled 'Yes 84%'. The smaller segment is light grey and labeled 'No 16%'.</p>	 <p>A pie chart with two segments. The very large segment is green and labeled 'Yes 96%'. The very small segment is light green and labeled 'No 4%'.</p>
<ul style="list-style-type: none"> • Disagree with the expansion of Clayhill and Seething Wells campuses • Need to include 'meeting housing, and affordable housing needs' as a key challenge. • In light of the range and breadth of heritage assets in the area 'protection and enhancement of heritage assets and the wider historic environment' should be identified as a key challenge • Support for partnership working with the University. • Remove reference to congestion and the impact of heavy volumes of traffic around Brighton Road and Victoria Road in the key challenges • Emphasise need to achieve a mix of housing in the whole area. • Limit the elements of development on the Surbiton Hospital site • Protect the biodiversity of Seething Wells Redundant Filter beds • Remove reference to the railway bridge over Brighton Road and the YMCA as strategic landmarks • Strengthen policies preventing development of front and back gardens • Include reference to potential for Business Incubator Units • 15 Year Plan fails to note the important role that the Hogsmill Valley will play in delivering student accommodation, homes, and education space. 	

South Area

<i>Do you support the 15 year Plan priorities proposed for the area?</i>	<i>Do you agree with the proposed area implementation actions?</i>
Number of responses: 30	Number of responses: 26
 <p>A pie chart with two segments. The larger segment is dark grey and labeled 'Yes 87%'. The smaller segment is light grey and labeled 'No 13%'.</p>	 <p>A pie chart with two segments. The very large segment is green and labeled 'Yes 96%'. The very small segment is light green and labeled 'No 4%'.</p>
<ul style="list-style-type: none"> • A number of comments related to issues connected to the Green Belt. In particular it was felt that further mention of the Green Belt was needed in this section including specific mention of the residents and communities living within it. • The representation on behalf of Chessington World of Adventures requested that the Council carry out a review of the 'major developed site' (MDS) relating to their land and consider the inclusion of various additional developed areas within the MDS, including: the north car park, the show venue and the beach sites. • The owners of the Silverglade Business Park have also requested to review of their boundary in order to facilitate their expansion onto land adjacent to their Southern boundary • The following specific omissions were highlighted: <ul style="list-style-type: none"> ○ Need to reference any specific health issues affecting the area ○ English heritage highlighted the need to refer to heritage assets- even those that may not be formally listed. ○ Reference to high levels of air pollution ○ Further emphasise issues of traffic congestion ○ Further detail needed on areas of flood risk ○ Reference to cross boundary link- especially between Malden Rushett and Epsom and Leatherhead. • Concerns about overdevelopment and loss of character (in particular residential gardens) as a result of potential increased housing development. • Concerns about infrastructure capacity and the expansion of any employment uses in the vicinity of Malden Rushett. 	

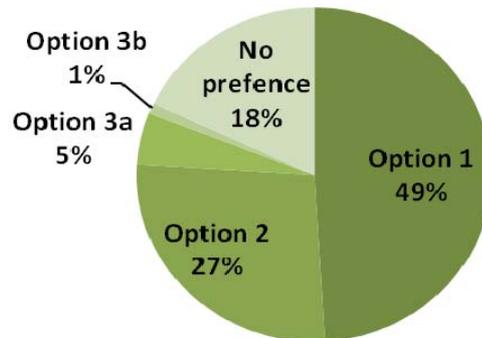
Tolworth

<p><i>"Do you agree with the proposed actions to implement proposals at Tolworth?"</i></p>						
<p>Number of responses:26</p>						
 <p>A pie chart illustrating the distribution of responses to the question 'Do you agree with the proposed actions to implement proposals at Tolworth?'. The chart is divided into two segments: a large green segment representing 'Yes' at 85%, and a smaller light green segment representing 'No' at 15%.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>85%</td> </tr> <tr> <td>No</td> <td>15%</td> </tr> </tbody> </table>	Response	Percentage	Yes	85%	No	15%
Response	Percentage					
Yes	85%					
No	15%					
<p>Comments</p>						
<ul style="list-style-type: none"> • Specifics concerns raised about: <ul style="list-style-type: none"> ○ the public realm improvements and removal of the central barrier on Tolworth Broadway; ○ pollution and the unsuitability of the government offices site for housing; ○ any development south or east of the railway; and ○ one wishing to see the development of student accommodation. 						
<ul style="list-style-type: none"> • The following organisations support the proposed approach at Tolworth: the Greater London Authority; Natural England; Environment Agency; Kingston Cycling Campaign and Protect our Green Spaces Campaign. 						
<ul style="list-style-type: none"> • English Heritage supports the approach, subject to clarification on the scale and form of development and whether any tall buildings are proposed. 						
<ul style="list-style-type: none"> • NHS Kingston request details on the scale of housing growth to establish what additional primary care facilities may be required. 						
<ul style="list-style-type: none"> • Paragon Housing Association supports the provision of new homes, refers to the limited social housing provision in Tolworth and request more details on affordable housing provision. 						
<ul style="list-style-type: none"> • Tesco commented that proposed uses for the former government offices site should be widened to include retail to help support its mixed-use redevelopment, act as a catalyst for further investment into the area, help address retail related issues including the significant outflow of retail expenditure from the local area to surrounding centres and the lack of a store capable of satisfying main food shopping requirements 						

Hogsmill Area

"For the Hogsmill area which option would you prefer overall?"

Number of responses: 147



Comments

Option 1

- The most popular reasons for supporting this option included the provision of more student housing - there were around 40 questionnaire responses specifically citing student housing as being their reason for favouring Option 1 (the majority were likely to be from KU students and staff but they also included some from residents).
- However, there was also popular support for the Primary School, the expanded sports and youth facilities, for the climate change measures including creating a district heat network, for the environmental improvements and for the additional and improved cycle and footpath links.

Option 2:

- The overwhelming reason given for supporting Option 2 was because it did not include proposals for the expansion of student housing. Objections to further student housing were largely based on both the scale of the proposal and the very poor behaviour of a minority of students (mainly late at night) coupled with the apparent failure of both the University and the Police to control or make any meaningful attempt to control it in response to residents' repeated complaints. Residents expressed the view that double the size meant double the trouble.
- A petition with 109 signatures (which is being reported as an information item to the Surbiton Ngbhd Cttee on 17 March) was also submitted calling for action on the part of the Council to oppose any extension to Clayhill and to work with KU and local residents to address the current anti social behaviour issues.
- Despite the introduction of the CPZ in the surrounding residential area, car parking and traffic using Burney Avenue remains an issue. A significant number of residents who responded negatively felt the burden of providing student accommodation should be spread out more and alternative sites found e.g. at Tolworth or Kingston town centre, rather than concentrated on this one edge of residential area.
- However, a number of others indicated, both verbally at the drop in sessions and in writing, that their objections would be mitigated if the development (and existing Clayhill campus) were to be made car-free, night buses were to be introduced to ferry students back from the town centre and vehicular access via Burney Avenue closed off in favour of Lower Marsh Lane (though the latter was not welcomed by residents living in Lower Marsh Lane).