



Chessington District Residents' Association

**SIGNAL PARK PHASE TWO
Special Planning Committee Meeting**

**1st April 2026
Guildhall, Kingston**

**Report written by
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Special Planning Committee Meeting Report

Introduction

I attended the special planning committee meeting on 1st April 2026. On the agenda was the hybrid planning application for Phase Two of Signal Park, Tolworth (application reference 24/02849/OUT). Developers Countrywide and The Guinness Partnership were seeking:

Detailed permission for:

- 336 residential units and residential ancillary (Class C3) and 879 sqm commercial, retail and service (Class E) arranged in 4 blocks up to 16 storeys.
 - Block E on Tolworth roundabout 14 storeys plus roof space for ancillaries.
 - Block G2 (behind Block H next to the railway line) 14 storeys with plus roof space for ancillaries.
 - Block G3 (behind G2 next to railway line) 12 storeys plus roof space for ancillaries overlooking Tolworth Depot.
 - Block H (next to Tolworth Station) with coffee shop and retail unit on ground floor.

Outline permission for:

- 629 homes, up to 123sqm flexible community space, new public realm, landscaping and car parking.

Together with the existing 211 units already built as Phase 1, this will create a total of 1176 units on the site.



Noise mitigation Tolworth depot

There was an objection from Gerard Manley of Firstplan on behalf of the Day Group Ltd, London Concrete Ltd and First Bus (the three operators of the adjacent Tolworth depot).

Mr Manley strongly recommended that planning permission not be granted until agreement is reached on suitable noise mitigation measures and that these measures be incorporated into the development, secured by robust planning conditions.

Mr Manly informed the committee that the operators had taken legal advice on this issue as they did not want noise complaints from future residents. The depot operates 24 hours a day, 7 days a week. The bus garage at the depot repairs buses which involves revving of engines etc., in preparation to provide a bus service during the day.

A debate ensued. Rather than discussing the main issues of the impact of this out of scale, out of character development on existing and future residents and local infrastructure, the councillors discussed how the noise problem could be solved. For example, by windows on the depot side not opening.

It also transpired that some of the units had balconies that could be affected by the noise. The plans show the developers do not propose putting noise deadening screens at the end of the balconies.

The depot operators asked for assurances from the Guinness Partnership that, for the units that could be affected by the works at the depot, the buyers/renters are made fully aware before they sign contracts and move in.

Note: We have two rail heads in the south of the borough community at Tolworth and Chessington South. They play a major role in keeping thousands of heavy lorries off London roads delivering aggregates in bulk for the building industry nearer to where they are needed. The Chessington South aggregate trains will also pass the units on the railway side.

Parking

Councillor Helen Grocott, ward councillor for the Sunray Estate and King George's, raised concerns about the lack of parking. There is just 0.25 parking space allocated per unit (a total of 300 parking spaces on the whole site). Councillor Grocott feared future residents' cars which will overspill into surrounding roads, including the Sunray Estate.

In trying to resolve the issue, the committee suggested they could ask neighbouring Lidl HQ if Signal Park residents could use their staff car park in Jubilee Way.

The committee also talked about CPZs (Controlled Parking Zones). Creating CPZs would mean that existing residents having to pay to park outside their own houses. Existing residents do not want CPZs. They want the development to have adequate parking facilities for its residents therefore removing the need for them to park on other local roads.

The ratio previously was 0.75 vehicles per unit, but the Mayor of London has set 0.25 ratio (or zero ratio) to reduce car usage. Unfortunately, the Mayor does not appreciate what it is like to live in an outer London borough with low Public Transport Access Levels (PTAL). This policy is not working and is causing issues for exiting residents.

Bigger picture debate

Any debate about the impact this over-development with 2500 new residents would have on the existing community was lost. Councillors got caught up in trying to resolve issues with windows and parking spaces. There was no discussion or consideration given to the future of Tolworth Tower. Instead of looking at the overall picture for the area, our planning team and councillors looked at Signal Park in isolation.

Social housing

Councillor Liz Green asked if the 90 social housing units would be distributed throughout the estate. The Guinness Partnership representative said that the 90 units would be grouped together. This will make them easier to manage from a landlords' perspective. This represents 7.6% social housing. A heavy price being paid by Tolworth residents for so little social housing.

Local resident Bridget Walker

Chessington District Residents' Association would like to pay tribute to Bridget Walker, a Tolworth resident, who has been fighting on behalf of local residents from the start of proposals over the future of this site.

Over a decade ago developers Meyer Bergman brought forward an application for 705 units. For three days, Bridget - alongside Councillor Malcolm Self, Dick Ware and myself - sat in the Guildhall at an appeal hearing in front of a Bristol Planning Inspectorate Officer, with a QC and the experts from Meyer Bergman. We won the appeal.

However, in 2016 Meyer Bergman went straight to the London Mayor who overturned the ruling and increased the permission up to 950 units. Meyer Bergman sold the site with planning permission to the Guinness Partnership.

Impact on infrastructure

Bridget combined with Gerard Manley from Firstplan had just 5 mins each to present their objection on behalf of residents and the depot operators.

Bridget emphasised that the Mayor's densification plans around stations was on the basis of Crossrail 2 being delivered and offering better rail services. The Mayor is going to remove Kingston opportunity area status as it needed Crossrail 2 to meet the criteria for densification. However, the area had *never* been defined but continually wrongly stated as fact across documents for years. This important point was ignored on purpose. The planning department knew Bridget was right and chose not to challenge her facts from the new London Plan consultation website published by the Mayor in 2025.

Concerns over infrastructure, i.e. power, water, sewer, surface water runoff, GPs, NHS services and schools where not considered or debated by the committee.

Note: we are currently impacted by increased traffic due to the UK Power Networks Project to upgrade and enhance the power supplies to Kingston town that has seen a great deal of development similar to Signal Park.

Rubber stamp exercise

It felt like the committee meeting was a rubber stamp exercise and that the councillors had been briefed as to what they can raise.

When it came to the vote, there were eight votes for the application and one against.

For: Councillors Mark Benyon (Chair), Councillor Farshid Sadr Hashem, Councillor James Giles, Councillor Liz Green, Councillor Lynn Henderson, Councillor Olly Wehring, Councillor Jackie Daley, Councillor Sharukh Mirza.

Against: Councillor Ian George



Proposed units alongside Tolworth Station and railway



Existing units that will be overshadowed by Phase Two



Proposed new units



Proposed new units adjacent to Tolworth Station