



The Royal Borough of Kingston Upon
Thames

New Local Plan

Interim Integrated Impact Assessment Report



The Royal Borough of Kingston Upon Thames

New Local Plan

Interim Integrated Impact Assessment Report

Type of document (version) Public

Project no. 70093878

Our Ref. No. 001

Date: December 2022

WSP

WSP House

70 Chancery Lane

London

WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

Quality control

Issue/revision	First issue	Revision 1	Revision 2
Remarks	Draft for RBKT	For Regulation 18 Consultation	Relevant Reps Updates – Regulation 18
Date	November 2022	November 2022	November 2022
Prepared by	J Humphrey C Town	J Humphrey C Town	J Humphrey C Town
Signature			
Checked by	K Dean	K Dean	K Dean
Signature			
Authorised by	N Macmillan	N Macmillan	N Macmillan
Signature			
Project number	70093878	70093878	70093878
Report number	001	001	001

Contents

1	Introduction	1
1.1	Overview	1
1.2	Local Plans	1
1.3	Purpose of this Report	1
2	The New Local Plan	3
2.1	Background	3
2.2	Work to Date	3
2.3	Local Plan Vision and Objectives	5
2.4	Our Proposed Vision	5
2.5	Local Plan Policies	7
3	Methodology	13
3.2	Sustainability Appraisal	14
3.3	Equalities Impact Assessment	14
3.4	Health Impact Assessment	15
3.5	Habitat Regulations Assessment	15
3.6	IIA Process and Requirements	17
3.7	IIA Interim Report Methodology	20
3.8	Assumptions and Limitations	25
4	Identification of Sustainability Issues and Opportunities and the IIA Framework	26
4.1	Introduction	26
4.2	Review of plans policies and programmes	26
4.3	Sustainability Issues and Opportunities	26

4.4	IIA Appraisal Framework	30
5	Compatibility Assessment of Strategic Policies and Objectives	38
5.1	Introduction	38
5.2	Compatibility Assessment Summary	40
6	Assessment of Draft Policies	41
7	Assessment of Site Allocations	62
7.1	Introduction	62
7.2	Assessment Summary	66
8	Assessment of Alternatives	82
8.1	Introduction	82
8.2	Assessment of Alternative Policies	82
8.3	Assessment of Alternative Sites	88
9	Findings from Other IIA Assessments	90
9.1	Introduction	90
9.2	EqIA Findings	90
9.3	HIA Findings	90
9.4	HRA Findings	92
10	Cumulative Effects	93
10.1	Introduction	93
10.2	Intra-Project Effects	93
10.3	Policy KC10 also states that all development proposals are required to adopt a circular economy approach to building design and construction to reduce waste. This could result in a cumulative reduction in waste across all new developments.	94
	Inter Project Effects	100
11	Mitigation, Enhancements and Monitoring	106

11.1	Mitigation and Enhancement Measures	106
11.2	Monitoring Measures	112
12	Recommendations	114
13	Next Steps	116

Tables

Table 2-1 – Proposed Draft Local Plan Policies	8
Table 3-1 – SEA Stages	17
Table 3-2 – Key to Assessment	21
Table 3-3 – Policy Assessment Breakdown	22
Table 4-1 – Issues and Opportunities	26
Table 4-2 – IIA Appraisal Framework	31
Table 5-1 – Key to Compatibility Assessment	38
Table 5-2 – Compatibility Assessment	39
Table 6-1 – Significance of Effect	41
Table 6-1 – Summary of Effects – Draft Policies	42
Table 6-2 – Summary of Biodiversity Findings	46
Table 6-3 – Summary of GHGs, Energy Efficiency and Resources Findings	48
Table 6-4 – Summary of Climate Resilience Findings	49
Table 6-5 – Summary of Historic Environment Findings	50
Table 6-6 – Summary of Landscape Findings	52
Table 6-7 – Summary of Air Quality Findings	53
Table 6-8 – Summary of Efficient Use of Land Findings	54
Table 6-9 – Summary of Water Quality Findings	55
Table 6-10 – Summary of Community Needs Findings	55
Table 6-11 – Summary of Inclusivity and Equality Findings	56
Table 6-12 – Summary of Health and Wellbeing Findings	57
Table 6-13 – Summary of Sustainable Travel Findings	58

Table 6-14 – Summary of Economy and Employment Findings	59
Table 6-15 – Summary of Crime and Safety Findings	60
Table 6-16 – Summary of Housing Findings	61
Table 7-1 – Proposed Site Allocations Assessment Summaries	64
Table 7-1 – Summary of Biodiversity Findings	66
Table 7-2 – Summary of GHGs, Energy Efficiency and Resources Findings	68
Table 7-3 – Summary of climate Resilience Findings	69
Table 7-4 – Summary of Historic Environment Findings	70
Table 7-5 – Summary of Landscape Findings	72
Table 7-6 – Summary of Air Quality Findings	73
Table 7-7 – Summary of Efficient Use of Land Findings	73
Table 7-8 – Summary of Water Quality Findings	74
Table 7-9 – Summary of Community Needs Findings	75
Table 7-10 – Summary of Inclusivity and Equality Findings	76
Table 7-11 – Summary of Health and Wellbeing Findings	77
Table 7-12 – Summary of Sustainable Travel Findings	78
Table 7-13 – Summary of Economy and Employment Findings	79
Table 7-14 – Summary of Crime and Safety Findings	80
Table 7-15 – Summary of Housing Findings	80
Table 8-1 – Assessment of Policy Alternative Scenarios	83
Table 8-2 – Proposed Site Alternatives Assessment Summaries	89
Table 10-1 – Key to Cumulative Effects	93
Table 10-2 – Intra-Project Cumulative Effects Summary	94
Table 10-3 – Sources of Inter-Cumulative Effects	100
Table 10-4 – Intra-Project Cumulative Effects Summary	103
Table 11-1 – Proposed Mitigation and Enhancement Measures	107
Table 11-2 – Potential Monitoring Measures	112
Table 12-1 – Local Plan Recommendations	114
Table 13-1 – Indicative Local Plan and IIA Timetable	116

Figures

Figure 2-1 - Local Plan Timeline	4
Figure 3-1 - Relationship of IIA Elements	13
Figure 3-2 - Local Planning Process Vs SA Process	19
Figure 3-3 - WebGIS Excerpt	24
Figure 7-1 – Proposed Site Allocations	63

Appendices

Appendix A
Assessment of Draft Policies
Appendix B
RAG Criteria and Assessment
Appendix C
Assessment of Site Allocations and Alternatives
Appendix D
Health Impact Assessment
Appendix E
Equalities Impact Assessment
Appendix F
Scoping Review
Appendix G
Consultation Comments

1 Introduction

1.1 Overview

- 1.1.1 The Royal Borough of Kingston upon Thames (here in referred to as RBKT) is in the process of preparing a new Local Plan for the borough. The new Local Plan will set out how development will be planned and managed across the borough through to 2041.
- 1.1.2 It will set out how the borough can sustainably develop, identifying the number of new homes, jobs and facilities needed to support the growing and changing population, as well as protecting all the features that the borough's communities cherish, such as town centres, parks and open spaces, waterways, cultural and historic buildings.

1.2 Local Plans

- 1.2.1 Section 3 of the National Planning Policy Framework (NPPF)¹ requires that each local planning authority should prepare a local plan for its area, which guides decisions on future development proposals and addresses the needs and opportunities of the area.
- 1.2.2 Topics that local plans usually cover include housing, employment and shops and they also identify where development should take place and areas where development should be restricted. Once in place, local plans become part of the statutory development plan, which is the starting point for determining local planning applications.
- 1.2.3 The NPPF states that the '*planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities*'.

1.3 Purpose of this Report

- 1.3.1 RBKT has commissioned WSP to undertake an Integrated Impact Assessment (IIA) which will ensure that sustainability aspects are incorporated into the Local Plan. The IIA (set out in **Figure 1-2** below) combines the following assessment processes:
- Sustainability Appraisal (SA);
 - Equalities Impact Assessment (EqIA);
 - Health Impact Assessment (HIA); and
 - Habitats Regulations Assessment (HRA).
- 1.3.2 An integrated assessment approach enables synergies and cross-cutting impacts to be identified and avoids the need to undertake and report on separate assessments and seeks

¹ Ministry of Housing, Communities and Local Government Framework, National Planning Policy Framework, 2021 [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

to reduce any duplication of assessment work. A single process can improve efficiencies in the assessment itself, as many of the issues covered in the different forms of assessment overlap. This process also helps to simplify outcomes and recommendations for policymakers.

1.3.3 More detail on the IIA methodology is provided in **Section 3**.

1.3.4 This report sets out the second stage of the IIA/ local planning process, which is the assessment of the draft local plan and preparation of the Interim IIA Report (IIA Stage B). This stage includes the following:

- Assessment of draft policies, objectives and spatial options;
- Assessment of reasonable alternatives;
- Assessment of cumulative effects;
- Outlining initial mitigation and enhancement measures;
- Outlining recommendations; and
- Setting out next steps.

2 The New Local Plan

2.1 Background

- 2.1.1 The new Local Plan will set out the vision for the future of the borough. It will cover a range of areas, from specifying the locations for new homes and businesses, to planning policies which address local issues to ensure development is achieved in a sustainable manner, supporting the protection and enhancement of the environment, green spaces and cultural and historic assets.
- 2.1.2 Once adopted, alongside the London Plan and neighbourhood plans (made by qualifying bodies), the Local Plan will form part of the borough's Development Plan and be the basis for determining planning applications; shaping how the Borough will develop through to 2041.

2.2 Work to Date

- 2.2.1 Work on the new Local Plan started in March 2019. Two phases of public consultation have already taken place to develop RBKT's draft new Local Plan.
- 2.2.2 The first phase of early engagement took place from 1st May to 31st July 2019 to seek the views of RBKT's varied communities and stakeholders about the future of the borough and what the local plan should contain. This was an important stage to ensure the local plan is shaped by early and effective engagement with a wide range of groups. This included publishing a list of sites that were submitted to the council as part of the 'Call for Sites' exercise in 2018.
- 2.2.3 Since consultation in 2019, a lot has changed. The Covid-19 pandemic had a big impact on the borough and changed the way people live their lives. The new London Plan was formally adopted in March 2021 and set RBKT a new higher housing target and the council declared a climate emergency.
- 2.2.4 In order to capture resident's latest thoughts and aspirations for the borough, a further phase of engagement took place from 29th June to 30th September 2021. This included another 'Call for Sites' exercise and an updated site assessments document for people to share further thoughts on the sites identified so far.
- 2.2.5 Feedback from both public consultations has been used to shape this draft new Local Plan. It sets out a shared vision for the future of the borough and includes the proposed strategy and planning policies that will help guide and manage development in the area over the new Local Plan period (2019 to 2041).
- 2.2.6 In addition to this, the IIA Scoping Report was undertaken in 2017, which set out the baseline and identified key issues and opportunities for the borough and the Local Plan. This underwent a separate consultation in which feedback was received on both the IIA process and the Local Plan. Further details on these consultation comments can be found in **Appendix F**.

2.2.7 The indicative timeline for delivery of the Local Plan is shown in **Figure 2-1** below.

Figure 2-1 - Local Plan Timeline



2.3 Local Plan Vision and Objectives

2.3.1 The proposed vision for RBKT is set out in Box 2.1 below.

Box 2.1 – Local Plan Vision

Our Proposed Vision

We want to make Kingston a better borough by 2041. The Local Plan will help us to achieve this.

Environmentally we will become a sustainable, net zero carbon and climate change resilient borough. We will make effective use of land, minimising waste and pollution. We will embrace our valuable riverside location alongside the Thames and ensure our open spaces, parks and all our waterways are more accessible, protected and enhanced, increasing the borough's biodiversity and natural value. We will look for every opportunity to follow the healthy streets approach and provide sustainable transport choices for all, promoting more active and healthy lifestyles to improve people's health and well-being and the borough's air quality.

Kingston's rich character and heritage will be respected and enhanced for current and future generations, with heritage at the heart of new developments and regeneration. We will promote exemplary place-making through high-quality design of all buildings and public spaces, to create greener, safer and accessible places. New homes, commercial and other developments will meet the highest environmental and building standards, providing for future generations in a sustainable way.

We will ensure we have enough homes for everyone to live in, and make sure we provide adaptable homes that meet the needs of our existing and future residents. This will mean providing a diverse range of well-designed homes that are affordable, creating a socially inclusive place, with a mix of homes for single occupancy, couples, families and older people including people with special needs.

We will support a strong and resilient local economy and ensure we protect and create the right employment spaces in the borough. We will continue to strengthen and diversify Kingston's economy, securing benefits for local people to reduce inequalities in the borough, enabling increased access to jobs, skills, training and education opportunities, ensuring nobody gets left behind. Kingston's town centres and high streets will adapt to climate change and socio-economic shifts, and contain a wide mix of retailers, cafes and restaurants, with culture, leisure and other uses, supporting both their local communities and attracting others from beyond the borough boundary. This will celebrate our diverse communities, support community cohesion and social interaction.

We will work with partners to identify and coordinate the provision of social, physical and environmental infrastructure needed to support the development identified for the borough and work closely with our partners to make all necessary improvements.

The draft Local Plan has a number of overarching objectives which are split across three themes – environmental, social and economic. These have been set out below:

Environmental Objectives:

1. Take action in response to the Climate Emergency and help move the borough to carbon neutrality by 2038. Support development in the most sustainable locations to minimise energy use, adopt zero carbon technologies and make the best use of local efficient and renewable energy generation. Require building design that meets, responds and mitigates the impact of climate change.
2. Treat natural capital as an asset in planning for sustainable, healthy and thriving communities, resilient to future climate change impacts. Use principles of smart growth to ensure existing capital is protected and enhanced.
3. Support a green infrastructure approach and deliver net gains for biodiversity by maximising opportunities for urban greening, and protecting and enhancing our green and open spaces, waterways, and habitats for species wherever possible.
4. Provide opportunities for present and future needs of everyone, including the provision of new public space and improvements to open spaces that support current and future needs and promote opportunities for social and cultural well-being.
5. Ensure development supports the delivery of decentralised energy and district heat networks, continuing to work with partners to facilitate this.
6. Make it easier and safer to choose a healthy and sustainable way to move around, ensuring high-quality connections between places, so that walking, cycling and using public transport are people's first choices to move around. Support and promote public transport and electric vehicle infrastructure to reduce our reliance on private cars to cut down congestion and improve air quality. Ensure the borough is well connected to main town centres through good access to public transport and/or safe cycle and pedestrian routes.
7. Set the design bar high to ensure development meets present and future needs and respects the distinctiveness, local character and heritage of the borough. Well-designed development should improve local connections and create vibrant new places and spaces.
8. Respect and celebrate Kingston's historic environment by conserving and promoting its distinctive character. Have a positive approach to accommodate growth ensuring all development is of high-quality design and makes a positive contribution, respecting the setting and significance of any heritage assets.

Social Objectives:

1. Improving the health and wellbeing of our residents, workers, students and visitors by ensuring healthy and sustainable places and communities are created. We will promote

and support healthier lifestyle choices through enhanced access to our open spaces, recreation and play facilities.

2. Social and community infrastructure - Promote strong and inclusive communities, ensure local residents can access an appropriate range of services, experiences and facilities to maintain a high quality of life, and that new development is supported by the necessary social and cultural infrastructure.
3. Support the delivery of high-quality new homes, in the right places, to meet our local housing needs and the housing targets set by the London Plan. Ensure we provide a variety of housing types and genuinely affordable housing, supported by the health, education and community facilities our communities need.
4. Protect and promote cultural assets to promote the borough as a significant cultural destination by supporting dynamic and inclusive culture venues and promoting associated uses.
5. Reduce the health inequality gap in providing access to all, to mitigate against social inequality and the barriers to accessing healthy environments.

Economic Objectives

1. Support and facilitate new jobs and investment to help nurture and grow the local economy, securing its recovery from the pandemic. Create the right conditions for all businesses to thrive by protecting and encouraging a range of employment spaces including flexible and affordable workspaces, and co-working options close to residential communities.
2. Promote key sectors and major employers like Chessington World of Adventures within the boroughs economy. Ensure that we continue to facilitate employment opportunities for new investors into the borough as demonstrated with Unilever's new Headquarters.
3. Secure appropriate workspaces to increase employment opportunities, from industrial sites to small workspaces.
4. Play an important role in reimagining Kingston's town centres so they can thrive in the future. Ensure a wide variety of uses and high-quality public spaces in our high streets and town centres, including Kingston, New Malden, Tolworth and Surbiton so local communities can meet, shop, work and spend leisure time.

2.5 Local Plan Policies

In total the draft Local Plan puts forward 65 policies (including nine strategic policies) across nine themes. These themes and policies have been outlined in **Table 2-1** below. Strategic policies have been denoted by an asterisk. These are the policies which address strategic

priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004².

Table 2-1 – Proposed Draft Local Plan Policies

Draft Local Plan Policies
<i>Sustainable Development Strategy</i>
K1: Sustainable Locations for Good Growth
K2: Spatial Strategy for the Kingston Town Centre Area (A Plan for the Kingston Town Centre Area)
<i>Climate Change and Environmental Sustainability</i>
KC1: Climate Change and Environmental Sustainability*
KC2: Air Quality
KC3: Flood Risk
KC4: Sustainable Drainage
KC5: Sustainable water and wastewater management
KC6: Managing Heat Risk
KC7: Minimising Greenhouse Emissions
KC8: Energy Infrastructure
KC9: Ground Contamination and Hazardous Substances
KC10: Sustainable Construction and Supporting the Circular Economy

² UK Government, Planning and Compulsory Purchase Act 2004 [online] available at: <https://www.legislation.gov.uk/ukpga/2004/5/contents>

Draft Local Plan Policies
KC11: Waste and Recycling Management
<i>Design and Heritage</i>
KD1: Delivering High-quality Design*
KD2: Design Considerations for Development
KD3: Amenity
KD4: Public Realm
KD5: Housing Quality and Standards
KD6: Residential Extensions, Alterations and Basements
KD7: Residential Amenity Space
KD8: Commercial Frontages and Signage
KD9: Telecommunications and Digital Infrastructure
KD10: Views Management
KD11: Tall Buildings
KD12: Heritage Assets*
KD13: Development affecting Heritage Assets
KD14: Archaeology
<i>Housing Delivery</i>
KH1: Meeting the Borough's Housing Needs*
KH2: Affordable Housing

Draft Local Plan Policies
KH3: Housing Size Mix
KH4: Build to Rent Housing
KH5: Specialist and Supported Living Housing
KH6: Shared Living Housing and Student Accommodation
KH7: Gypsies and Travellers
<i>Economy and Town Centres</i>
KE1: Supporting the Borough's Economy*
KE2: Employment Uses
KE3: Development in Industrial Locations
KE4: Town Centres*
KE5: Development in Town Centres
KE6: Main Town Centre Uses outside Town Centres
KE7: Visitor Accommodation
KE8: Hot Food Takeaways
KE9: Betting Offices
<i>Social Infrastructure</i>
KS1: Social Infrastructure*
KS2: Health and Social Care Facilities
KS3: School, College and University Facilities

Draft Local Plan Policies
KS4: Community Facilities
KS5: Arts and Cultural Facilities
KS6: Sports Facilities
KS7: Play and Informal Recreation
KS8: Public Houses
<i>Natural Environment and Green Infrastructure</i>
KN1: Green and Blue Infrastructure*
KN2: Open Spaces
KN3: Biodiversity
KN4: Urban Greening and Trees
KN5: Food Growing
KN6: Green Belt and Metropolitan Open Land
<i>Transport and Connectivity</i>
KT1: Strategic Approach to Transport*
KT2: Sustainable Travel and Healthy Streets
KT3: Transport Infrastructure
KT4: Car Parking and Car Free Development
KT5: Sustainable Servicing
KT6: River Transport

Draft Local Plan Policies
<i>Implementation and Monitoring</i>
KI1: Infrastructure and Developer Contributions
KI2: Monitoring

3 Methodology

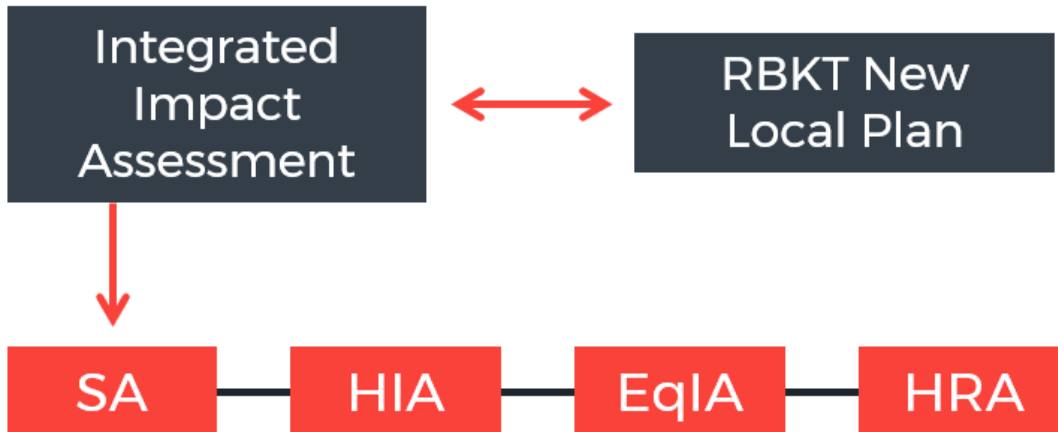
3.1.1 Sustainability Appraisal is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.

3.1.2 The IIA combines the following assessment processes:

- Sustainability Appraisal (SA);
- Health Impact Assessment (HIA);
- Equalities Impact Assessment (EqIA); and
- Habitats Regulations Assessment (HRA).

3.1.3 **Figure 3-1** below shows the relationship of each of these IIA elements.

Figure 3-1 - Relationship of IIA Elements



3.2 Sustainability Appraisal

- 3.2.1 The SEA/SA process is carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.
- 3.2.2 SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)³.
- 3.2.3 SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations⁴.
- 3.2.4 SEA only considers the environmental effects of a plan whilst SA also considers a plan's wider economic and social effects. It is obligatory that SAs meet all of the requirements of the SEA Regulations.
- 3.2.5 The approach adopted for the SA element of the Local Plan follows that set out in the Practical Guide to SEA⁵ and the Planning Practice Guidance to SEA⁶. SAs do however need to meet all of the requirements of the SEA Regulations, so a separate strategic environmental assessment should not be required.

3.3 Equalities Impact Assessment

- 3.3.1 The Equality Act 2010⁷ includes a public-sector equality duty that requires public organisations and those delivering public functions to: show due regard to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations between communities.
- 3.3.2 The EqIA process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not

³ SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/ukxi/2004/1633/pdfs/ukxi_20041633_en.pdf

⁴ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [online] Available at: <http://www.legislation.gov.uk/ukxi/2017/571/introduction/made>

⁵ Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive. available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

⁶ Department for Communities and Local Government (2015) Strategic environmental assessment and sustainability appraisal. Available at: <http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/>

⁷ Equality Act, 2010, [online] available at: <https://www.legislation.gov.uk/ukpga/2010/15/contents>

discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following nine Personal Protected Characteristics:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage and civil partnership;
- Pregnancy and maternity;
- Race;
- Religion or belief; and
- Sexual orientation.

3.4 Health Impact Assessment

- 3.4.1 HIA is a process to identify the likely health effects of plans, policies or developments and to implement measures to avoid negative impacts and promote opportunities to maximise the benefits. There is no formally adopted methodology for HIA although there is a body of practice and guidance at a policy level. Assessment of health can be undertaken as a discrete process within an HIA and can also be embedded within environmental assessments.
- 3.4.2 HIA is not a statutory requirement of the Local Plan preparation process. However, Planning Practice Guidance states that *'Local planning authorities should ensure that health and wellbeing and health infrastructure are considered in local and neighbourhood plans and in planning decision making'*.
- 3.4.3 HIAs can be done at any stage in the development process but are best done at the earliest stage possible.

3.5 Habitat Regulations Assessment

- 3.5.1 Under Article 6(3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations⁸, an assessment (referred to as an HRA) needs to be undertaken in respect of any plan or project which:

"Either alone or in combination with other plans or projects would be likely to have a significant effect on a site designated within the Natura 2000 network – these are Special Areas of Conservation (SACs), candidate SACs (cSACs), and Special Protection Areas (SPAs). In addition, Ramsar sites (wetlands of international importance), potential SPAs

⁸ The Conservation of Habitats and Species Regulations 2017, [online] Available at: <http://www.legislation.gov.uk/uksi/2017/1012/contents/made>

(pSPA) and in England possible SACs (pSACs), are considered in this process as a matter of law or UK Government policy. These sites are collectively termed 'European sites' in Habitats Regulations Assessment (HRA); and is not directly connected with, or necessary to, the management of the site".

- 3.5.2 Guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive:
- Stage 1: Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant;
 - Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site;
 - Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site; and
 - Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the Natura 2000 network.
- 3.5.3 The first stage of the Habitats Regulations Assessment (screening) will be undertaken alongside this IIA Interim Report, to support Regulation 18 consultation.
- 3.5.4 The HRA is driven by separate legislation to the SA and other forms of assessment. This means the HRA Report will be published separately to the IIA Report and not included as an appendix to the IIA Report.

3.6 IIA Process and Requirements

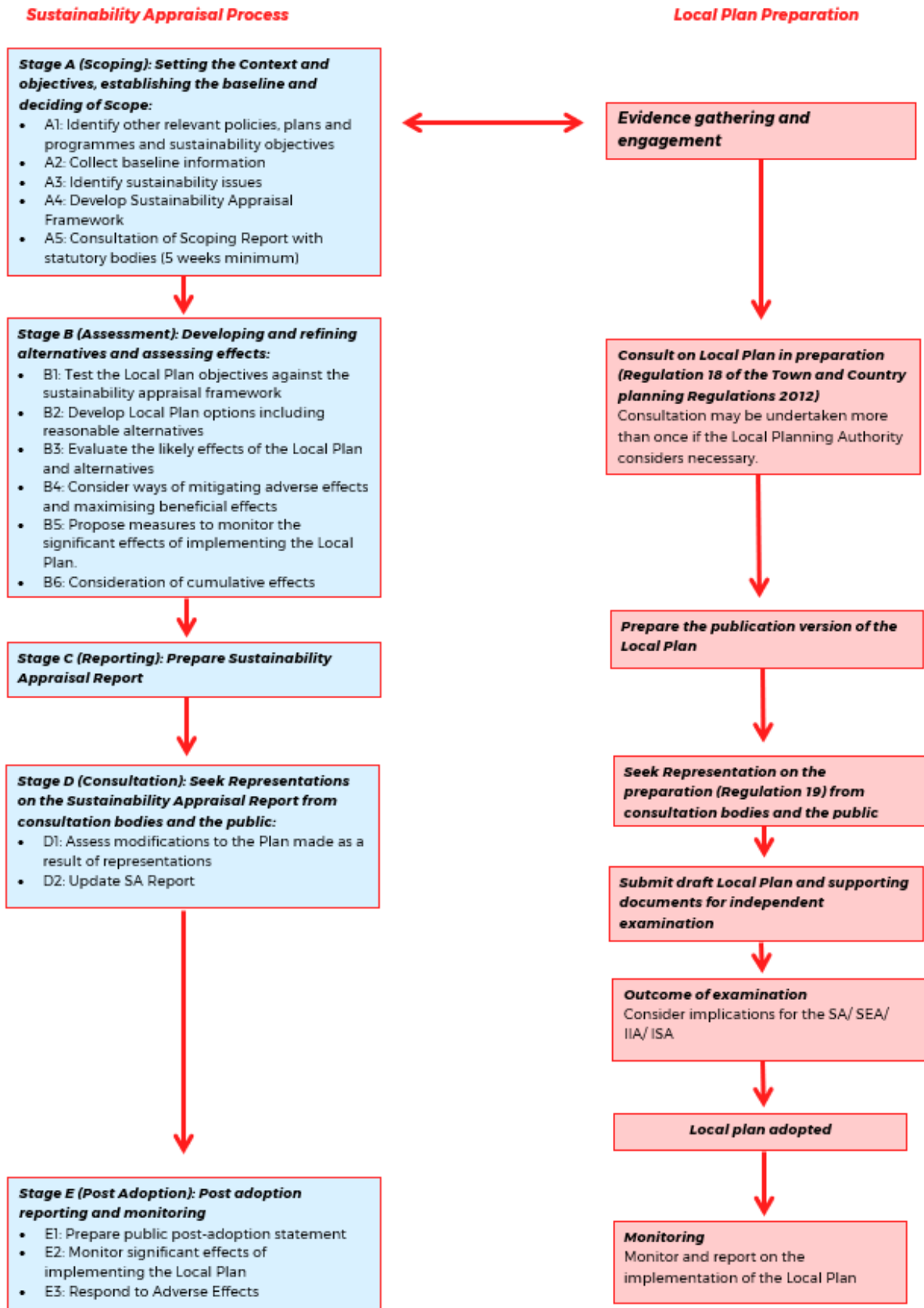
Table 3-1 below sets out the IIA process. The integration of the IIA with the Local Plan process is shown in Figure 3-1. This Report represents Stage B.

Table 3-1 – SEA Stages

Local Plan Stage	IIA Stage and Tasks
Stage 1: Evidence Gathering and Engagement	<p>Stage A: <i>Setting the context and objectives, establishing the baseline and deciding on the scope</i> – Completed in 2017</p> <p>A1: Identifying other relevant policies, plans and programmes, and sustainability objectives</p> <p>A2: Collecting baseline information</p> <p>A3: Identifying sustainability issues and problems</p> <p>A4: Developing the IIA assessment framework</p> <p>A5: Consulting on the scope of the IIA</p>
Stage 2: Draft Plan Preparation and Regulation 18 Consultation	<p>Stage B: <i>Developing and refining options/alternatives and assessing effects</i> – This stage</p> <p>B1: Testing the draft plan objectives against the IIA assessment framework</p> <p>B2: Developing the draft Local Plan options and preparing an IIA Report (this report)</p> <p>B3: Predicting the effects of the draft Local Plan and its alternatives</p> <p>B4: Evaluating the effects of the draft Local Plan and its alternatives</p> <p>B5: HIA and EqIA assessments</p> <p>B6: Considering ways of mitigating adverse effects and maximising beneficial effects</p> <p>B7: Proposing measures to monitor significant effects of implementing local plans</p> <p>B8: Consultation of Interim IIA Report to accompany the Regulation 18 consultation</p>
Stage 3: Preparation of the publication version of the Plan	<p>Stage C: <i>Prepare the Integrated Sustainability Appraisal Report</i></p> <p>C1: Testing the final objectives against the IIA assessment framework</p> <p>C2: Predicting the effects of the final Local Plan and its alternatives</p> <p>C4: Evaluating the effects of the final Local Plan and its alternatives</p> <p>C5: Updated HIA and EqIA assessments</p> <p>C6: Development of mitigation and enhancement measures</p> <p>C7: Further development of monitoring measures</p> <p>C8: Consultation of IIA Report to accompany the Regulation 19</p>

Local Plan Stage	IIA Stage and Tasks
	consultation
Stage 4: Seek representation on the publication Plan (Regulation 19) from consultation bodies and the public	<i>Stage D: Consulting on the preferred options of the Local Plan and IIA Report</i> D1: Public participation on the preferred options of the Local Plan and the IIA Report D2 (i): Appraising any significant changes from consultation
Stage 5: Independent Examination	<i>Stage D: Consulting on the preferred options of the Local Plan and IIA Report</i> D2 (i): Appraising any significant changes from representations D3: Preparation of an IIA Statement
Stage 6: Adoption and monitoring	<i>Stage E: Monitoring the significant effects of implementing the Local Plan</i> E1: Finalising aims and methods for monitoring E2: Responding to adverse effects

Figure 3-2 - Local Planning Process Vs SA Process



3.7 IIA Interim Report Methodology

- 3.7.1 Stage B (this stage) comprises the assessment of the draft Local Plan, against the IIA Appraisal Framework objectives identified within the Scoping Report. This will aid the development of draft Local Plan and its policies and site allocations.
- 3.7.2 As per the SEA regulations, the IIA also needs to consider and compare all reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the borough. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in the plan.
- 3.7.3 There aren't currently any alternative policies, therefore this stage, the IIA has assessed two different scenarios - continuation of the existing Core Strategy⁹ and application of the London Plan¹⁰. There are proposed alternative sites, which have been assessed alongside the proposed allocations.
- 3.7.4 This IIA Interim Report will therefore cover the assessment of:
- Compatibility assessment of the Visions and Strategic Objectives;
 - Local Plan draft policies;
 - Alternative policy scenarios;
 - Site allocations; and
 - Site alternatives.

Compatibility Assessment

- 3.7.5 Testing the compatibility of the draft Local Plan's Strategic Policies and Objectives against the IIA Appraisal Framework help to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the Local Plan.
- 3.7.6 See **Section 5** for further details.

Assessment of Effects

- 3.7.7 The assessment of policies, spatial approaches and alternatives has considered the following:
- Overall effect significance (negative, positive, uncertain, potential for both negative and positive effect or negligible)
 - Nature of effect (direct, indirect)
 - Spatial Extent (local, regional, national)

⁹ The Royal Borough of Kingston Upon Thames, Local Development Framework, 2011 [online] available at: <https://www.kingston.gov.uk/downloads/file/89/core-strategy-publication-version-jan-2011>

¹⁰ Mayor of London, The London Plan, 2021 [online] available at: https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

- Reversibility of effect:
 - Reversible: The receptor can return to baseline condition without significant intervention
 - Irreversible: The receptor would require significant intervention to return to baseline condition
- Duration (short, medium or long term) – Short term: 0-5 years, Medium term: 5-10 years (up to the end of the plan period) Long term: 10+ years (beyond the plan period).

3.7.8 **Table 3-2** overleaf sets out the key to the assessment.

Table 3-2 – Key to Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Magnitude (High / Medium / Low)	H / M / L
Nature of effect (direct / indirect).	D / I
Spatial Extent (local / regional / national)	L / R / N
Reversibility of effect (reversible / irreversible)	R / I
Permanence (Permanent / Temporary)	P / T
Duration (short / medium / long term).	ST / MT / LT

3.7.9 It should be noted that where uncertain and negligible effects have been identified, it has not been possible to determine the nature of effect, the spatial extent, the reversibility or the duration of effect. In this instance, these cells have been left blank.

Assessment of Policies

3.7.10 The assessment of policies has been undertaken by themes and, where possible, all policies within themes have been assessed together. Due to the large number of policies within some themes, this hasn't always been possible, or appropriate.

3.7.11 Where this hasn't been possible, policies have been grouped with similar policies within the theme (creating sub-themes), to ensure that specific policy assessment details aren't lost and also to provide a more robust assessment.

3.7.12 Due to the importance of the strategic policies, these have been assessed individually.

3.7.13 The assessment of policies within themes and sub-themes have been standalone assessments, which purely assess the outcome of the application of those policies rather than the draft Local Plan as a whole.

3.7.14 **Table 3-3** below sets out the structure of the policy assessments. **Section 6** provides further details.

Table 3-3 – Policy Assessment Breakdown

Topic	Proposed Sub Topics	Strategic Policies
Sustainable Development	N/A	N/A
Climate Change and Environmental Sustainability	Air Quality, GHGs and Climate Resilience (KC2, KC6-KC8) Flood Risk and Water Management (KC3-KC5) Waste and Resources (KC9-KC11)	KC1
Design and Heritage	High Quality Design (KD2-KD10) Heritage (KD11 and KD13)	KD1 KD12
Housing Delivery	N/A	N/A
Economy and Town Centres	Employment Developments (KE2, KE3) Town Centres (KE5-KE9)	KE1 KE4
Social Infrastructure	N/A	KS1

Topic	Proposed Sub Topics	Strategic Policies
Green Blue Infrastructure	N/A	KN1
Transport and Connectivity	N/A	KT1
Implementation and Monitoring	N/A	N/A

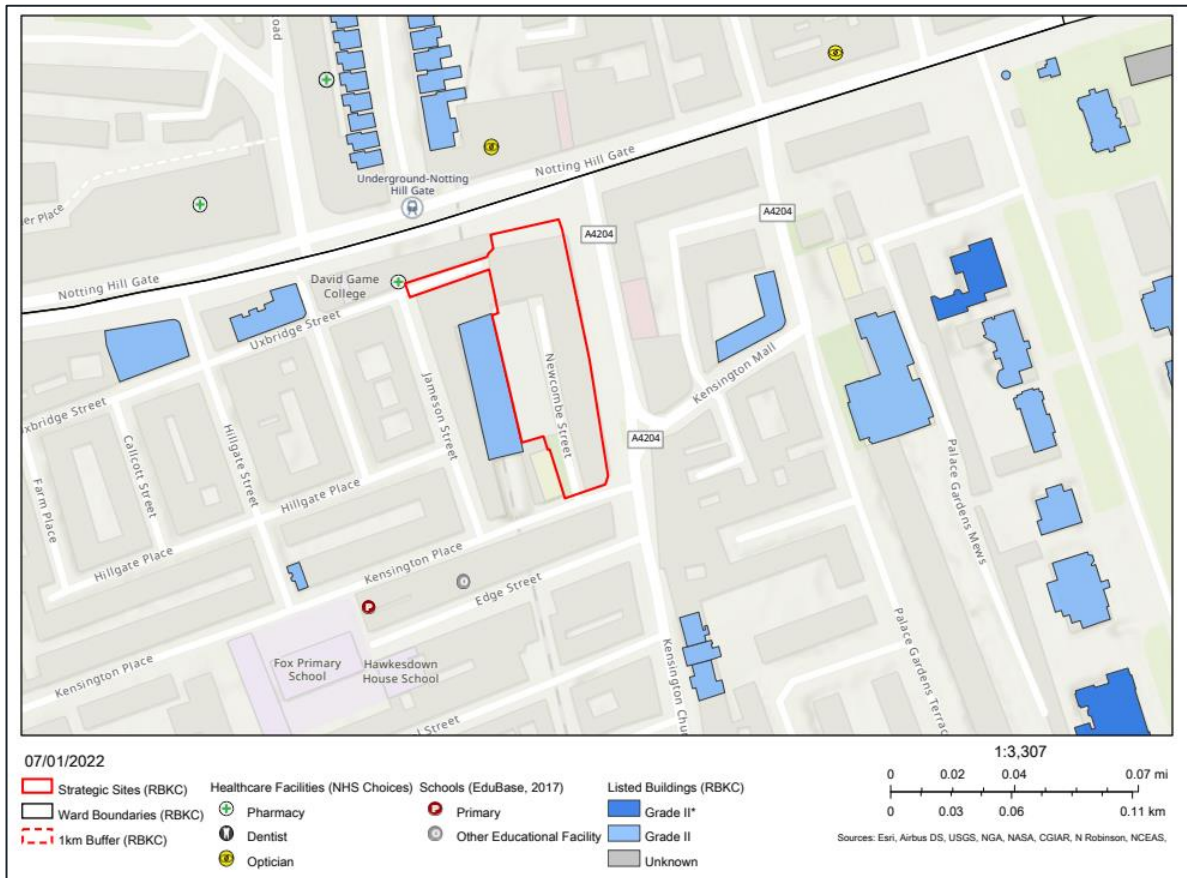
Policy Alternatives

- 3.7.15 The assessment of policy alternatives will assess two scenarios – the continuation of the existing Core Strategy and the application of just the London Plan. The assessment won't assess individual policies within these documents but will look at the application as a whole.
- 3.7.16 A high level summary of effects on each of the IIA objectives will be provided and each will be scored using the Key to Assessment set out in Table 3-2 above. See **Section 6** for further details.

Assessment of Sites

- 3.7.17 An initial red, amber, green (RAG) assessment for both the site allocations and alternative sites was undertaken using spatial indicators for each of the IIA Appraisal Framework objectives.
- 3.7.18 Relevant data on spatial environmental, social and economic indicators, as well as those specifically relevant to health and equalities, have been loaded onto an online WebGIS platform, which has facilitated the site assessments.
- 3.7.19 Spatial calculations were undertaken following the RAG criteria (as set out in **Appendix B**). This has allowed a quick build-up of a RAG assessment of sites and build an overview matrix of the assessment and the performance against the spatial indicators. Professional expertise has been used to review and validate this initial RAG rating to provide the final assessment of each site.
- 3.7.20 This RAG assessment provided a good overview of key environmental, social and economic constraints at each of the sites, allowing for a more thorough assessment. This assessment has been used as a key starting point for assessing the effects of sites against the IIA framework objectives.
- 3.7.21 **Figure 3-1** shows an excerpt of the WebGIS platform.

Figure 3-3 - WebGIS Excerpt



Cumulative Effects

- 3.7.22 The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Therefore, a number of plans and policies (local, regional and national) have been reviewed for potential cumulative effects in addition to potential cumulative effects that could occur alongside the implementation of the draft Local Plan.
- 3.7.23 In addition, the assessment of sites has considered the cumulative effects of neighbouring development sites, including those beyond the borough boundary.
- 3.7.24 The assessment of cumulative effects has been identified in **Section 9** of this report.

Mitigation, Enhancement Measures and Monitoring

- 3.7.25 The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment as a result of implementing the plan. The measures are known as ‘mitigation’ measures.
- 3.7.26 Mitigation measures have been identified in relation to the assessment of policies, Place Visions, site allocations and site alternatives. These include both proactive avoidance of adverse effects and actions taken after potential effects have been identified. These are set out in **Section 10** of this report.

- 3.7.27 **Section 10** also includes enhancement measures, which aim to optimise positive impacts and enhance sustainability. The mechanism for delivery will ensure the promotion, prevention, reduction and offset of any significant adverse effects or enhancement opportunities on the environment.
- 3.7.28 The SEA Regulations also require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

3.8 Assumptions and Limitations

- 3.8.1 The preparation of the Local Plan alongside the IIA has allowed an iterative process of assessment and refinement in the narrative and policies within the Plan. Therefore, some of the recommendations set out in this report may already have been addressed in the Local Plan.
- 3.8.2 The assessment of policies, policy alternatives, spatial approaches and alternative sites, has been undertaken as a desk-based exercise using the baseline information from the Scoping Report. No site visits have been undertaken specifically for the purposes of the IIA.
- 3.8.3 WSP have ensured that effects are predicted accurately; however, this can be challenging given limited understanding of precisely how the plan will be implemented. Given uncertainties there is inevitably a need to make some assumptions, however, these are made carefully and explained in detail within the assessment text.
- 3.8.4 In some instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on the potential positive and negative effects of the draft plan and its alternatives in more general terms.

4 Identification of Sustainability Issues and Opportunities and the IIA Framework

4.1 Introduction

- 4.1.1 This section sets out the sustainability issues and opportunities for the Local Plan and the IIA Appraisal Framework, against which the Local Plan has been assessed.
- 4.1.2 A Scoping Report, in support of the emerging Local Plan, was produced by AECOM in 2017, which initiated the SEA process (see **Table 3-1**). This report reviewed relevant legislation, plans, and programmes baseline, identified baseline information as well as key issues and opportunities for the Local Plan and identified an assessment framework.
- 4.1.3 As the report was undertaken in 2017, WSP have undertaken a review of the Scoping Report (as set out in **Appendix F**) to ensure that it provides sufficient information.
- 4.1.4 The Scoping Report can be found online [here](#). Details on consultation comments can be found in **Appendix G**.

4.2 Review of plans policies and programmes

- 4.2.1 A plan may be influenced in various ways by other plans, policies or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. These relationships enable the Responsible Authority to take advantage of potential synergies and to deal with any inconsistencies and constraints.
- 4.2.2 The Scoping Report undertook an initial review of policies, plans, programmes, strategies and initiatives that may have an impact on the preparation of relevant policies being reviewed has been undertaken. This review has informed both the development of the Local Plan and the IIA framework.

4.3 Sustainability Issues and Opportunities

The Scoping Report set out a number of issues and opportunities for the Local Plan, for each of the IIA topics outlined in the Scoping Report. These have been summarised in **Table 4-1** below.

Table 4-1 – Issues and Opportunities

Topic	Issues and Opportunities
Biodiversity	<ul style="list-style-type: none"> ■ Richmond Park SAC and Wimbledon Common SAC are adjacent to the northern boundary of the borough. ■ There are three SSSIs lying adjacent to the borough boundary in the north and the south east. ■ There are also a number more within 5 km of the borough. ■ There are 39 SINCS and nine LNRs within the borough.

Topic	Issues and Opportunities
	<ul style="list-style-type: none"> ■ There are four Ancient Woodlands within the borough, one in the north and three in the south. ■ There are a number of priority habitats and species present within the borough.
Climate Change	<ul style="list-style-type: none"> ■ Per capita greenhouse gas emissions are decreasing and this is likely to continue as energy efficiency measures, renewable energy production and new technologies become more widely adopted. ■ Parts of the borough are at risk from fluvial (main rivers), groundwater and surface water flooding. There are 16,558 residential properties and 2,170 non-residential properties at risk from surface water flooding during a rainfall event that has a 1 in 100 chance of occurring in any given year.
Landscape and Historic Environment	<ul style="list-style-type: none"> ■ There are a range of nationally designated heritage assets present within the borough, including six Scheduled Monuments, twenty-six Conservation Areas, one Registered Park and Garden and around 144 Listed Buildings. ■ Of these assets three listed buildings have been identified as being at risk and are found on Historic England’s Heritage at Risk Register. ■ There are eighteen Local Areas of Special Character (LASCs) designated within the borough. ■ A number of character areas are identified as requiring enhancement to reinforce identity and these are located in the north of the borough.
Environmental Quality	<ul style="list-style-type: none"> ■ The entire borough has been declared an AQMA, due to exceedances in NO2 and PM10. ■ Those areas with highest predicted concentrations of NO2 and PM10 are towards the north of the borough in the Kingston Town neighbourhood and along the A3. ■ The entire Borough is within a surface water NVZ, which suggests surface water bodies within the borough are vulnerable to nitrate pollution. ■ The ecological and chemical water quality of surface waters within the borough is moderate and good respectively.
Land, Soils and Water Resources	<ul style="list-style-type: none"> ■ The borough is located within the South East of England which is defined as ‘seriously’ water stressed. Thames Water predicts that demand within the London WRZ will increase while supply will decrease, resulting in a growing supply-demand deficit. This is driven largely by a combination of population growth and the impacts of climate change. ■ Household recycling rates are higher in the borough than both the London and England average.

Topic	Issues and Opportunities
	<ul style="list-style-type: none"> ■ Additionally the total volume of household waste produced is lower than both these comparators. ■ Due to increasing legislative and regulatory requirements, there are increasing pressures to improve recycling and composting rates. ■ Future population growth will increase the pressure on soil and water resources and also have implications for waste management infrastructure and strategies.
Population and Communities	<ul style="list-style-type: none"> ■ Deprivation rates in the borough are generally low, and the unemployment rate is lower than the London average. ■ There are pockets of high deprivation in the borough, with Norbiton Ward identified as one of the most deprived areas. ■ Home ownership is significantly higher than the London average and also higher than the national average. ■ The demand for private rental housing in the borough is high, partly as a result of the large student population in the borough. ■ The borough has a higher proportion of 1 and 2 bedroom homes compared to the wider HMA and England but lower when compared to London as a whole. The number of 3 bedroom homes in the borough is higher than the HMA and London but lower than England. In contrast, the number of 4 plus bedroom homes in the borough is lower than the HMA but higher than London and England. ■ The projected growth in the number of young people in the borough means that the proportion of one-bedroom homes needed in the borough has reduced, while the need for larger homes suitable for families has increased. ■ By 2035, there will be a projected need for 1,426 additional specialist care bed spaces for older people in the borough, which equates to 71 additional spaces per year. ■ Residents in the borough have high levels of educational attainment. ■ The Greater London Authority (GLA) estimates that in 2014, 28% of the borough's residents were Black, Asian and/ or Minority Ethnic - and forecast this to increase to 32% in 2024.
Health and Wellbeing	<ul style="list-style-type: none"> ■ The health of people in the borough is generally favourable when compared to London, regional and national averages. However, it should be noted that the rate of sexually transmitted infections and rates of statutory homelessness and excess winter deaths in the borough are worse than national averages. ■ Levels of disability and obesity in the borough are lower than the London, regional and national averages. ■ Increasing elderly population and life expectancy will result in increased demand on existing health and community facilities.

Topic	Issues and Opportunities
	<ul style="list-style-type: none"> ■ A large proportion of the borough is brownfield land but it does also contain a range of open spaces and recreation facilities including parks, sports fields, cemeteries, riverside walks and allotments. ■ Around a third of the borough is protected by the Green Belt (GB) and Metropolitan Open Land (MOL) designations.
Transport and Movement	<ul style="list-style-type: none"> ■ There is no tube or tram network in the borough. ■ High travel costs to central London (London Waterloo). ■ Train services are crowded, particularly from Surbiton station, and are expected to be ■ overcrowded by 2031 given current planned levels of investment in Kingston's Second Local Implementation Plan. ■ Major barriers to walking and cycling exist, including railway lines, the rivers and busy roads, particularly the A3 and Kingston town centre ring road. ■ People in the borough are more likely than the average London resident to commute to work by car or train. ■ Private vehicle use for commuting is likely to remain relatively high due to the boroughs location in outer London and lack of tube network. ■ The implementation of Crossrail 2 will increase the frequency of rail service.
Economy	<ul style="list-style-type: none"> ■ A high proportion of residents work in professional and managerial occupations within the borough. ■ Job growth in the borough since 1998 has underperformed in relation to the London average but is similar to the national trend. ■ There may be local shortfalls in quality modern floor space and readily available development land to meet the future needs of industrial uses. ■ Demand for high quality business park space and premises for service oriented small and medium enterprises is likely to increase, especially driven by IT and logistics. ■ There is a need for business workspace offering quality, flexibility and modern premises suited to start ups, small businesses and growing businesses. ■ A current lack of Grade A and larger quality premises mean there is no 'move on' space for these businesses which leads to them leaving the borough all together and growing elsewhere. ■ There is a need for high quality broadband.

4.4 IIA Appraisal Framework

- 4.4.1 The review of relevant plans, policies and programmes, collation of baseline information and identification of issues and opportunities, has been used to inform the IIA Appraisal Framework, which is set out in **Table 4-2** below.
- 4.4.2 It should be noted that as the Scoping Report was undertaken in 2017, a number of IIA objectives have been updated (or in some instances new ones created) to reflect changes in legislation and best practice guidance. Additionally, some of the previous IIA topics have been split out.
- 4.4.3 Further details on the rationale behind this have been set out in the Scoping Review in **Appendix F**.

Table 4-2 – IIA Appraisal Framework

IIA Topic	IIA Objective	Supporting Questions
Biodiversity	IIA1: To protect and enhance biodiversity and valuable ecological networks that contribute to ecosystem functionality in the borough, contributing to biodiversity net gain.	Will the option/proposal help to: <ul style="list-style-type: none"> ■ Provide a minimum of 10% biodiversity net gain ■ Avoid, or if not minimise impacts on biodiversity, including designated sites? ■ Protect and enhance ecological networks, including those that cross administrative boundaries? ■ Increase provision of ecosystem services from the Borough’s natural capital? ■ Prevent fragmentation of habitats and promote ecological networks?
Greenhouse Gases, energy efficiency and sustainable resources	IIA2: To reduce greenhouse gas emissions, encourage energy efficiency and promote sustainable use of resources.	Will the option/proposal help to: <ul style="list-style-type: none"> ■ Support low carbon and energy efficient design? ■ Reduce the urban heat island effect? ■ Promote the use of energy from low carbon sources? ■ Reduce energy consumption and increase efficiency? ■ Minimise resource use?

IIA Topic	IIA Objective	Supporting Questions
Climate Change	IIA3: Ensure that the Borough is resilient to the effects of climate change	Will the option/proposal help to: <ul style="list-style-type: none"> ■ Ensure new development is designed to mitigate overheating risk? ■ Increase the resilience of infrastructure and material assets to the impacts of climate change (including flood risk, extreme weather, heat and cold)? ■ Direct development away from areas at highest risk of flooding as per the sequential test, considering the likely effects of climate change? ■ Make development safe where it is necessary within an area of flood risk and without increasing flood risk elsewhere? ■ Reduce the effects of urban creep?
Historic Environment	IIA4: To protect and enhance the historic environment, including heritage assets (designated, non-designated, and heritage at risk) and their settings.	Will the option/proposal help to: <ul style="list-style-type: none"> ■ Protect, and where possible, enhance heritage assets and their settings? ■ Protect, and where possible, enhance conservation areas? ■ Protect, and where possible, enhance the wider historic environment? ■ Support access to, interpretation and understanding of the historic environment? ■ Support the integrity of the borough's Conservation Areas?

IIA Topic	IIA Objective	Supporting Questions
Landscape and Townscape	IIA5: Protect and enhance the character and quality of the borough's landscapes and townscapes	Will the policy or proposal... <ul style="list-style-type: none"> ■ Respect, maintain and strengthen local character and distinctiveness? ■ Achieve high quality sustainable design for buildings, spaces and the public realm? ■ Improve the quality and condition of the townscape and landscape? ■ Improve the quality of parks and open spaces?
Air Quality	IIA6: To protect and enhance air quality	Will the option/proposal: <ul style="list-style-type: none"> ■ Support measures to reduce levels of air pollution? ■ Help to improve air quality? ■ Support measures for the reduction of congestion and traffic levels particularly in congestion hot-spots?
Land and soils	IIA7: To ensure the efficient use of land	Will the option/proposal: <ul style="list-style-type: none"> ■ Support the use of brownfield land? ■ Reduce the loss of greenbelt land?
Water Quality	IIA8: To maintain and enhance water quality	Will the option/proposal: <ul style="list-style-type: none"> ■ Increase water quality? ■ Support the protection and enhancement of water bodies?
Population and Communities	IIA9: Cater for existing and future residents' needs as well as the	Will the option/proposal help to: <ul style="list-style-type: none"> ■ Help to reduce inequalities, particularly for those people and communities most vulnerable?

IIA Topic	IIA Objective	Supporting Questions
	needs of different groups in the community.	<ul style="list-style-type: none"> ■ Support the levelling up agenda? ■ Improve access to services, facilities and transport for all inclusively? ■ Support diversity? ■ Provide for accessible buildings and environments, including a range of high quality, accessible community facilities for all, including specialist services for disabled and older people? ■ Promote equality of opportunity for all protected groups?
Equality and Inclusivity	IIA10: To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ■ Support the levelling up agenda? ■ Help to reduce inequalities, particularly for those people and communities most vulnerable? ■ Improve access to services, facilities and transport for all inclusively? ■ Provide development in the most deprived areas and stimulate regeneration? ■ Can development effectively integrate within the existing settlement pattern? ■ Enhance the identity of a community or settlement?

IIA Topic	IIA Objective	Supporting Questions
Health and Wellbeing	IIA11: Improve the health and wellbeing of the borough's residents	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> ■ Promote accessibility to a range of leisure, health and community facilities for all age groups? ■ Encourage healthy lifestyles and reduce health inequalities? ■ Enhance multifunctional green and blue infrastructure networks in the borough and the surrounding areas? ■ Provide and enhance the provision of community access to open space, green infrastructure and recreational areas? ■ Help prevent risks to human health, which arise from noise and air pollution? ■ Reduce health inequalities?
Transport	IIA12: Promote sustainable transport use and reduce the need to travel	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> ■ Reduce the need to travel through sustainable patterns of land use and development? ■ Encourage modal shift to more sustainable forms of travel? ■ Enable transport infrastructure improvements? Facilitate working from home and remote working? ■ Provide improvements to and/ or reduce congestion on the existing highway network? ■ Take advantage of the opportunities presented by Crossrail 2?

IIA Topic	IIA Objective	Supporting Questions
Economy	IIA13: Support a strong, diverse and resilient economy that provides opportunities for all.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> ■ Facilitate the provision of the right type of employment land in the right place? ■ Provide employment in the most deprived areas and stimulate regeneration? ■ Support the economic vitality and viability of the borough's town centres? ■ Create opportunities for a variety of businesses and people to flourish in the borough? ■ Support the visitor economy? ■ Facilitate working from home, remote working and homebased businesses? ■ Enhance educational opportunities? ■ Take advantage of the opportunities presented by Crossrail 2? ■ Reduce barriers to jobs?
Crime and Safety	IIA14: To reduce crime and anti-social behaviour and the fear of crime	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ■ Improve safety? ■ Ensure that everyone feels safe, particularly after dark? ■ Support designing out crime principals? ■ Reduce levels of crime derivation?

IIA Topic	IIA Objective	Supporting Questions
Housing	IIA15: To meet the housing needs of all Borough’s residents inclusively	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ■ Help to sufficiently meet the Borough’s housing target? ■ Optimise proposed sites to maximise housing delivery? ■ Meet the identified objectively assessed housing needs for the borough? ■ Ensure an appropriate mix of dwelling sizes, types and tenures to meet the needs of all sectors of the community? ■ Provide housing in sustainable locations that allow easy access to a range of local services and facilities? ■ Provide for accessible buildings and environments, including a range of high quality, accessible community facilities for all, including specialist services for disabled and older people? ■ Promote equality of opportunity for all protected groups? ■ Reduce housing deprivation? ■ Meet the needs of all groups inclusively (elderly residents, young families, ethnic minorities etc.)? ■ Make provision for gypsy and traveller sites?

5 Compatibility Assessment of Strategic Policies and Objectives

5.1 Introduction

- 5.1.1 This section assesses the compatibility of the Objectives and Strategic Policies against the IIA Appraisal Framework objectives.
- 5.1.2 The Strategic Policies and Objectives have been individually tested against the IIA Appraisal Framework objectives to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the Local Plan.
- 5.1.3 **Table 5-1** below sets out the key to appraisal, whilst **Table 5-2** overleaf sets out the findings of the compatibility testing of the Strategic Policies and the Strategic Objectives.

Table 5-1 – Key to Compatibility Assessment

Effect	Key
Compatible	✓
Incompatible/ potential conflict	✘
No relationship	0
Uncertain/ more than one potential outcome	?

Table 5-2 – Compatibility Assessment

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Sustainable Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape and Townscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Vision	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Environmental Objective 1	✓	✓	✓	0	0	0	✓	0	✓	✓	✓	✓	0	0	✓
Environmental Objective 2	✓	0	✓	0	✓	✓	0	0	0	0	✓	0	0	0	0
Environmental Objective 3	✓	0	✓	0	✓	✓	0	✓	✓	0	✓	0	0	0	0
Environmental Objective 4	✓	0	0	0	✓	0	0	0	✓	✓	✓	0	0	0	0
Environmental Objective 5	0	✓	✓	0	0	✓	0	0	✓	0	✓	0	0	0	✓
Environmental Objective 6	0	0	0	✓	✓	✓	0	0	✓	0	✓	✓	0	✓	0
Environmental Objective 7	0	0	0	✓	✓	0	0	0	✓	✓	✓	0	0	0	0
Environmental Objective 8	0	0	0	✓	✓	0	0	0	✓	✓	0	0	✓	0	0
Social Objective 1	0	0	0	0	✓	0	0	0	✓	✓	✓	0	✓	0	0
Social Objective 2	?	0	0	?	?	0	0	0	✓	✓	✓	0	0	0	0
Social Objective 3	?	0	0	?	?	0	0	0	✓	✓	✓	✓	0	0	✓
Social Objective 4	0	0	0	✓	✓	0	0	0	✓	✓	0	0	✓	0	0
Social Objective 5	0	0	0	0	0	0	0	0	✓	✓	✓	0	0	✓	0
Economic Objective 1	0	0	0	0	0	0	0	0	✓	✓	✓	0	✓	0	0
Economic Objective 2	?	0	0	?	?	0	0	0	✓	0	✓	0	✓	0	0
Economic Objective 3	?	0	0	?	0	0	0	0	0	✓	✓	0	✓	0	0
Economic Objective 4	?	0	0	?	✓	0	0	0	✓	✓	✓	0	✓	0	0

5.2 Compatibility Assessment Summary

- 5.2.1 **Table 5-2** above shows that the majority of the objectives and the vision are compatible with the IIA framework objectives. The assessment has not identified any incompatible effects, but some uncertainties have been identified.
- 5.2.2 The Plan's overall vision is the most compatible, showing a positive relationship across all IIA framework objectives. This is because it covers the three key pillars of sustainability (economy, social and environment) and aims to tackle key issues such as climate change, net zero, biodiversity loss, inequalities and affordable housing, which aligns with the aims and aspirations of the IIA objectives.
- 5.2.3 Both the community needs (IIA9) and health and wellbeing (IIA11) objectives have the greatest number of compatibilities with the Plan's vision and objectives. This is mainly due to the cross-cutting nature of these IIA framework objectives and the potential for the plan's objectives to increase social interactions, improve access to greenspace, provide greater connectivity to services and public transport, which all have potential to bring about positive effects on the local community and work towards improving the health and wellbeing of residents.
- 5.2.4 Both the social and economic objectives have resulted in some uncertainties. These have generally been identified where there is potential for significant development, which could result in land take and potential adverse effects on biodiversity (IIA1), historic environment (IIA4) and landscape and townscape (IIA5). However, there is potential for these developments to bring about positive effects on these objectives through good design and incorporation of green infrastructure and habitat creation.
- 5.2.5 The GHGs, energy efficiency and sustainable resources (IIA2), efficient use of land (IIA7), water quality (IIA8) and crime and safety (IIA14) IIA objectives have the highest number of recorded 'no relationships'. This doesn't necessarily mean that there isn't a possibility for a relationship, however, as these are high level objectives specific design details aren't incorporated which makes it difficult to predict outcomes on these objectives.

6 Assessment of Draft Policies

- 6.1.1 The assessment of the Local Plan policies is summarised below and presented in full in **Appendix A**.
- 6.1.2 A matrix approach has been used for the assessment which has used the significance criteria identified in **Table 6-1** below. **Table 6-2** overleaf provides an overview on the performance of the Local policy themes against each IIA objective and **Tables 6-2 to 6-16** show the summary of significant effects based on each IIA objective.

Table 6-1 – Significance of Effect

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Magnitude (High / Medium / Low)	H / M / L
Nature of effect (direct / indirect).	D / I
Spatial Extent (local / regional / national)	L / R / N
Reversibility of effect (reversible / irreversible)	R / I
Permanence (Permanent / Temporary)	P / T
Duration (short / medium / long term).	ST / MT / LT

Table 6-2 – Summary of Effects – Draft Policies

Policy	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
K1	++	+	++	++	++	+	++	0	++	++	++	+	++	+	++
K2	+	+	+	++	++	+	++	0	++	++	++	++	++	+	++
KC1	++	++	++	+	++	++	0	0	+	0	+	+	+	0	+
KC2	+	0	++	+	0	++	0	0	0	0	++	0	0	0	0
KC6	0	++	++	0	0	0	0	0	0	0	++	0	0	0	0
KC7	+	++	++	0	0	0	0	0	0	0	+	0	0	0	0
KC8	0	++	++	0	0	0	0	0	0	0	0	0	0	0	0
KC3	+	0	++	0	0	0	0	++	0	0	0	0	+	0	0
KC4	++	+	++	0	++	+	++	++	+	0	+	0	0	0	0
KC5	0	++	++	0	0	0	0	++	0	0	0	0	0	0	0
KC9	+	0	0	0	0	0	0	++	0	0	0	0	0	0	0
KC10	0	++	++	0	0	+	++	0	0	0	0	0	+	0	0
KC11	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0
KD1	+	0	0	++	++	+	0	0	++	++	++	+	0	++	++
KD2	++	+	+	++	++	+	0	0	++	++	++	++	+	++	+
KD3	+	0	0	0	0	0	0	0	++	++	++	0	0	+	0
KD4	++	+	+	++	++	+	0	0	++	++	++	++	+	+	0
KD5	0	0	0	0	++	0	0	0	++	++	++	0	0	++	++
KD6	0	0	0	0	0	0	0	0	0	++	+	0	0	+	++

Policy	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
KD7	+	0	+	0	++	+	++	0	0	++	++	0	0	0	++
KD8	0	0	0	++	++	0	0	0	0	0	0	0	++	+	0
KD9	0	0	0	+	+	0	0	0	++	++	0	+	++	0	0
KD10	0	0	0	++	++	0	0	0	0	0	+	0	+	0	0
KD11	0	0	0	+	++	0	+	0	0	+	++	0	0	0	++
KD12	+	0	0	++	++	0	0	0	0	++	+	0	++	0	0
KD13	0	0	0	++	++	0	0	0	0	0	+	0	+	0	0
KD14	0	0	0	++	0	0	0	0	0	0	0	0	0	0	0
KH1	?	+/-	?	0	+/-	+	++	0	++	+	+	+	0	0	++
KH2	+/-	?	?	?	+/-	?	+/-	0	+/-	++	++	0	++	0	++
KH3	+/-	?	?	?	+/-	?	+/-	0	+/-	++	++	0	++	0	++
KH4	+/-	?	?	?	+/-	+	+/-	0	+/-	++	+	+	++	0	++
KH5	+/-	?	?	?	+/-	+	+/-	0	+/-	++	++	+	++	0	++
KH6	+/-	?	?	?	+/-	+	+/-	0	+/-	++	+	+	++	0	++
KH7	++	0	0	0	0	+	+/-	0	+/-	++	+	+	++	0	++
KE1	0	0	0	0	+	0	+	0	+	+	+	0	++	+	0
KE2	0	0	0	0	0	0	++	0	+	+	0	0	++	0	+
KE3	0	-	0	0	0	0	++	0	0	0	0	0	++	0	0
KE4	0	0	0	+/-	+	+	+	0	++	++	+	+	++	+/-	+
KE5	+	0	0	+/-	++	0	+	0	++	++	+	0	++	+/-	+

Policy	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
KE6	0	0	0	0	0	0	?	0	+	+	+	+	+	0	0
KE7	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0
KE8	0	0	0	0	+	0	0	0	+	0	+	0	+	0	0
KE9	0	0	0	0	+	0	0	0	+	0	+	0	+	0	0
KS1	+	0	0	+	+	0	0	0	++	++	++	++	0	0	0
KS2	0	?	?	0	?	+	?	0	++	++	++	+	0	0	0
KS3	0	+	?	0	0	+	?	0	++	++	+	+	+	0	0
KS4	0	?	?	?	+	+	?	0	++	++	++	+	+	0	+
KS5	0	0	0	?	+	0	+	0	++	++	+	0	+	0	0
KS6	0	?	?	?	+	+	?	0	++	++	++	+	+	0	0
KS7	?	0	?	?	+	0	?	0	++	+	++	0	0	0	0
KS8	0	0	0	0	0	0	0	0	0	+	+	0	++	-	0
KN1	++	0	+	0	++	0	0	++	0	0	+	0	0	0	0
KN2	+	0	+	+	+	0	0	0	+	+	+	0	0	0	0
KN3	++	0	0	0	+	+	0	0	0	0	0	0	0	0	0
KN4	++	0	+	+	++	+	0	0	0	0	+	0	0	0	0
KN5	+	0	0	0	0	0	+	0	++	+	+	0	0	0	0
KN6	+	0	0	0	++	0	++	0	0	0	+	?	0	0	0
KT1	+	+	?	+/-	+/-	+	++	0	+	+	+	++	+	0	0
KT2	+	+	0	+	+	+	0	0	+	+	++	++	+	+	0

Policy	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
KT3	+	+	0	+	+	+	0	0	0	+	+	++	+	0	0
KT4	+/-	+	?	+/-	+/-	+	0	0	+/-	+/-	+	+	+	0	0
KT5	-	+/-	?	0	0	+/-	0	0	0	0	+	+	+	+	0
KT6	-	+/-	0	0	+/-	+/-	0	--	0	0	+	+	+	0	0
KI1	0	+/-	0	?	?	+/-	0	0	+	+	+	?	++	?	0
KI2	++	++	+	++	+	+	+	+	+	+	+	++	+	+	+



IIA1: Biodiversity

Table 6-3 – Summary of Biodiversity Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	10	Significant positive effects have been identified for policies that will directly help to maintain and enhance the biodiversity within the borough. Policy K1 aims to protect the borough's Green Belt, Metropolitan Open Land and open spaces, whereas policy KC1 aims to enhance natural habitats. Other significant positive effects have also been identified where policies aim to implement the use of green and blue infrastructure such as KC4, KN1, KN3 and KN4. The use of green infrastructure such as sustainable urban drainage systems can provide opportunities to increase biodiversity value and improve habitat connectivity.
Uncertain (?)	2	Uncertain effects were identified for housing policies (KH1) and policies that may result in further development (KS7). The development of new development may result in negative effects to due to a potential in land take requirements and construction effects which can cause disturbances on neighbouring habitats. However, these effects will depend on the type of development that comes forward, but they are likely to be temporary and mitigated though project level design and delivery.
Minor Positive (+)	17	Minor positive effects on biodiversity have resulted primarily from improvements to air quality (KC2) due to the implementation of sustainable transport modes and reduction in private car use, as well as the protection and enhancement of amenity spaces and the public realm (KD3 and KD7).

Effect	No. of Effects	Significant Assessment Findings
Minor Negative (-)	2	Minor negative effects on biodiversity were identified for policies KT5 and KT6 which may result in additional freight infrastructure and operation on the road network and on the river. This is likely to result in increased noise disturbance and air quality impacts, as well as an additional risk of fuel spills and decreased water quality.
Mixed (+/-)	6	<p>Policies KH2 to KH6 resulted in both positive and negative effects on biodiversity. Development may result in the loss of land, including Metropolitan Open Land and Green Belt, however new housing developments may support the provision of more green space and landscaping, which will help to increase biodiversity.</p> <p>Both positive and negative effects were identified for policy KT4. The policy aims to reduce private car use which is likely to help to improve air quality and therefore benefit the local biodiversity. However, the policy may also result in additional car parking facilities which is likely to require additional land take and increased disturbance.</p>

IIA2: GHGs, Energy Efficiency and Resources

Table 6-4 – Summary of GHGs, Energy Efficiency and Resources Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	8	<p>Significant positive effects were identified for policies that support low and net zero carbon development in line with the London Plan and help RBKT to become net zero carbon by 2038. KC5 to KC8 aims to minimise GHG emissions on site by requiring all development proposals to produce a life-cycle carbon assessment and maximise the reduction in energy.</p> <p>Significant positive effects were also identified for policies that help to reduce and manage resources. KC1, KC10 and KC11 support a circular economy approach to building design and construction to reduce waste and use materials and products for as long as possible. This includes increasing the re-use and recycling of materials which will lead to a reduction in waste and minimise embodied carbon.</p>
Uncertain (?)	8	<p>Uncertain effects were identified for housing policies (KH2 to KH7) and those that may result in additional development (KS2, KS4, KS6). The development of new housing is likely to involve embodied carbon and increase energy demands. However this will depend on scheme level design and mitigation measures implemented.</p>
Minor Positive (+)	9	<p>Minor positive effects have been identified for policies that indirectly help to reduce GHG emissions, such as policies that promote the use of sustainable transport (KT1 – KT4) as well as the use of green infrastructure such as SuDS which can help with carbon sequestration (KC4).</p>

Effect	No. of Effects	Significant Assessment Findings
Mixed (+/-)	4	<p>Mixed positive and negative effects were identified for KH1. High-quality housing is assumed to increase energy efficiency; however, the construction of new homes is likely to result in increases in construction related emissions.</p> <p>Similar impacts were also identified for KT5 and KT6. They aim to encourage sustainable deliveries using low emission vehicles however the development of additional freight facilities are likely to contribute to increasing emissions and worsening air quality around these facilities.</p>

IIA3: Climate Resilience

Table 6-5 – Summary of Climate Resilience Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	10	<p>Significant positive effects have been identified for policies which help to tackle the key risks of flooding and overheating in light of climate change. Policies KC3 to KC5 help to mitigate flood risk by requiring all development to avoid or minimise contribution to flooding, including the use of SuDS.</p> <p>KC1 ensures that new development is designed in a way that mitigates heat risk effectively.</p>
Uncertain (?)	14	<p>Uncertainties have been identified for policies which support the development of new housing and town centres (KH1 to KH7, KS2 to KS4, and KS6 and KS7) where negative effects on climate change can occur from construction and operation effects (air, noise, flood risk). However, these effects will depend on the type of development that comes forward, but they are likely to be temporary and mitigated through project level design and delivery.</p>

Effect	No. of Effects	Significant Assessment Findings
Minor Positive (+)	8	Positive impacts have been identified for policies that indirectly improve air quality (KC2 to KC8) and reduction in GHG emissions which play a key role in helping to reduce climate change impacts.

IIA4: Historic Environment

Table 6-6 – Summary of Historic Environment Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	11	Significant positive effects have been identified for policies that will directly maintain and enhance the borough’s character and distinctiveness (KD12 to KD14). These ensure that heritage assets, conservation areas, and Local Areas of Special Character (LASC) are protected from development.
Uncertain (?)	10	Uncertainties have been identified for policies which support the development of new housing and town centres (KH1 to HH7,KS2 to KS4, and KS6 and KS7) where negative effects on the historic environment can occur from construction and operation effects (noise and air pollution). However, these effects will depend on the type of development that comes forward, but they are likely to be temporary and mitigated through project level design and delivery.
Minor Positive (+)	9	Minor positive effects have been identified for policies that indirectly benefit the historic environment through improvements to air quality (KC1 and KC2), as air pollution is a key factor in the degradation of surfaces of historical buildings.

Effect	No. of Effects	Significant Assessment Findings
<p style="text-align: center;">Mixed (+/-)</p>	<p>4</p>	<p>Policies KE4 and KE5 resulted in both positive and negative effects on the historic environment. The development of the Borough's town centres, particularly Kingston Town Centre, will help to enhance the setting of heritage assets. However, if these are not designed sensitively to these historic assets then negative effects may occur.</p> <p>Both positive and negative effects were identified for policy KT4. The policy aims to reduce private car use which is likely to help to improve air quality and therefore benefit the local historic environment. However, the policy may also result in additional car parking facilities which is likely to require additional land take and increased disturbance.</p>



IIA5: Landscape

Table 6-7 – Summary of Landscape Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	18	Significant positive effects have been identified for policies that will directly protect or positively contribute to local character and sense of place. Development will need to respect visual impacts as well as enhancing the boroughs landscape and character, by providing amenity benefits (KC1, KC4 KN1, KN4 and KN6), and improving the setting of townscapes (KE5).
Uncertain (?)	2	Uncertainties have been identified for policies which support the development of new town centres (KS2 and KI1) where negative effects on landscape can occur from construction and operation effects (noise and air pollution). However, these effects will depend on the type of development that comes forward, but they are likely to be temporary and mitigated through project level design and delivery.
Minor Positive (+)	15	Minor positive effects have been identified for policies that contribute to the enhancement of the local landscape on a smaller scale such as active shop fronts (KE1), and improvements to amenity spaces and the public realm (KE4, KE8, KE9, and KS1).
Mixed (+/-)	9	<p>Both positive and negative effects were identified for KH1 to KH6 which requires development of high-quality housing and improvements to the public realm which is likely to benefit the local landscape. However there is likely going to be negative construction related impacts on the landscape.</p> <p>Improvements to sustainable transport offerings within the borough and reduction in private car use as part of policies KT1, KT4 and KT6 is likely to improve tranquillity due to a reduction in transport related noise. However, the development of sustainable transport infrastructure may alter the appearance of the local landscape and result in negative landscape effects during construction.</p>



IIA6: Air Quality

Table 6-8 – Summary of Air Quality Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	2	Significant positive effects have been identified for policies that directly improve air quality (KC1 and KC2) within the borough. These policies ensure that all major and large-scale developments should achieve Air Quality Positive Approach Status, with all development meeting or exceeding the Air Quality Neutral Standard, and accord with the Kingston’s Air Quality Action Plan.
Uncertain (?)	2	Uncertainties have been identified for policies which support the development of new (KH2 and KH3) where negative effects on air quality can occur from construction and operation effects. However, these effects will depend on the type of development that comes forward, but they are likely to be temporary and mitigated through project level design and delivery.
Minor Positive (+)	24	Minor positive effects have been identified for policies that indirectly improve air quality from a reduction in private car use and GHG emissions (KD2, KD4, KD7, KH1, and KE4).
Mixed (+/-)	3	Both positive and negative effects were identified for KT5 and KT6 as they encourage the use of sustainable vehicles and use of water transportation which is likely to reduce air quality emissions. However, development of additional freight facilities and increase in boats on the River Thames is likely to contribute to increasing emissions and worsening air quality. Policy KI1 aims to improve infrastructure development funding, this is likely to lead to new development which may contribute to reductions in transport emissions and improving air quality. However, there may be negative impacts upon air quality through construction emissions, resulting in mixed positive and negative effects.

IIA7: Efficient Use of Land

Table 6-9 – Summary of Efficient Use of Land Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	10	<p>Significant positive effects have been identified for policies that make the best use of the limited available land within the borough. Policy K1 will direct development to the most sustainable areas which benefit from good connectivity to the town centres and neighbouring railway stations. K1, KH1, and KE3 also ensure that the Green Belt, Metropolitan Open Land, and open spaces are protected by encouraging the use of brownfield land.</p> <p>Other significant effects have been identified for policies that prioritise retrofit and reuse of existing buildings (KC1 and KC10), which will help to reduce the requirement for land take.</p>
Uncertain (?)	6	<p>Uncertainties have been identified for policies which support new development (KS2 to KS4, and KS6 and KS7) where negative effects on efficient use of land can occur from construction and operation effects. However, these effects will depend on the type of development that comes forward, but they are likely to be temporary and mitigated through project level design and delivery.</p>
Minor Positive (+)	7	<p>Minor positive effects on land use have been identified for policies that make best use of land such as for urban agriculture (KN5) and development of the town centres (KE1).</p>
Mixed (+/-)	6	<p>Housing policies (KH2 to KH7) resulted in both positive and negative effects on land use. These policies may support the development of high-density housing on brownfield sites which will have a positive impact IIA7, however these could also result in the loss of Metropolitan Open Land and Green Belt.</p> <p>Both positive and negative effects were identified for policy KS3. This policy ensures expansion of existing education sites, however, does not rule out the development of new education facilities. If this was not to occur on brownfield sites then negative effects on land use will result.</p>



IIA8: Water Quality

Table 6-10 – Summary of Water Quality Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	5	Significant positive effects have been identified for policies that will directly result in improving the quality of water within the borough (KC3 to KC5, KC9, and KN1). These policies require developments to protect waterbodies, increase the capacity of water spaces and waterbodies, enhance waterways and rivers.
Significant Negative (--)	1	Policy KT6 resulted in significant negative effects on water quality due to increased passenger and freight operations on the River Thames which is likely to increase the risk of water pollution.

IIA9: Community Needs

Table 6-11 – Summary of Community Needs Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	19	Significant positive effects have been identified for policies that will result in additional provision of community facilities or protection of existing facilities (KD1 to KD5, and KD9) such as appropriate housing (KH1) and green space (KD1).
Minor Positive (+)	12	Minor positive effects have been identified for policies that help to improve access to community services and green space (KH1, KE1, KN2, and KT1).

Effect	No. of Effects	Significant Assessment Findings
Mixed (+/-)	7	<p>Both positive and negative effects on community have been identified for housing policies (KH2 to KH7) due to the increased demand for healthcare, schools, and community facilities from the new populations, which may put additional pressures on these services. However, these effects will depend on the type of development that come forward and whether community facilities will be provided as part of new development.</p> <p>KT4 also resulted in mixed effects. The policy aims to maintain and restrict new car parking developments in the hope of becoming more pedestrian friendly which is likely to improve access for those without a car. However restricting car parking may hinder those that rely on private car use, particularly those with disabilities.</p>

IIA10: Inclusivity and Equality

Table 6-12 – Summary of Inclusivity and Equality Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	24	<p>Significant positive effects have resulted from policies that improve accessibility inclusively within the borough, allowing residents to access community facilities without the need for a car (KD1 to KD5, KD7 and KD12).</p> <p>Other significant positive effects have resulted from housing policies KH1 which ensure that the type and size of housing delivered will reflect the varying local needs of the borough, allowing more people the chance to live in appropriate housing.</p>
Minor Positive (+)	14	<p>Minor positive effects have been identified for policies that help with inclusive access to community facilities on a smaller scale such as to affordable workspace (KE2), sustainable transport modes (KT1) and green space (KN2).</p>

Effect	No. of Effects	Significant Assessment Findings
Mixed (+/-)	1	KT4 also resulted in mixed effects. The policy aims to maintain and restrict new car parking developments in the hope of becoming more pedestrian friendly which is likely to improve access for those without a car. However restricting car parking may hinder those that rely on private car use, particularly those with disabilities.

IIA11: Health and Wellbeing

Table 6-13 – Summary of Health and Wellbeing Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	20	<p>Significant positive effects have been identified for policies that help to promote an active lifestyle through improving access to and supporting development of open spaces and community facilities and services (KD1 to KD5, KD7 and KD11).</p> <p>Other significant positive effects have been identified for policies that help to tackle overheating (KC1 and KC6) and poor air quality (KC2 to KC8) within the borough, which can cause severe discomfort and health risks for residents.</p> <p>As housing is a social determinant of health, policies KH2, KH3 and KH5 will also result in significant positive effects on health and wellbeing. These policies ensure that the type and size of housing delivered reflects the varying local needs of the borough.</p>
Minor Positive (+)	32	Minor positive effects on health and wellbeing have been identified for policies that indirectly help to improve air quality (KC7 and KC4) and the public realm (KE5, KE6, KE8 and KE9) within the borough.

IIA12: Sustainable Travel

Table 6-14 – Summary of Sustainable Travel Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	8	Significant positive effects have been identified for policies that help to improve sustainable transport offerings within the borough and promote walkable neighbourhoods. KT1 to KT3, and KD2 ensure the inclusion of sustainable transport modes are included within proposed development and discourage private car use within the borough.
Uncertain (?)	2	Policy KN6 supports development that improves access to the greenbelt and metropolitan open land, however, the policy does not identify methods of improving public access to these areas. Uncertain effects have also been identified for KI1. This policy refers to the monitoring of the implementation of planning policies within the Local Plan. Whilst monitoring may result in reviewing policies, or taking action, any measures that may be taken are currently undetermined and therefore it is uncertain what effect will result on sustainable travel.
Minor Positive (+)	17	Minor positive effects have been identified for policies that help to reduce the need for private vehicles (KC1, KD9, KH1, and KE4).

IIA13: Economy and Employment

Table 6-15 – Summary of Economy and Employment Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	19	<p>Significant positive effects have been identified for policies that support housing provisions within the Borough (KH2 to KH7) will help to improve connectivity between employment centres and the housing market and increase spending within the local community.</p> <p>Policy KD9 requires major developments to enable the installation of the most up-to-date standards of digital connectivity. This is likely to result in significant positive effects on IIA13 as economic growth is highly dependent on access to the latest technology, especially for technology-based sectors of employment.</p> <p>Protecting existing employment space and meeting the local needs for office floorspace and employment zones within the Borough, as part of policies KE2 and KE3, will also help to improve job availability.</p>
Minor Positive (+)	21	<p>Minor positive effects were identified for policies that ensured the diverse mix of offerings within the town centres, such as policies KE8 and KE9 which prevent the over proliferation of takeaways and betting offices within the borough.</p> <p>Policies which help to improve the Borough's townscape and landscape (KC1) and support the retention and improvements to the Borough's heritage assets (KD12 and KD13), will likely attract further inward investments and tourism opportunities.</p>

IIA14: Crime and Safety

Table 6-16 – Summary of Crime and Safety Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	3	Significant positive effects were identified for policies that directly help to improve the feeling of safety within the borough and reduce crime rates. KD1, KD2 and KD5 requires all development to follow design-led approach in accordance with relevant guidance, including the Good Quality Homes for All Londoners, which ensures that places are designed to be safe.
Uncertain (?)	1	Uncertain effects have been identified for implementation and monitoring policies KI1 as crime and safety is determined largely by scheme level design and policy.
Minor Positive (+)	9	Minor positive effects have been identified for policies that may indirectly help to improve the feeling of safety and reduce crime rates within the borough. KT2 includes the improvement of safety, with particular regard to cyclists and cycle facilities. Whereas KT5 will help to reduce the number of HGVs on the roads resulting in a reduced number of collisions with pedestrians and cyclists.
Minor Negative (-)	1	Minor negative effects were identified for policy KS8 which protects public houses. Public houses can be associated with an increase in antisocial behaviour, particularly during night-time hours.
Mixed (+/-)	2	Improving night-time economy within Kingston Town Centre as part of policy KE4 and KE5, may result in increased anti-social behaviour during the night-time hours. However, this policy also aims to improve the public realm within the town centre and use of active frontages which can contribute to the feeling of safety.



IIA15: Housing

Table 6-17 – Summary of Housing Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	14	Significant positive effects on housing will result from policies KH1 to KH7 which help to provide new and retain existing housing to meet and hopefully exceed London Plan targets of 9,640 homes between 2019/20 and 2028/29 within the borough. These policies will also ensure that the type and size of housing delivered will reflect the varying local needs of the borough, through provision of an appropriate mix of different sized homes, specialist and supported living, build to rent, and the protection of gypsy and traveller sites.
Minor Positive (+)	7	Minor positive effects were identified for policies that implement inclusive design and mixed-use development within Kingston Town Centre (KD2, KE2, KE4, and KS4) which help to meet the borough's housing targets and the varying needs of the borough's residents.

7 Assessment of Site Allocations

7.1 Introduction

- 7.1.1 The assessment of the preferred site allocations is summarised below and presented in full in **Appendix C**. This assessment has been informed by the RAG assessments, the full findings of which can be found in **Appendix B**.
- 7.1.2 A matrix approach has been used for the assessment which has used the significance criteria identified in **Table 6-1** above. **Table 7-1** overleaf provides an overview on the performance of the sites against each IIA objective and **Tables 7-2 to 7-16** show the summary of significant effects based on each IIA objective.
- 7.1.3 **Figure 7-1** shows the locations of the proposed site allocations.

Figure 7-1 – Proposed Site Allocations

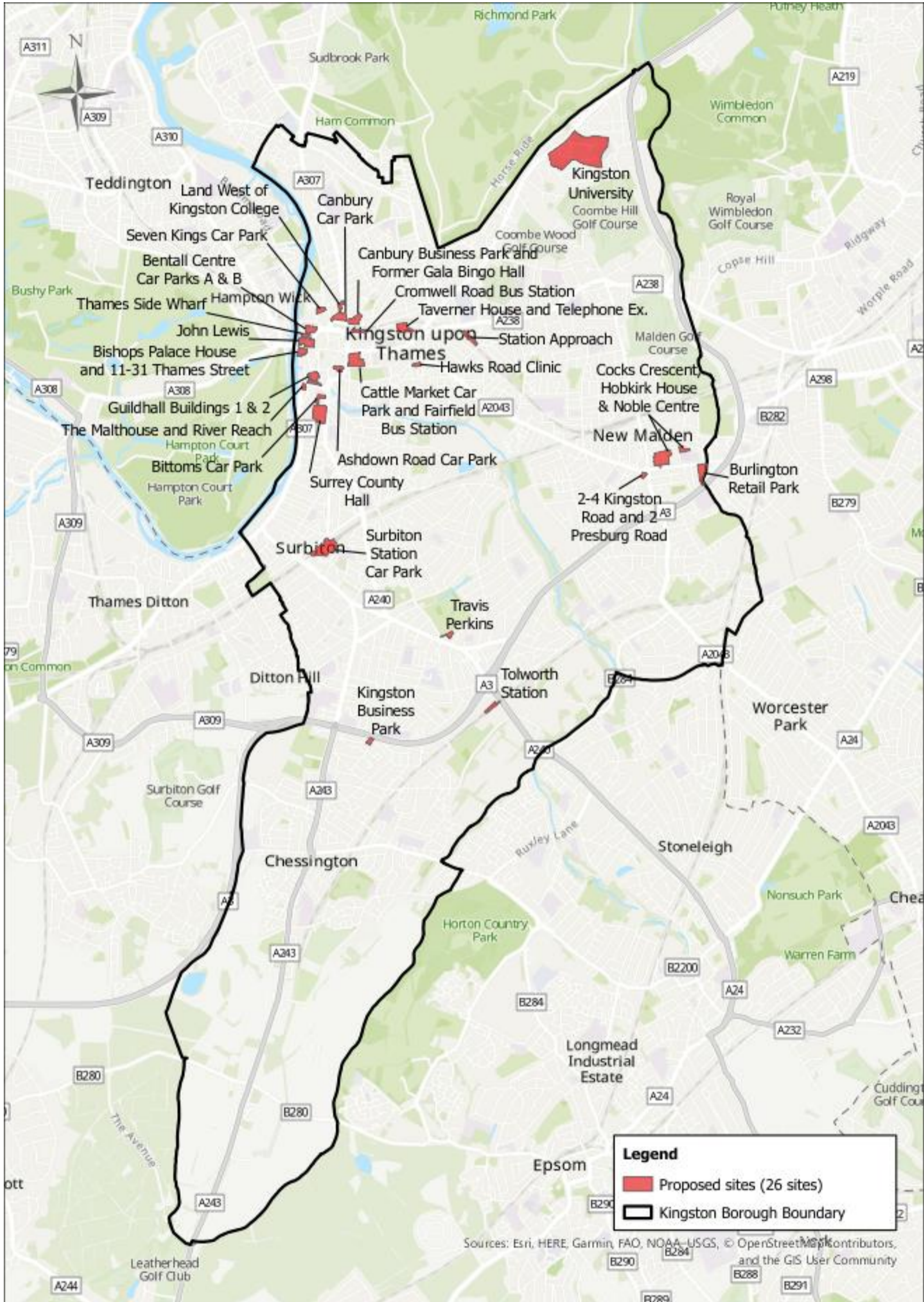


Table 7-1 – Proposed Site Allocations Assessment Summaries

Site Name	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Seven Kings Car Park, Skerne Road	+/-	?	+/-	+/-	+	+	++	+/-	++	++	++	++	+	+	++
Land West of Kingston College CIC, Kingston Road	+/-	?	?	+/-	+/-	+	+/-	0	?	+	+	++	+	+	++
Canbury Car Park, Walter Street	+	?	--	+/-	+/-	+	++	0	?	++	+	++	+	+	++
Canbury Business Park and Former Gala Bingo Hall	+	?	?	+/-	+/-	+	++	0	++	++	++	++	+	+	++
Bentall Centre Car Parks A & B, Steadfast Road	+	?	+/-	+/-	+/-	+	++	+/-	?	+	+	++	++	+	++
Bishops Palace House and 11-31 Thames Street	+/-	?	+/-	+/-	+/-	+	++	+/-	++	++	++	++	+/-	+	++
Ashdown Road Car Park, Ashdown Road	?	?	--	+/-	+	+	++	0	++	++	++	++	+	+	++
Cromwell Road Bus Station, Kingston	+	?	+/-	+/-	+	?	++	0	?	+	+	?	+	+	++
Cattle Market Car Park and Fairfield Bus Station	+/-	?	+/-	+/-	+	+	++	0	++	++	++	?	+	+	++
Guildhall Buildings 1 & 2 , High Street	++	?	+/-	+/-	+/-	+	++	+/-	+	+	+	++	+	+	++
The Malthouse and River Reach, 25-35 High Street	+	?	+/-	+/-	+/-	+	++	-	+	+	+	++	+	+	++
Bittoms Car Park, The Bittoms	+	?	+/-	+/-	+	+	++	-	+	+	+	++	+	+	++
Surrey County Hall, Milner Road	-	?	--	-	+/-	+	++	-	++	++	++	++	++	+	++
Thames Side Wharf, Water Lane	++	?	+/-	+/-	+	+	++	+/-	?	+	+	++	++	+	++
Hawks Road Clinic, Hawks Road	+/-	?	+/-	+/-	+/-	+	++	+	?	+	?	++	+	+	++
Taverner House and Telephone Ex., Birkenhead Ave	+/-	?	+	?	+/-	+	++	+	+	+	+	++	?	+	++

Site Name	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Station Approach, Norbiton	+/-	?	+	+/-	+/-	+	++	0	+	+	++	++	?	+	++
Cocks Crescent, Hobkirk House & Noble Centre	++	++	++	++	++	+	++	+	++	++	++	++	++	+	++
Kingston Business Park, Fullers Way South	+/-	?	+	+/-	+/-	+	++	+	?	?	+	-	?	+	++
Surbiton Station Car Park, Glenbuck Road	-	?	?	+/-	+/-	?	++	0	+	+	+	++	+	+	++
John Lewis, Horse Fair	?	?	--	--	?	+	++	-	+	+	+	++	?	+	++
Kingston University, Kingston Hill Campus	-	?	?	?	?	+	++	0	?	+/-	+	-	?	+	++
2-4 Kingston Road and 2 Presburg Road, New Malden	?	?	?	?	?	+	++	0	+	+	+	++	?	+	++
Burlington Retail Park, Burlington Road, New Malde	-	?	--	0	?	?	++	0	+	+	+	-	?	+	++
Travis Perkins, 165 King Charles Road, Tolworth	-	?	?	?	?	+	++	0	+	+	+	+	?	+	++
Tolworth Station, Kingston Road, Surbiton	-	?	?	0	+/-	?	++	0	?	+/-	+/-	-	+	+	++



IIA1: Biodiversity

Table 6-3 – Summary of Biodiversity Findings

Effect	No. of Effects	Significant Assessment Findings
Significant Positive (++)	10	<p>Significant positive effects have been identified for policies that will directly help to maintain and enhance the biodiversity within the borough. Policy K1 aims to protect the borough’s Green Belt, Metropolitan Open Land and open spaces, whereas policy KC1 aims to enhance natural habitats.</p> <p>Other significant positive effects have also been identified where policies aim to implement the use of green and blue infrastructure such as KC4, KN1, KN3 and KN4. The use of green infrastructure such as sustainable urban drainage systems can provide opportunities to increase biodiversity value and improve habitat connectivity.</p>
Uncertain (?)	2	<p>Uncertain effects were identified for housing policies (KH1) and policies that may result in further development (KS7). The development of new development may result in negative effects to due to a potential in land take requirements and construction effects which can cause disturbances on neighbouring habitats. However, these effects will depend on the type of development that comes forward, but they are likely to be temporary and mitigated though project level design and delivery.</p>
Minor Positive (+)	17	<p>Minor positive effects on biodiversity have resulted primarily from improvements to air quality (KC2) due to the implementation of sustainable transport modes and reduction in private car use, as well as the protection and enhancement of amenity spaces and the public realm (KD3 and KD7).</p>

Effect	Number of effects	Significant Assessment Findings
Minor Positive (+)	6	Minor positive effects have been identified for those sites which include small scale public realm improvements as part of their design (The Malthouse and River Reach). These measures are unlikely to result in significant gains in biodiversity, but they may provide improvements to the existing land use.
Mixed (+/-)	7	Mixed effects have generally been identified for those sites where there is a potential for a loss in green/ open spaces but the proposed allocation outlines improvements to the natural environment. Where some sites are located in close proximity to locally designated sites and priority habitats such as Seven Kings Car Park, temporary negative effects are likely to occur during construction (such as noise, vibration and air pollution disturbances), but have potential for positive effects due to increases in green infrastructure.



IIA2: GHGs, Energy Efficiency and Resources

Table 7-3 – Summary of GHGs, Energy Efficiency and Resources Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	1	The Cocks Crescent, Hobkirk House and Noble Centre site is the only site that has resulted in significant positive effects on IIA2. As part of the Cocks Crescent Supplementary Planning Document (SPD) ¹¹ it states that sustainable construction measures and material will be used, which is likely to reduce the levels of embodied carbon. The development itself will also be low carbon with potential for creating a district heat network. The site is also well located to public transport and active travel routes, which is likely to encourage a modal shift and subsequently reduce GHGs from the road network.
Uncertain (?)	25	The majority of sites have resulted in uncertain effects, which is mainly due to the level of scheme level information currently available. It is likely that well located sites will help to reduce the reliance upon motorised vehicles, by allowing residents to live their lives more locally, which will subsequently reduce GHGs from the road network. Similarly there are opportunities for developments to explore renewable energy and district heat networks.

¹¹ The Royal Borough of Kingston Upon Thames (2017) Cocks Crescent Supplementary Planning Document
<https://docs.planning.org.uk/20210108/94/QLSK4ENHJ3K00/1n7myovtsanxmb2z.pdf>



IIA3: Climate Resilience

Table 7-4 – Summary of climate Resilience Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	1	The Cocks Crescent, Hobkirk House and Noble Centre site is the only site that has resulted in significant positive effects on IIA3. As part of the Cocks Crescent Supplementary Planning Document (SPD) ¹² it states that the development itself will also be low carbon with potential for creating a district heat network. The site will also incorporate green infrastructure and open spaces, which will further mitigate climate risks.
Significant Negative (--)	5	There are some sites that are located within flood 2 and 3 and have a high risk of surface water flooding. Where there are no proposed mitigation measures set out, significant negative effects have been identified. These sites include Canbury Car Park, Walter Street Surrey County Hall and John Lewis.
Uncertain (?)	8	Uncertain effects have been identified for a number of sites where there is currently a low risk of flooding or climate risk, but limited scheme level information has been provided on climate mitigation measures. These include sites such as Land to the West of Kingston College, Burlington Retail Park and Kingston Road.

¹² The Royal Borough of Kingston Upon Thames (2017) Cocks Crescent Supplementary Planning Document
<https://docs.planning.org.uk/20210108/94/QLSK4ENHJ3K00/1n7myovtsanxmb2z.pdf>

Effect	Number of effects	Significant Assessment Findings
Minor Positive (+)	4	Minor positive effects have been identified for those sites which currently have a low climate risk and a low risk of flooding, but scheme level design has incorporated small scale inclusion of green infrastructure. The inclusion of green infrastructure will help to reduce the urban heat island effect as well as aid with drainage to reduce the risk of surface water flooding. These sites include Kingston Business Park, Station Approach, Norbiton, and Ashdown Road Car Park.
Mixed (+/-)	10	Mixed effects have been identified for those sites which are located within flood zones 2 and 3 but have incorporated flood mitigation measures into their design. These measures include the incorporation of SuDs and green drainage solutions. Sites which have resulted in mixed effects on IIA2 include Seven Kings Car Park, Bentall Centre Car Park and Bishops Palace House.

IIA4: Historic Environment

Table 7-5 – Summary of Historic Environment Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	1	The Cocks Crescent, Hobkirk House and Noble Centre site is the only site that has resulted in significant positive effects on IIA4. The site aims to mitigate construction and demolition impacts, whilst ensuring the development also reflects the identity of the local character and history, as well as ensuring the high street frontages remain active.

Effect	Number of effects	Significant Assessment Findings
Significant Negative (--)	1	<p>Significant negative effects have been identified for the John Lewis site due to its sensitive location within the River Strategic Area of Special Character and the Kingston Town Centre Area of Archaeological Significance and is adjacent to the Kingston Old Town Conservation Area. The Site is adjacent to the Grade II and locally listed Bentall Shopping Centre.</p> <p>Currently there are not any mitigation measures proposed for the site, therefore at this stage, there is potential for adverse effects on the historic environment through disturbance and insensitive design.</p>
Uncertain (?)	4	<p>Uncertain effects have been identified for the Former BT Site, Taverner House and Telephone Exchange site, as it is not clear whether development will result in the loss of the telephone exchange, which is a locally listed site. If demolition of this site is required, there is potential for significant negative effects.</p> <p>Similarly, uncertain effects have been identified for those sites which are located within close proximity to conservation areas, but do not currently include any high level mitigation measures within their proposals. These sites include such as Travis Perkins, Burlington Retail Park and Kingston Road.</p>
Mixed (+/-)	17	<p>There are a number of sites that are located within areas of archaeological significance. Although not statutory sites, there is potential for construction activities to disturb and damage undiscovered archaeological artifacts. Similarly, there are a number of sites located within or in close proximity to Conservation Areas or other listed assets such as buildings and scheduled monuments, which risk being adversely affected by development.</p> <p>However, all sites aim to avoid significant adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements may also help improve the setting of heritage assets.</p>

IIA5: Landscape and Townscape

Table 7-6 – Summary of Landscape Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	1	Cocks Crescent is the only site that has resulted in significant positive effects on IIA5. The site aims to mitigate construction and demolition impacts, whilst ensuring the development also reflects the identity of the local character and history, as well as ensuring the high street frontages remain active.
Uncertain (?)	5	Uncertain effects have been identified for those sites where information on proposals for green infrastructure and biodiversity net gain are currently unclear. This includes sites such as Travis Perkins, Burlington Retail Park, Kingston Road and 2 Presburg Road.
Minor Positive (+)	5	A number of sites include the small scale provision of green infrastructure through tree planting, incorporation of SuDs and minor public realm improvements, which has resulted in minor positive effect on the landscape. These sites include, Seven Kings Car Park, Ashdown Road Car Park and Cromwell Road Bus Station.
Mixed (+/-)	15	There are a number of sites that are located in areas which have distinct townscape and landscape character and development has potential to erode the unique setting, particularly in the short term during construction. However, improvements to the public realm, inclusion green infrastructure and ensuring quality design is likely to result in positive effects. These sites include sites such as Canbury Business Park, Hawks Road Clinic and Surbiton Station Car park.

IIA6: Air Quality

Table 7-7 – Summary of Air Quality Findings

Effect	Number of effects	Significant Assessment Findings
Uncertain (?)	4	Uncertain effects have been identified for Cromwell Road Bus Station sites as it is currently unclear if the level of bus service provision currently identified for the site will be retained with the co-location of the bus station and whether it will encourage a modal shift away from private car use. Similarly uncertain effects have been identified for Burlington Retail Park and Tolworth Station as existing transport provision is average and it is not clear whether the site will improve transport connectivity.
Minor Positive (+)	22	Minor positive effects have generally been identified for those sites which are well located to public transport and local facilities as they are likely to support residents to live their lives more locally and reduce their reliance upon motorised vehicles. This could help to reduce levels of congestion and air pollution from the transport network. Effects are limited to minor positives as there are likely to be some temporary negative effects on air quality during construction, however, these will be short term.

IIA7: Efficient Use of Land

Table 7-8 – Summary of Efficient Use of Land Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	25	The majority of sites have resulted in significant positive effects on IIA7 as they all support the use of brownfield land. Many sites will incorporate non residential floor space and high density development which will make the most efficient use of limited space.

Effect	Number of effects	Significant Assessment Findings
Mixed (+/-)	1	Where some sites may result in the loss of a small amount of open space, such as the West of Kingston College Creative Industries Centre site, both positive and negative effects have been identified.

IIA8: Water Quality

Table 7-9 – Summary of Water Quality Findings

Effect	Number of effects	Significant Assessment Findings
Minor Positive (+)	4	Minor positive effects have been identified on sites which are located away from water bodies and have included SuDs within their design. Although SuDS are primarily used to alleviate flood risk they can also help to improve water quality, by removing pollutants from surface water runoff. These sites include Hawks Road Clinic and Former BT Site, Taverner House and Telephone Exchange and Cocks Crescent.
Minor Negative (-)	4	Minor negative effects have been identified for the Surrey County Hall and John Lewis sites. They are both located within close proximity (<150m) from the River Thames and construction poses the potential for pollution, particularly as the site is prone to flooding and surface water flooding. The site does not currently incorporate any SuDs. within its design so improvements to water quality may not be achievable on site.
Mixed (+/-)	5	Both positive and negative effects have been identified for those sites which offer SuDs but are located within close proximity to existing water bodies. Although SuDs may offer protection to water quality, there potential for construction activities to pollute nearby water bodies. These sites include Seven Kings Car Park, Bentall Centre Car Parks and Bishops Palace.

IIA9: Community Needs

Table 7-10 – Summary of Community Needs Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	7	<p>The Cocks Crescent site has resulted in significant positive effects on IIA9 as it is well located to existing community services and facilities, but the site will also deliver a new council owned community sport and wellbeing hub, including a 25m swimming pool, as well as a flexible public square which flexibility that can cater for community events and markets.</p> <p>Other sites such as Bishops Palace House and Cattle Market Car Park have also resulted in significant positive effects due to their existing provision or community services coupled with the proposed addition of new community and leisure facilities.</p>
Uncertain (?)	9	<p>Uncertain effects have been identified for those sites which are located in areas which have existing high population densities, with some access to facilities, but do not provide any additional facilities. This is because it is not clear whether the existing facilities (in particular healthcare and schools) will be sufficient in meeting the needs of the new population. These sites include Kingston University, Kingston Business Park and Tolworth Station.</p> <p>Uncertain effects have also been identified for Hawks Road Clinic as it could result in the loss of this NHS services. It aims to provide evidence that this facility is surplus to requirement, however, this could result in residents travelling further for healthcare.</p>
Minor Positive (+)	10	<p>Minor positive effects have been identified for those site which have good access to existing community facilities, however, new facilities haven't been identified as part of their development. These sites include sites such as Bentall Centre Car Parks and Guildhall Buildings 1 and 2.</p>



IIA10: Inclusivity and Equality

Table 7-11 – Summary of Inclusivity and Equality Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	8	<p>The Cocks Crescent site has resulted in significant positive effects on IIA10 as new facilities are likely to bring communities together and build cohesion. It is well located to existing community services and facilities, including a community sport and wellbeing hub, a 25m swimming pool, as well as a flexible public square which flexibility that can cater for community events and markets.</p> <p>Other sites such as Bishops Palace House and Surrey County Hall have also resulted in significant positive effects due to their existing provision or community services coupled with the proposed addition of new community and leisure facilities.</p>
Mixed (+/-)	2	<p>Mixed effects have been identified for inclusivity and equality for those sites where community facilities haven't been included within the planned development and it is not currently clear on the quantum of affordable and/or specialist housing. These sites also don't have a large number of facilities located within close proximity to the site. This could mean that development may exclude some groups, however they still present opportunities to bring communities together. These sites include Kingston University, Kingston Business Park and Tolworth Station.</p>
Minor Positive (+)	15	<p>Minor positive effects have been identified for those site which have good access to existing community facilities, however, new facilities haven't been identified as part of their development. These sites include Bentall Centre Car Parks, Guildhall Buildings 1 and 2 and Cattle Market Car Park.</p>



IIA11: Health and Wellbeing

Table 7-12 – Summary of Health and Wellbeing Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	8	<p>The Cocks Crescent site has resulted in significant positive effects on IIA11 as new facilities are likely to bring communities together and build cohesion. It is well located to existing community services and facilities, including a community sport and wellbeing hub, a 25m swimming pool, as well as a flexible public square which flexibility that can cater for community events and markets.</p> <p>Other sites such as have also resulted in significant positive effects due to their existing provision or community services coupled with the proposed addition of new community and leisure facilities.</p>
Minor Positive (+)	16	<p>Minor positive effects have been identified for those sites which have good access to existing community facilities, however, new facilities haven't been identified as part of their development. These sites include Bentall Centre Car Parks, Former BT Site, Taverner House and Telephone Exchange.</p>
Uncertain (?)	1	<p>Uncertain effects have been identified for Hawks Road Clinic as it could result in the loss of this NHS services. It aims to provide evidence that this facility is surplus to requirement, however, this could result in residents travelling further for healthcare.</p>
Mixed (+/-)	2	<p>Mixed effects have been identified for health and wellbeing for those sites where community facilities haven't been included within the planned development and it is not currently clear on the quantum of affordable and/or specialist housing. These sites also don't have a large number of facilities located within close proximity to the site. This could mean that development may exclude some groups, however they still present opportunities to bring communities together. These sites include Kingston University and Tolworth Station.</p>



IIA12: Sustainable Travel

Table 7-13 – Summary of Sustainable Travel Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	19	The Majority of sites have good access to sustainable transport modes and active travel modes such as borough's strategic cycling and walking network. This is often reflected in the Public Transport Accessibility Levels (PTAL) ratings for the sites. Providing development in close proximity to community facilities, will support a modal shift by reducing the need to travel and allowing residents to live their lives more locally.
Uncertain (?)	2	Both the Cromwell Road Bus Station and Cattle Market Car Park and Fairfield Bus Station have resulted in uncertain effects as they are proposed on existing bus stations. Although they aim to co-locate the bus stations, it is currently unclear whether the level of services will be affected.
Minor Negative (-)	4	Minor negative effects have been identified for those sites which are currently not well served by public transport and have low PTAL scores. These sites may encourage the use of motorised vehicles if further provision isn't provided on site. These include Kingston Business Park, Kingston University and Tolworth Station.

IIA13: Economy and Employment

Table 7-14 – Summary of Economy and Employment Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	4	Cocks Crescent, Thames Side Wharf, Surrey County Hall and Bentall Centre Car Parks have resulted in significant positive effects as they aim to provide mixed used development with significant floorspace dedicated to employment and commercial uses. They are also already well located to existing employment opportunities, so development of these sites will help residents access further employment opportunities whilst new developments may also encourage inward investment.
Uncertain (?)	8	There are a number of proposed sites which currently have existing employment sites and businesses located within their proposed boundaries and it is currently unclear whether the current business use of these sites will be retained within the proposed development or re-allocated elsewhere. These sites include Kingston Business Park, Burlington Retail Park, Travis Perkins and John Lewis.
Minor Positive (+)	12	The majority of sites have resulted in minor positive effects on economy and employment. This is because they support mixed use developments with some small scale employment opportunities which have commercial uses and/or they have good access to existing employment opportunities. However, as employment floorspace is small, the growth in jobs and employment spaces at these sites is unlikely to be significant.
Mixed (+/-)	1	Mixed effects have been identified for Bishop Palace House which aims to preserve the existing business and commercial uses at the site, however, during construction works at the site there is likely to be disturbance to the existing businesses at the site.



IIA14: Crime and Safety

Table 7-15 – Summary of Crime and Safety Findings

Effect	Number of effects	Significant Assessment Findings
Minor Positive (+)	26	All sites have resulted in minor positive effects on crime. Although crime reductions will be largely driven by policies, the improvements to the public realm and transformation of the existing sites (many of which are currently car parks) may help to reduce the prevalence of crime through increased levels of surveillance as well as increasing levels of civic pride.

IIA15: Housing

Table 7-16 – Summary of Housing Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	26	All sites have resulted in significant positive effects on housing as they will all work towards meeting the boroughs ambitious housing target.



8 Assessment of Alternatives

8.1 Introduction

- 8.1.1 The SEA Regulations require an assessment of the plan and its “reasonable alternatives”, in addition to those proposed within the draft plan. Without this, there cannot be a proper environmental evaluation of the preferred plan.
- 8.1.2 The assessment of reasonable alternatives does not need include all possible alternatives, but only those that are realistic. The assessment of alternatives has looked at both alternative policy scenarios as well as alternative sites.

8.2 Assessment of Alternative Policies

- 8.2.1 The development of the Local Plan policies has not at this stage identified any key policy alternatives, so the assessment of policy alternatives has assessed two scenarios – the continuation of the existing Core Strategy and the application of just the London Plan.
- 8.2.2 **Table 8-1** below provides a summary of the application of these scenarios. It uses the same key to effects outline in **Table 3-1**.

Table 8-1 – Assessment of Policy Alternative Scenarios

IIA Objective	Application of Existing Core Strategy Summary of Effects	Sig.	Application of London Plan Summary of Effects	Sig.
IIA1: Biodiversity	<p>The existing Core Strategy does include policies (CS3, CS4, DM5, DM6 and DM7), which support the need for biodiversity improvements and seek to integrate biodiversity into planning and development proposals, including those which extend key habitats, reduce the isolation of existing areas of habitat, and improve 'local biodiversity' close to where people can appreciate it on a daily basis.</p> <p>However, the Core Strategy is now outdated and doesn't best reflect current legislation, particularly with regards to requirements for at least 10% biodiversity net gain for all new developments. Although the Core Strategy supports an increase in biodiversity it is not clear whether it will achieve the required 10% gain and for this reason uncertain effects have been identified.</p>	?	<p>There are a number of policies within the London Plan that support the protection, enhancement and net gain in biodiversity (specifically G5, G6, G7, GG2, D8). The London Plan also includes a supplementary design guide (Urban Greening for Biodiversity Net Gain: A Design Guide¹³) which sets out ways in which biodiversity net gain can be achieved through new developments.</p> <p>The London Plan does set out plans for new developments and has set out a housing target of 9,640 new homes by 2028/29. This could lead to significant levels of development which have potential for negative effects on biodiversity. Some of these effects may be temporary during construction, but without a local approach, some sites could result in the loss and degradation of biodiversity. Both positive and negative effects have therefore been identified.</p>	+/-
IIA2: GHGs, Energy Efficiency and Sustainable Resources	<p>The Core Strategy doesn't benefit from a specific policy which tackle greenhouse gas emissions, which may make it harder to support the council's ambition to be carbon neutral by 2038. The Core Strategy makes no reference to net zero.</p> <p>Policy DM1 supports sustainable design and construction standards whilst Policy DM2 supports low carbon development which includes support for district heating networks.</p> <p>Although there is potential for positive effects, these are unlikely to be significant, as policies don't go far enough to support net zero.</p>	+	<p>Policy SI2 (minimising greenhouse gas emissions) states that all new major development should be net zero-carbon, by reducing GHGs in operation and minimising both annual and peak energy demand in accordance with an energy hierarchy. However the London Plan is working towards becoming a net zero city by 2050, which is 12 years longer than the council's ambition of 2038. Without localised initiatives it's unlikely that the London Plan will help to reach the Council's net zero ambitions, resulting in minor negative effects.</p>	-
IIA3: Climate Resilience	<p>The existing Core Strategy identifies the need for adapting to the effects of climate change and increased risk of fluvial flooding as well as mitigating the borough's contribution to climate change by adopting low carbon standards and sustainable designs for new development. Policies CS1, CS2 and DM3 specifically set out how the borough will mitigate and adapt to climate change and are likely to still be effective without the updated Local Plan. Significant positive effects have therefore been identified.</p>	++	<p>Policy GG6 (increasing efficiency and resilience) aims to help London become a more efficient and resilient city. This will ensure buildings and infrastructure are designed to adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, while mitigating and avoiding contributing to the urban heat island effect.</p>	+
IIA4: Historic Environment	<p>The Core Strategy includes a chapter on Character, Design and Heritage policies which recognises distinctive local features and character and aim to protect and conserve them. The Core Strategy, however, does not apply to undesignated heritage assets, which can also make a vital contribution to the historic environment.</p>	+	<p>Chapter 7 of the London Plan sets out heritage and culture policies which aim to sensitively management London's heritage assets, whilst design policies aim to avoid harm to, the significance of London's heritage assets and their settings. These could help to preserve and enhance the borough's heritage assets.</p> <p>The London Plan does set out plans for new developments and has set out a housing target of 9,640 new homes by 2028/29. This could lead to significant levels of development which have potential for negative effects on the historic</p>	+/-

¹³ London Wildlife Trust, Mayor of London, Urban Greening for Biodiversity Net Gain: A Design Guide [online] available at: https://www.london.gov.uk/sites/default/files/urban_greening_and_bng_design_guide_march_2021.pdf

IIA Objective	Application of Existing Core Strategy Summary of Effects	Sig.	Application of London Plan Summary of Effects	Sig.
	<p>These policies are likely to still be effective without the updated Local Plan and will work towards the protection of the historic environment, therefore minor positive effects have been identified.</p>		<p>environment. Some of these effects may be temporary during construction, but without a local approach, some sites could result in the loss and degradation of the historic environment. Both positive and negative effects have therefore been identified.</p>	
<p>IIA5: Landscape and Townscape</p>	<p>There isn't one specific policy for landscape and townscape however, there are a number of policies which will offer protection. Policy DM10 states that development proposals will be required to incorporate principles of good design. The most essential elements identified as contributing to the character and local distinctiveness of a street or area which should be respected, maintained or enhanced including landscape setting and features. It also states that it will protect the quality, character, scale and skylines of sensitive areas and safeguard strategic and local views.</p> <p>Policies CS3, CS4, DM5, DM6 and DM7, also support the need for biodiversity improvements and seek to integrate biodiversity into planning and development proposals, which includes creating a network of safe green links, connecting green spaces; thereby contributing to biodiversity and landscape quality.</p>	<p>+</p>	<p>The London Plan understands the pivotal role that the City's unique landscape and townscape plays in shaping its character and sense of place. The plan does not benefit from one specific landscape policy; however, it does underpin a number of policies such as D8, HC1, HC3, G1, G3 and G9. These are aimed at improving the historic and natural environment, which in turn will benefit the landscape and townscape.</p> <p>The London Plan does set out plans for new developments and has set out a housing target of 9,640 new homes by 2028/29. This could lead to significant levels of development which have potential for negative effects on landscape and townscape. Some of these effects may be temporary during construction, but without a local approach, some sites could result in the loss and degradation of the local landscape and townscape. Both positive and negative effects have therefore been identified.</p>	<p>+/-</p>
<p>IIA6: Air Quality</p>	<p>The Core Strategy does not benefit from a specific policy that tackles air quality. Air quality could be improved indirectly through the application of other policies that aim to improve sustainable transport provision (CS5, CS6, CS7) climate change mitigation (CS1, DM1, DM2) and increase green infrastructure (CS3).</p> <p>Given that the entire borough is a designated AQMA, the continuation of the Core Strategy may struggle to directly address air pollution issues. Minor negative effects have therefore been identified.</p>	<p>-</p>	<p>Policy SI1 sets out a key criteria for dealing with poor air quality within the city. It states that new developments must not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits, or create unacceptable risk of high levels of exposure to poor air quality.</p> <p>The cross cutting nature of air quality is acknowledged within the plan, as it features in other policies such as creating a health city (GG3) public realm (D8) and protecting and enhancing London's waterways (SI17). Policies that support a reduce need to travel and encourage an increase in walking and cycling will also benefit this objective.</p> <p>The application of the London Plan policies is likely to be sufficient in tackling air pollution in RBKT and has therefore resulted in significant positive effects.</p>	<p>++</p>
<p>IIA7: Efficient use of land</p>	<p>Policy CS3 aims to protect the borough's open space network from inappropriate development through its open spaces designations which includes greenbelt and MOL as well as Sites of Importance for Nature Conservation (SINCs), Local Nature Reserves, Local Open Space, School Open Spaces, Green Corridors, Green Chains and Allotments.</p> <p>However, the Strategy doesn't condemn development on greenbelt or MOL, as set out in DM5. This states that development will be allowed if a certain criteria is met. Although mentioned in the Strategy, it is not set out in policy that brownfield land will be preferred. Policy CS1 does however state, it will direct new development to previously developed sites in accessible locations. Minor positive effects have therefore been identified.</p>	<p>+</p>	<p>The London Plan includes Policy GG2 which supports making the best use of land. This aims to enable development on brownfield land, avoid development on greenbelt land and MOL and where appropriate intensify development to make the best use of available site. Policy H1 also aims to optimise the potential for housing delivery on all suitable and available brownfield sites.</p> <p>The application of the London Plan policies is likely to be sufficient in supporting the efficient use of land in RBKT and has therefore resulted in significant positive effects.</p>	<p>++</p>

IIA Objective	Application of Existing Core Strategy Summary of Effects	Sig.	Application of London Plan Summary of Effects	Sig.
IIA8: Water Quality	<p>Policy DM4 requires development proposals to demonstrate that there is no adverse impact on the quantity or quality of water resources and, where possible, they should seek to improve water quality. The policy also includes requirements for SUDs which can also help to improve water quality.</p> <p>This policy is likely to still be effective without the updated Local Plan and will work towards the protection of the water environment, therefore significant positive effects have been identified.</p>	<p>++</p>	<p>There are a number of policies within the London Plan that aim to protect and enhance the water environment. Most significantly is Policy SI17 which explicitly aims to protect and enhance London's waterways. This aims for new developments to support river restoration including opportunities to improve water quality.</p> <p>Additionally Policy SI5 states that new development should promote the protection and improvement of the water environment in line with the Thames River Basin Management Plan, whilst Policy SI3 states that drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.</p> <p>The application of the London Plan policies is likely to be sufficient in supporting the efficient use of land in RBKT and has therefore resulted in significant positive effects.</p>	<p>++</p>
IIA9: Community Needs	<p>The Core Strategy contains a number of policies which will help to meet the communities needs both now and in the future. The Strategy sets out policies for the provision of housing (DM10-16), the protection and provision of community facilities (DM24, CS16) and health care (CS13, DM21) and the provision and protection of sports facilities and open spaces (CS3). These policies are likely to still be effective without the updated Local Plan and will work towards meeting the local community needs, therefore significant positive effects have been identified.</p>	<p>++</p>	<p>The London Plan contains a number of policies which will help to meet the communities needs both now and in the future. The Plan sets out policies for the provision of housing (Chapter 4), the protection and provision of community facilities, education and health care (S2, S3, GG3) and the provision and protection of sports facilities and open spaces (S5, SI1).</p> <p>The application of the London Plan policies is likely to be sufficient in supporting the community needs in RBKT, however they may be too strategic in implementation and lack a local approach, this has therefore resulted in minor positive effects.</p>	<p>+</p>
IIA10: Inclusivity and Equality	<p>The Core Strategy contains a number of policies which will help to create inclusive developments that will meet the communities needs both now and in the future. The Strategy sets out policies for the promotion of good design for buildings and the public realm to meet the needs of a diverse community (DM10-DM16), the protection and provision of community facilities (DM24, CS16) and health care (CS13, DM21) and the provision and protection of sports facilities and open spaces (CS3).</p> <p>These policies are likely to still be effective without the updated Local Plan and will work towards creating inclusive and equitable communities, therefore significant positive effects have been identified.</p>	<p>++</p>	<p>Policy GG1 states that good growth is inclusive growth. This policy aims to continue the city's tradition of diversity and equality to help deliver strong and inclusive communities. This includes the provision of community spaces, public realm improvements, housing and infrastructure.</p> <p>The application of the London Plan policies is likely to be sufficient in reducing exclusivity and inequalities in RBKT and has therefore resulted in significant positive effects.</p>	<p>++</p>
IIA11: Health and Wellbeing	<p>Policies DM21 and CS13, aim to maximise the opportunities to improve public health outcomes through recreation and exercise and to facilitate the reorganisation, improvement and potential co-location of healthcare facilities and to ensure that they are in sustainable, accessible locations. This coupled with other policies which support the provision of housing (DM10-16), the protection and provision of community facilities (DM24, CS16) and health care (CS13, DM21) and the provision and protection of sports facilities and open spaces (CS3) are likely to bring about significant positive effects on the health and wellbeing of the borough's residents.</p>	<p>++</p>	<p>Policy GG identifies the need for new developments to assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities, for example through the use of Health Impact Assessments.</p> <p>The Plan also sets out policies for the provision of housing (Chapter 4), the protection and provision of community facilities, education and health care (S2, S3,</p>	<p>+</p>

IIA Objective	Application of Existing Core Strategy Summary of Effects	Sig.	Application of London Plan Summary of Effects	Sig.
			<p>GG3) and the provision and protection of sports facilities and open spaces (S5, SI1)..</p> <p>The application of the London Plan policies is likely to be sufficient in supporting the health and wellbeing in RBKT, however they may be too strategic in implementation and lack a local approach, this has therefore resulted in minor positive effects.</p>	
IIA12: Sustainable Transport	<p>The Core Strategy contains a number of policies which aim to increase public transport provision and reduce the need to travel. These will help to support a modal shift within the borough.</p> <p>These policies are likely to still be effective without the updated Local Plan and will work towards creating reducing the need to travel, therefore significant positive effects have been identified.</p>	++	<p>The London Plan sets out measures to meet the Mayor's target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. Policies set out in Chapter 10 set out ways in which to reduce the need to travel for both existing and future developments. The Plan also sets out the ambitions of Crossrail 2 and the opportunities this may bring to Kingston.</p> <p>The application of the London Plan policies is likely to be sufficient in supporting sustainable transport in RBKT and has therefore resulted in significant positive effects.</p>	++
IIA13: Economy and Employment	<p>Policies CS11, DM17 and DM18 support new employment opportunities and protect existing employment sites, whilst policies CS12, DM19, DM20 support town centre developments and the protection of retail. These are likely to still be effective without the updated Local Plan and will work towards creating economic prosperity and employment opportunities.</p> <p>However, since the Covid-19 pandemic, the economy has changed significantly and the Core Strategy may not be robust enough to address these issues. Effects are therefore limited to minor positive effects.</p>	+	<p>Policy GG5 aims to conserve and enhance London's global economic competitiveness and ensure that economic success is shared amongst all Londoners. This policy also plans for sufficient employment and industrial space in the right locations to support economic development and regeneration.</p> <p>The Plan also proposes Growth Corridors and Opportunity Areas which are described as large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility. There is one located in Kingston which is associated with Crossrail 2.</p> <p>However, since the Covid-19 pandemic, the economy has changed significantly and the London may not be robust enough to address these issues. Effects are therefore limited to minor positive effects.</p>	+
IIA14: Crime and Safety	<p>Policies CS14 and DM22 aim to improve community safety to reduce the negative effects of crime and the fear of it. It supports 'Secured by Design' principles and will seek improvements to the provision and safety of late night transport.</p> <p>These policies are likely to still be effective without the updated Local Plan and will work towards improving crime and safety in the borough, therefore significant positive effects have been identified.</p>	++	<p>The London Plan does not benefit from a standalone policy on crime and safety; however it is an underlying theme in a number of policies such as night time economy (HC6) strong inclusive communities (GG1) and Safety, security and resilience to emergency (D11).</p> <p>Given the rising crime rates across London, the Plan does not adequately address these issues. Policies are unlikely to significantly address crime within Kingston, therefore minor negative effects have been identified.</p>	-
IA15: Housing	<p>The Core Strategy will support housing in the borough, but it is based upon the previous London Plan which had a pipeline up until 2026/27. The London Plan 2021 identifies a 10-year minimum housing supply target of 9,640 homes within the borough over the period 2019/20 to 2028/299. This is equivalent to a minimum requirement of 964 homes per year. The Core Strategy is based upon 5,625 homes or 375 houses per annum. This is well short of this target.</p>	--	<p>The London Plan 2021 identifies a 10-year minimum housing supply target of 9,640 homes within the borough over the period 2019/20 to 2028/299. This is equivalent to a minimum requirement of 964 homes per year. This is likely to help increase the supply within the borough.</p> <p>The requirement of 50% of all new homes delivered across London to be genuinely affordable, will also help more people access housing and could help to reduce</p>	+

IIA Objective	Application of Existing Core Strategy Summary of Effects	Sig.	Application of London Plan Summary of Effects	Sig.
	<p>The Strategy does provide additional policies on providing quality and affordable housing to meet the needs of the borough's residents which is likely to bring about positive effects. Significant negative effects have however been identified, as quality affordable housing will be provided, however, it is unlikely that supply will meet the rising demand and existing housing deprivation may continue.</p>		<p>levels of housing deprivation. Policies also support specialist housing for older people (H13), gypsy and traveller accommodation (H14) student accommodation (H15) and shared living (H16), supporting good development to meet the needs of a number of groups inclusively.</p> <p>The application of the London Plan policies is likely to be sufficient in supporting housing in RBKT, however they may be too strategic in implementation and lack a local approach, this has therefore resulted in minor positive effects.</p>	

8.3 Assessment of Alternative Sites

- 8.3.1 The assessment of alternative sites has looked at those sites that have been screened out initially due to their location within either Metropolitan Open Land (MOL), green belt or Locally Significant Industrial Sites (LSIS). These sites however, are currently available and have therefore been assessed.
- 8.3.2 These sites have been assessed in the same level of detail as the proposed options and the full assessment can be found in **Appendix C. Table 8-2** overleaf sets out the summary of the findings from the assessment of alternative sites.

Summary of Alternatives Sites

- 8.3.3 The assessment of alternative sites has resulted in a higher number of significant negative effects compared to the proposed site allocations. These have generally been identified for IIA1 (biodiversity), IIA5 (landscape and townscape) and IIA7 (efficient use of land) as many sites will result in the direct loss of greenbelt and MOL, as well as habitats (some priority habitats) and species which reside within them.
- 8.3.4 Most sites also have poor transport connectivity which is reflected within their low PTAL ratings. This could encourage private car usage, which may also in turn exclude some groups from accessing opportunities such as healthcare, education and employment. This may also exacerbate air quality issues, particularly for those sites, such as St John's Industrial Estate, which already experiencing higher levels of nitrogen dioxide. Minor to significant negative effects have been identified for IIA12 (sustainable transport).
- 8.3.5 There are a number of sites located on LSIS which has resulted in significant negative effects on economy and employment (IIA13). Development here is likely to result in loss of valuable employment land as well as jobs.
- 8.3.6 Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have generally been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures for overheating and flooding.
- 8.3.7 However, for some sites, significant negative effects have been identified for climate resilience (IIA3) as the site is proposed within flood zone 3 which has a high potential for flooding. At this stage, incorporation of SuDs and other flood prevention measures are not known.
- 8.3.8 A number of uncertain effects have been identified for community needs (IIA9), inclusion and equality (IIA10) and health and wellbeing (IIA11) as it is not clear on the provision for services the new site may provide. Where sites have scored negatively has generally been due to poor access to existing services and poor transport links.



Table 8-2 – Proposed Site Alternatives Assessment Summaries

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Worcester Park Nursery, Old Malden Lane, Worcester Park	--	?	+/-	-	+/-	-	+/-	?	?	?	?	+/-	?	+	?
The River Club, Old Malden Lane, Worcester Park	--	?	--	-	+/-	-	+/-	?	++	+	++	+/-	+	+	++
Central Nursery, Old Kingston Road, Worcester Park	--	?	?	-	--	-	--	?	?	?	?	-	?	+	+
Tolworth Court, Old Kingston Road, Tolworth	--	?	--	-	+/-	-	+/-	?	-	?	-	-	?	+	+
St John's Industrial Estate, Kingston Road, New Malden	+	?	?	0	+	--	-	?	?	?	?	-	--	+	++
Robin Hood Farm, Robin Hood Way, Kingston Vale	--	?	?	0	--	-	--	?	?	?	?	-	?	+	+
Land at Clayton Road, Chessington	--	?	?	0	--	--	--	?	-	?	?	?	--	+	++
Land adjacent to Rushett Lane, Malden Rushett	--	?	?	0	--	-	--	?	?	?	?	--	--	+	+
Mellow Stocks, Leatherhead Road, Chessington	--	?	?	+/-	--	+/-	--	0	?	?	?	-	+	+	++
1 Virginia Cottage, Land and Buildings, Chessington	--	?	?	-	--	-	--	0	?	?	?	--	+	+	+
Chessington Golf Course, Garrison Lane, Chessington	--	?	?	0	?	-	--	0	?	?	+	+/-	+	+	++
Barwell Court, Leatherhead Road, Chessington	--	?	?	-	--	-	--	0	?	?	+	-	?	+	++
Rushett Stables, Leatherhead Road, Chessington	--	?	?	-	--	-	--	0	?	?	?	-	?	+	+
Green Lane Farm Kennels, Green Lane, Chessington	--	?	?	-	--	-	+/-	0	+	+	+	-	0	+	+
419 Leatherhead Road, Chessington	--	?	?	0	--	-	--	0	0	0	?	--	0	+	+
Croner House and Clarendon House, London Road	?	?	?	-	?	+	+	?	+	+	+	++	--	+	+
Land at the Hampden Road Industrial Estate	-	?	?	-	-	+	+	?	+	+	+	+	--	+	+
Gasholder, West Barnes Lane, Motspur Park	--	?	--	?	--	+	+/-	?	+/-	+	+/-	+	?	+	+
Seething Wells Filter Beds, Portsmouth Road	+/-	?	--	--	+/-	+	-	?	+	+	+	+	?	?	++
Southborough High School Playing Fields, Love Lane	--	?	--	?	--	-	+/-	?	-	+	+/-	-	+	+	++

9 Findings from Other IIA Assessments

9.1 Introduction

This section presents the findings from the EqIA, HIA and HRA assessments. Further details on these assessments can be found in **Appendix D (HIA)** **Appendix E (EqIA)** and the HRA Screening Report, which has been published separately.

9.2 EqIA Findings

- 9.2.1 Overall, the policies will likely result in positive effects on protected characteristic group members in the Borough. Some characteristics within the assessment have resulted in an overall neutral impact, where positive impacts will affect the general public equally and not specifically those from protected groups. The policies aim to address a wide range of issues, identified by the key themes within the EqIA baseline (Appendix D).
- 9.2.2 The main protected characteristic groups that will particularly benefit include:
- **Age** – Particularly older people who have reduced mobility and require access to health and other services. Children are also likely to benefit from air quality improvements that numerous policies look to achieve.
 - **Disability** – Particularly people with a variety of disabilities will benefit from a more accessible environment. The Local Plan includes policies which support inclusive design which will help to improve connectivity and function, benefiting users with mobility limitations.
 - **Deprivation** – Policies are likely to benefit people from low-incomes who require access to employment, education and housing and people with underlying health issues. Housing policies in particular have had positive effects as they will help to improve deprivation in the area by ensuring that housing needs are met, benefiting first time buyers, and those looking to move out of supported, familial or shared housing.
- 9.2.3 The assessment concludes that there will likely be a neutral impact for the following protected characteristic groups, assuming no unforeseen barriers emerge:
- Religion or belief;
 - Sexual orientation; and
 - Marriage and civil partnerships.

9.3 HIA Findings

- 9.3.1 The HIA assessed the NLPR policies and considered their impact on the key determinants of health. These have been detailed below:
- **Air Quality:** Positive effects associated with Sustainable Development, Climate Change and Environmental Sustainability, Policy KD3, Social Infrastructure, and Natural Environment and Green Infrastructure, policies as air quality improvements will help to

minimise the negative effects upon those in the most vulnerable social groups.

Conversely, urban intensification and additional housing in RBKT could result in a higher number of cars on the city's roads, which could contribute to a worsening of air quality.

- **Noise:** Mixed effects have been identified. The increase in housing in RBKT could result in higher numbers of cars, contributing to increased road traffic noise in the area. Additionally, construction related noise from developments may negatively impact upon the tranquillity of the Borough. However, the local plan will aid in reducing noise and vibration as a result of construction and developments throughout the Borough, reducing the levels of nuisance felt to those living in close proximity to developments.
- **Housing and Homelessness:** Positive effects have been identified as housing policies will ensure that housing will be delivered in RBKT where housing is most in need and help more people secure housing. This could have positive effects for working aged adults (18-74) and those who are homeless.
- **Economy and employment:** Positive effects have been identified. Policies will encourage business investment in RBKT and improve the economy of the Borough. Additional town centre developments and an increase in shops is also likely to reduce unemployment in the Borough, having positive effects on the unemployed and low-income residents in the Borough.
- **Skills and education:** Positive health effects have been identified. Social Infrastructure policies may improve education opportunities, including higher education.
- **Social cohesion and community safety:** Positive health effects have been identified. Improvements to community housing and living conditions within RBKT, as proposed within this policy, are likely to improve social cohesion and community safety through improving the living standards and safety of community housing and residential areas.
- **Access to services:** Positive health effects have been identified. It is assumed that new community housing developments within the Borough will have suitable access to community facilities and shops. Access to services will improve the health of elderly residents, improving health and reducing loneliness. Social infrastructure policies include the preservation and enhancement of recreation facilities, parks, and other facilities used as social hubs. The development of such areas may improve social cohesion and encourage those who are socially isolated to utilise facilities.
- **Physical activity:** Positive health effects have been identified. The inclusion of town centres within the 15-minute neighbourhood principle may improve physical activity rates. The policies proposed within social infrastructure focus on improving and preserving access to services (including sports and recreation) to all communities, encouraging physical activity and healthy lifestyles.
- **Green Infrastructure:** Positive effects have been identified as a number of policies, specifically, Natural Environment and Green Infrastructure, outline the requirements to create green infrastructure on the streets of RBKT. This will enhance the public health and promote social wellbeing through increasing the number of green spaces within RBKT.

- Climate change resilience: The policies proposed within Climate Change and Environmental Sustainability specifically, will attempt to limit the flood risk impacts of developments, minimise the urban heat island effect and minimise greenhouse gas emissions, therefore improving the resilience of all new developments within the Borough. However, this only accounts for new developments, leaving those in existing areas vulnerable to climate change events.

9.4 HRA Findings

- 9.4.1 The HRA provides guidance on the likely data sources, information requirements and the process of HRA Screening and other stages of assessment if necessary. It also provides an indication of where the ecological implications of the Local Plan will lie and which Habitats sites are vulnerable to known pressures, threats and existing air quality impacts.
- 9.4.2 There are no Habitats sites within RBKT's administrative area, however there are a number that fall within 10km (i.e. the identified Zone of Influence) of the Allocated sites and as such there will be implications for some of these habitats sites from the policies of the Local Plan.
- 9.4.3 A number of policies have been screened-out due to their nugatory or beneficial effects on Habitats sites, but three policies were screened-in (KH1 – Meeting the Borough's Housing Needs, KN2 Open Spaces and KS3 School, College and University Facilities) for their further consideration at Stage 2 AA. These policies have potential for Likely Significant Effects (LSE) on nearby Habitats sites relating to increased traffic (and therefore impacts on air quality) and increased recreational and development pressures.
- 9.4.4 Given the possibility of LSE associated with the screened-in interventions, further, detailed assessment is considered necessary to satisfy the requirements of the Habitats Regulations.
- 9.4.5 It is also not possible to rule out in-combination LSE on Habitats sites as a result of policies in the emerging Local Plan when considered with other strategic plans.

10 Cumulative Effects

10.1 Introduction

- 10.1.1 The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:
- Where several individual policies and sites have a combined effect on an objective; or
 - Where several policies and sites each have insignificant effects but together have a significant effect.
- 10.1.2 The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.
- 10.1.3 This section therefore presents the findings of the following:
- Consideration of how different proposed policies and sites within the RBKT may interact and cause cumulative effects on a receptor (Intra-project effects); and
 - How the proposed policies and sites within RBKT could cause cumulative effects in association with other plans, policies and projects in the surrounding area (Inter-project effects).

10.2 Intra-Project Effects

- 10.2.1 The IIA assessment of both policies and strategic sites drew out potential intra-project cumulative effects. These have been identified in **Tables 10-2** below.
- 10.2.2 **Table 10-1** below outlines the key to effects for intra-project cumulative effects.

Table 10-1 – Key to Cumulative Effects

Effect	Key
Positive cumulative effect	+
Negative cumulative effects	-
Mixed cumulative effects	+/-
No overall cumulative effects	0

Table 10-2 – Intra-Project Cumulative Effects Summary

IIA Objective	Sustainable Development	Climate Change and Environmental Sustainability	Design and Heritage	Housing Delivery	Economy and Town Centres	Social Infrastructure	Natural Environment	Transport and Connectivity	Implementation and Monitoring	Site Allocations	Summary
IIA1: Biodiversity	+	+	+	-	+/-	+/-	+	+/-	0	-	<p>There is the potential for negative cumulative effects on biodiversity if multiple large scale housing developments were to come forward. Depending upon the number and type of options selected and their proposed location, there is potential for a cumulative loss of land, which could lead to damaged and segregated habitats.</p> <p>Given that a large number of housing allocations are located within Sites of Importance for Nature Conservation, there's potential for a cumulative loss of these sites.</p> <p>However, there is the potential for positive cumulative effects. These developments, supported by natural environment policies may provide biodiversity enhancements or provisions for open and green space. Natural capital enhancements are possible through the connection of green spaces and protection of habitats linking population centres which may otherwise be lost or severed through a lack of maintenance or through other development.</p>
IIA2: GHGs, Energy Efficiency and Sustainable Resources	+	+	0	+/-	+/-	+/-	0	+	0	+/-	<p>If multiple housing developments were to come forward there is the potential for negative cumulative effects on energy, due to the increased cumulative energy usage required within RBKT to support the new populations.</p> <p>However, policies set out in sustainable development, climate change and environmental sustainability support a transition towards renewable energy production, decentralised energy networks and energy efficient design. These alongside the support for sustainable transport modes, could cumulatively reduce GHGs within the borough.</p> <p>Policy KC10 also states that all development proposals are required to adopt a circular economy approach to building design and construction to reduce waste. This could result in a cumulative reduction in waste across all new developments.</p>
IIA3: Climate Resilience	+	+	0	+/-	0	0	0	0	0	+/-	<p>The addition of increased use of hard standing surfaces as part of the proposed housing developments will increase surface water runoff. Therefore, a large</p>

IIA Objective	Sustainable Development	Climate Change and Environmental Sustainability	Design and Heritage	Housing Delivery	Economy and Town Centres	Social Infrastructure	Natural Environment	Transport and Connectivity	Implementation and Monitoring	Site Allocations	Summary
											<p>number of new developments could result in potential negative cumulative effects on flooding, particularly for those sites located within flood zone 3.</p> <p>However, climate change and environmental sustainability policies encourage the incorporation of sustainable urban drainage systems (SUDs) which will help to reduce overall flood risk within the Borough. These policies also aim to manage heat risk, both internally and externally. These policies will help to provide a cumulative increase in climate resilience within the borough.</p>
IIA4: Historic Environment	0	0	+	+/-	+/-	+/-	0	+/-	0	-	<p>There is the potential for negative cumulative effects on the historic environment if multiple housing developments were to come forward in close proximity to heritage assets and Conservation Areas. During construction of these new developments there is the potential for disturbance to the historic environment due to noise, vibration and temporary reductions in air pollution (dust soiling).</p> <p>This is particularly pertinent given that a large number of housing allocations are located within Areas of Archaeological Significance and conservation areas.</p> <p>However, positive cumulative effects may arise due to the historically sensitive design of the proposed housing developments to fit in with the setting of any surrounding designated heritage assets and Conservation Areas. This will be further supported by Design and Heritage policies, which will respect the existing historic character of the Borough.</p> <p>Policies may also result in a cumulative increase in protection and preservation of heritage assets in the Borough. This could result in better understanding and appreciation of the historic environment.</p>
IIA5: Landscape and Townscape	0	0	+	+/-	+/-	+/-	+	+/-	0	+/-	<p>There is the potential for negative cumulative effects on townscapes and landscapes if multiple housing developments were to come forward in close proximity to greenbelt and MOL, parks and open spaces and areas with high townscape values. During construction of these new developments there is the potential for disturbance to the setting and tranquillity of these areas.</p> <p>However, positive cumulative effects may arise due to good design of the proposed housing developments and improvements to the public realm, parks and open spaces and the natural environment.</p>

IIA Objective	Sustainable Development	Climate Change and Environmental Sustainability	Design and Heritage	Housing Delivery	Economy and Town Centres	Social Infrastructure	Natural Environment	Transport and Connectivity	Implementation and Monitoring	Site Allocations	Summary
IIA6: Air Quality	+	+	+	+/-	+/-	0	+	+	0	+/-	<p>Temporary negative cumulative effects have the potential to result during the construction phase, if multiple housing developments, with overlapping construction periods, were to come forward. Construction of these developments may reduce the air quality through an increase in particulate matter and dust.</p> <p>However, if these developments are located with good connectivity to public transport facilities it will enable more people to use public transport modes instead of the use of a private car, helping to improve air quality. Therefore, there is also the potential for positive cumulative effects to result if multiple housing developments were to come forward.</p> <p>Policies set out within sustainable development, climate change and environmental sustainability, natural environment and transport and connectivity all help to improve air quality, increase accessibility and increase green infrastructure which will help to reduce air pollution.</p>
IIA7: Efficient use of land	+	0	0	+	+/-	+/-	0	+/-	0	+	<p>The Local Plan aims (within objectives and Policies KH1 and K1) to promote the effective use of land, in a way that makes as much use of previously developed land and brownfield sites as possible, and direct significant developments to the most sustainable locations. All site allocations are located on either previously developed land or brownfield sites, resulting in positive cumulative effects.</p> <p>Some other developments which may arise out of the social infrastructure, economy and town centre and transport and connectivity could result in developments which may not occur on previously developed land or brownfield sites and could result in a cumulative loss of more valuable land.</p>
IIA8: Water Quality	+	+	0	+/-	0	+/-	+	+/-	0	+/-	<p>There is potential for cumulative increase in surface water runoff and flood risk, and impacts on surface water and groundwater, particularly from physical alteration as a result of development from housing allocations as well as developments associated with social infrastructure, economy and town centre and transport and connectivity policies.</p> <p>Drainage and water quality measures are likely to be specific to each development, but there may be cumulative benefits if implemented borough-wide, particularly through the implementation of sustainable development, climate change and environmental sustainability and natural environment policies.</p>

IIA Objective	Sustainable Development	Climate Change and Environmental Sustainability	Design and Heritage	Housing Delivery	Economy and Town Centres	Social Infrastructure	Natural Environment	Transport and Connectivity	Implementation and Monitoring	Site Allocations	Summary
IIA9: Community Needs	0	0	0	+/-	0	+	0	0	0	+/-	<p>There is a potential for negative cumulative effects to result if multiple housing developments were to come forward due to the increased strain on existing community facilities due to the increased demand from new populations.</p> <p>However, some of the proposed developments include the provision of new community facilities and services, such as health provisions. Policy KS2 also supports proposals for the provision of high-quality new or enhanced health and social care facilities to meet identified needs.</p>
IIA10: Inclusivity and Equality	0	0	0	+	+	+	0	0	0	+	<p>If multiple housing developments within RBKT were to come forward, more people will be placed closer to community facilities and employment opportunities, which could help to support social inclusion.</p> <p>Further positive effects on social inclusion and equality could arise if these developments help to connect people to public transport modes. This will enable people who cannot drive or own a private car to have greater access to education, jobs, and community facilities.</p> <p>Social infrastructure policies will also help to support the provision of new and the expansion of existing, social and community uses. This coupled with new developments could result in cumulative increase in community facilities, reducing social exclusion and inequality.</p>
IIA11: Health and Wellbeing	0	+	0	+/-	+	+	+	+	0	+/-	<p>There is a potential for negative cumulative effects to result if multiple housing developments were to come forward due to the increased strain on existing community health facilities and the potential increased demand from new populations.</p> <p>However, social infrastructure policies and some of the proposed developments include the provision of new community facilities and services, such as health provisions and public leisure facilities. Therefore, this could result in positive cumulative effects on health and wellbeing.</p> <p>The provision and improvements to the public realm and open spaces, as part of some of housing developments and policies, would result in positive effects on the health and wellbeing of the population in RBKT.</p>

IIA Objective	Sustainable Development	Climate Change and Environmental Sustainability	Design and Heritage	Housing Delivery	Economy and Town Centres	Social Infrastructure	Natural Environment	Transport and Connectivity	Implementation and Monitoring	Site Allocations	Summary
IIA12: Sustainable Transport	+	+	0	+	+	+	0	+	0	+	<p>There is the potential for positive cumulative effects on sustainable transport if multiple large scale housing developments were to come forward within RBKT.</p> <p>Most new developments will help to improve access to sustainable transport through improvements to pedestrian and cycle connections, making walking and cycling more appealing to the population within RBKT. Access to public transport (tube, bus, and rail) will also be improved as part of the developments.</p> <p>This is further supported by policies set out in climate change and environmental sustainability, natural environment, housing delivery, social infrastructure and transport and connectivity which will ensure that new development is located in suitable areas where the transport requirements can be met in a sustainable manner, and which actively encourages travel by sustainable modes.</p>
IIA13: Economy and Employment	0	0	0	+	+	+	0	+	0	+	<p>There is the potential for positive effects on the economy if multiple large-scale developments were to come forward. These developments will provide a substantial amount of office space and jobs, as well as housing provisions, which will help to improve connectivity between employment centres and the housing markets.</p> <p>These developments also have the potential to increase access to public transport which will help communities within RBKT to be better connected to jobs, services and facilities.</p> <p>Developments are further supported by the Local Plan's economy and town centre policies which aim to support existing office, industrial and warehouse spaces. This coupled with potential new developments could help to attract further inward investment and provide employment opportunities.</p>
IIA14: Crime and Safety	0	0	+	0	+	+	0	0	0	+	<p>It is assumed that all new developments will be built to a high standard of safety. There may be potential for positive cumulative effects positive from developing the land to provide housing and public realm improvements, particularly if designing out crime principles are applied.</p> <p>Policies support high quality design and landscaping which can also help to generate a sense of pride and ownership within the community, resulting in the potential to reduce crime rates further.</p>

IIA Objective	Sustainable Development	Climate Change and Environmental Sustainability	Design and Heritage	Housing Delivery	Economy and Town Centres	Social Infrastructure	Natural Environment	Transport and Connectivity	Implementation and Monitoring	Site Allocations	Summary
IA15: Housing	0	0	0	+	0	0	0	0	0	+	There is potential for positive effects if multiple housing developments within RBKT were to come forward. These developments will help to meet RBKT's housing target of 9,640 homes over a ten-year period and increased the provision of affordable homes.

Inter Project Effects

10.3.1 **Table 10-3** below outlines the sources of potential inter-cumulative effects, whilst **Table 10-4** details the cumulative effects identified for each of the IIA Topics in relation to these policies and plans. This uses the same key to effects as set out in **Table 10-1** above.

Table 10-3 – Sources of Inter-Cumulative Effects

Policy or Plan	Plan Details
The London Plan, 2021	<p>The London Plan is the Spatial Development Strategy for Greater London and acts as a framework and a vision for the development of London over the next 20-25 years.</p> <p>The London Plan supports major development of London’s growth corridors and Opportunity Areas (areas that will see the most significant change), which have the potential to deliver a substantial number of new homes and jobs in London. The Plan sets out three Opportunity Areas (associated with Crossrail 2) which have the potential to cause cumulative effects in the borough. The boundaries of these Opportunity Areas are yet to be defined. The borough also sits within the Crossrail 2 South Growth Corridor.</p>
Crossrail 2	<p>Crossrail 2 is a proposed rail route in the South East, running from nine stations in Surrey to three in Hertfordshire, providing a new North–South rail link across Greater London, and helping to reduce congestion.</p> <p>The route would free up space on the existing congested SW mainline and would enable more local services to central London that bypass the most congested stations. Trains would likely run south west of Wimbledon serving lines to Epsom, Chessington South, Hampton Court and Shepperton.</p>
Mayor of London, Mayor’s Transport Strategy, 2018	<p>The Mayor's Transport Strategy sets out policies and proposals to reshape transport in London over the next two decades (up to 2038).</p> <p>This sets out plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. It’s aim is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.</p> <p>The Strategy introduces a Healthy Streets approach. This aims to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.</p>

Policy or Plan	Plan Details
<p>Transport for the South East's (TfSE) Regional Transport Strategy, 2020</p>	<p>The Transport Strategy sets out how the TfSE aims to achieve its vision across the region. This includes ensuring the delivery of a high quality, sustainable and integrated transport system that supports increased productivity to grow the South East and UK economy and compete in the global marketplace.</p> <p>It aims to facilitate the development of a high quality, sustainable and integrated transport system that works to improve safety, quality of life and access to opportunities for all.</p> <p>The Strategy acknowledges the key relationship London has with the South East and how it is reliant upon strong transport links with towns, cities and international gateways outside of London, which is reflected strongly in commuting patterns between both regions. This is pertinent given that RBKT borders the TfSE region.</p>
<p>Neighbouring Local Plans</p>	<p>Local plans in neighbouring boroughs (Richmond upon Thames, Wandsworth, Merton and Sutton) and local authorities (Epsom and Ewell, Mole Valley and Elmbridge) influence cross-boundary development improvements.</p> <p>The plans include:</p> <ul style="list-style-type: none"> ■ Sutton Local Plan 2018-2031 (plan review likely to start in 2023) ■ Merton draft Local Plan (undergoing examination) ■ Wandsworth draft Local Plan (due for adoption in 2023) ■ Richmond draft Local Plan (due for adoption 2024) ■ Elmbridge draft Local Plan (Regulation 19 stage) ■ Epsom and Ewell draft Local Plan ■ Mole Valley draft Local Plan 2020-2037 (undergoing examination)
<p>Neighbouring Local Transport Plans, Strategies and Implementation Plans</p>	<p>Local Transport Plans and Implementation Plans enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise a number of areas and schemes for development over the plan period.</p> <p>Local Implementation Plans in neighbouring boroughs (Richmond upon Thames, Wandsworth, Merton and Sutton) and local authorities (Surrey County Council) influence cross-boundary transport improvements and major road networks.</p> <p>The plans include:</p>

Policy or Plan	Plan Details
	<ul style="list-style-type: none">■ Surrey draft Local Transport Plan 4 (LTP4)■ Wandsworth Council's Third Local Implementation Plan, 2019■ London Borough of Sutton, Third Local Implementation Plan■ London Borough of Richmond Upon Thames, Local Implementation Plan Roads and transport, 2019■ London Borough of Merton Third Local Implementation Plan, 2019

Table 10-4 – Intra-Project Cumulative Effects Summary

IIA Objective	The London Plan 2021	Crossrail 2	Mayor's Transport Strategy	Transport for the South East	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
IIA1: Biodiversity	+/-	+/-	+/-	0	+/-	+/-	Potential for cumulative loss, damage or fragmentation of statutory and non-statutory sites and habitats if multiple developments, across similar timeframes were to come forward. Although it is assumed that protected species would be mitigated at a project level, there are wider impacts on biodiversity. There is potential positive effects through the incorporation of green infrastructure (London Plan, London Transport Plan, Local Plans) and biodiversity net gain.
IIA2: GHGs, Energy Efficiency and Sustainable Resources	+/-	+/-	+/-	+/-	+/-	+/-	There may be cumulative benefits from transport initiatives (including Crossrail 2 and proposals set out in Mayor's Transport Strategy, TfSE and neighbouring transport/implementation plans) and low carbon developments (as set out in the London Plan and neighbouring local plans) in reducing greenhouse gases, however, increased development is also likely to increase transport related greenhouse gas emissions, particularly where this leads to increases in vehicular traffic as well as embodied carbon due to development.
IIA3: Climate Resilience	+	0	+	0	+	0	Climate change adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented across multiple plans (as set out in the London Plan, Mayor's Transport Strategy and neighbouring Local Plans).
IIA4: Historic Environment	+/-	-	+/-	+/-	+/-	+/-	There is potential for both positive and negative, direct and indirect cumulative effects on nationally and locally designated heritage assets, and their unique settings. This is in addition to cumulative effects on undesignated and unknown assets, which are also important. However, well-designed developments and infrastructure could present opportunities to enhance the quality of visual amenity of heritage assets by managing public access to or from the historic features. This could have additional cumulative benefits for identity, health and wellbeing and placemaking.
IIA5: Landscape and Townscape	+/-	-	+/-	+/-	+/-	+/-	The provision of public realm improvements through the London Plan, Local Plans and transport/implementation plans could help to increase and improve the open space offering as well as the setting of the borough's townscape and landscape. This will result in positive cumulative effects; however, multiple developments (in particular tall buildings in neighbouring boroughs) could result in a cumulative loss of open spaces.
IIA6: Air Quality	+	+/-	+	+	+/-	+/-	Temporary negative cumulative effects have the potential to result during the construction phase, if multiple developments were to come forward. Construction of these developments may reduce the air quality through an increase in particulate matter and dust. Positive cumulative effects will result through the development of sustainable transport schemes (including Crossrail 2). In combination with the Local Plan's sites and policies, this will increase access to public transport modes, reducing the use of a private car, and therefore reducing greenhouse gas emissions and improving air quality. Further positive cumulative effects will result from the reduction in journey times and congestion on the highway network.

IIA Objective	The London Plan 2021	Crossrail 2	Mayor's Transport Strategy	Transport for the South East	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
IIA7: Efficient use of land	+/-	+/-	+/-	0	+/-	+/-	There is potential for negative cumulative effects on the efficient use of land as a number of large scale projects, such as Crossrail 2 and Kingston Opportunity Area coupled with other development in the borough, could lead to a large cumulative loss of land, some of which may not be brownfield land. However, positive cumulative effects could arise if the majority of the of proposed developments are situated on brownfield sites.
IIA8: Water Quality	+/-	+/-	+/-	+/-	+/-	+/-	There is potential for cumulative increase in surface water runoff and flood risk, and impacts on surface water and groundwater, particularly from physical alteration as a result of development. Drainage and water quality measures are likely to be specific to each development, but there may be cumulative benefits if implemented borough-wide.
IIA9: Community Needs	+/-	+	0	0	+/-	+	<p>There is a potential for negative cumulative effects to result if multiple developments were to come forward across the borough and within neighbouring local authorities due to the increased strain on existing community facilities due to the increased demand from new populations.</p> <p>Positive effects would result from the provision of new community facilities and services as part of these major developments. New transport schemes (Crossrail 2) will improve access and connectivity to community facilities and services, especially for the people who cannot drive or do not have access to a private car.</p>
IIA10: Inclusivity and Equality	+	+	+	0	+	0	<p>If multiple housing developments within the borough were to come forward, more people will be placed closer to community facilities and employment opportunities. This will result in positive cumulative effects.</p> <p>Further positive cumulative effects on social inclusion and equality would result following the introduction of the new public transport schemes (Crossrail2, TfSE). This will enable people who cannot drive or own a private car to have greater access to education, jobs, and community facilities.</p>
IIA11: Health and Wellbeing	+/-	+	+	0	+/-	+	<p>There is a potential for negative cumulative effects to result if multiple housing developments as part of the London Plan and neighbouring local authorities were to come forward, due to the increased strain on existing community health facilities resulting from the increased demand from new populations.</p> <p>The provision and improvements to the active travel, public realm and open spaces, as part of some of these developments, will result in positive effects on the health and wellbeing of the population in the region. This is because access to greenspace can provide better mental health and wellbeing outcomes including reduced levels of depression, anxiety and enhanced quality of life, as well as helping to- bind communities together, reduce loneliness, and mitigate the negative effects of air pollution and excessive noise.</p>
IIA12: Sustainable Transport	+	+	+	+	+	+	There is the potential for positive cumulative effects on sustainable transport if multiple transport schemes were to come forward such as Crossrail 2 and those set out within TfSE and neighbouring local transport/implementation plan. These developments will help to increase and improve the offering and connectivity of sustainable transport modes in the region.

IIA Objective	The London Plan 2021	Crossrail 2	Mayor's Transport Strategy	Transport for the South East	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
IIA13: Economy and Employment	+	+	+	+	+	+	There are likely to be positive cumulative economic benefits across the borough following the developments of neighbouring Local Plans and transport plans, Crossrail 2, TfSE and the London Plan alongside the Local Plan. These developments are likely to result in increased connectivity across London and the wider south east region and more jobs (and greater access to them).
IIA14: Crime and Safety	+	0	+	0	+	0	<p>It is assumed that all schemes and projects will be built to a high standard of safety. There may be potential for positive cumulative effects from developing the land to provide housing and public realm improvements, particularly if designing out crime principles are applied</p> <p>Using high quality design and landscaping across multiple developments could also help to generate a sense of pride and ownership within the community, resulting in a cumulative reduction in crime.</p>
IA15: Housing	+	+	0	0	+	0	Positive effects will result if multiple housing developments, were to come forward in combination with RBKT's proposed development sites. These developments will help to meet borough specific housing targets set out in their local plans and increase the provision of affordable housing.

11 Mitigation, Enhancements and Monitoring

11.1 Mitigation and Enhancement Measures

- 11.1.1 Mitigation of significant negative effects of the plan and enhancement of positive effects are a key purpose of IIA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as ‘mitigation’ measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.
- 11.1.2 The mitigation measures proposed in **Table 11-1** are designed to avoid or reduce the effects identified as potentially negative through the policy assessments on the IIA Objectives. The table also includes enhancement measures, that aim to optimise positive impacts and enhance sustainability.
- 11.1.3 As this is the IIA Interim reporting stage, these measures are subject to change as the preferred policies and sites are refined and updated. Policy specific mitigation measures have been included within **Appendix A**.

Table 11-1 – Proposed Mitigation and Enhancement Measures

IIA Objective	Mitigation/Enhancement	Mechanism
IIA1 – Biodiversity	Consideration needs to be given to the potential effects of construction of developments (noise, vibration and air pollution) on international, national and locally designated sites of importance for biodiversity.	Project level design and assessment (including noise assessments/ surveys)
IIA2 - GHGs & Energy Efficiency IIA3 – Climate Change	Development should ensure design that is resilient to the current and future risks of climate change i.e. extreme heat, cold and precipitation. This could include the use of locally available, renewable, or reclaimed resources, as these are often more resilient. New developments should incorporate renewable energy generation methods, such as solar panels, to reduce the carbon emissions of the site.	Project level design and assessment
IIA3 – Climate Change	Sequential testing should be undertaken, to avoid sites with the highest flood risk. Where this isn't viable and proposed sites are located within flood zones 2 or 3 a full flood risk assessment should be undertaken. Of the proposed sites 11 are located within flood zone 3. Scheme level design should also consider the incorporation features to reduce flood risks, both now and in future, in light of future precipitation changes associated with climate change. This could include features such as sustainable urban drainage solutions (SuDs), permeable paving and natural engineering such as tree planting.	Project specific transport plans/assessments Project active travel plans Incorporation within the Local Plan policies

IIA Objective	Mitigation/Enhancement	Mechanism
IIA3 – Climate Change IIA2 - GHGs & Energy Efficiency	<p>Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy, CEEQUAL and BREEAM.</p> <p>Sustainable design and construction techniques should be promoted, such as low energy lighting and opportunities for renewable energy regeneration.</p>	Project level design and assessment
IIA4 – Historic Environment IIA5 – Landscape and Townscape	<p>New developments should seek to maximise sustainability benefits from existing landscape, townscape and heritage assets by valuing them inherently and for the wider services they provide.</p> <p>Promoters and designers should liaise closely with RBKT and Historic England to avoid or minimise negative effects, such as land take and light pollution, whilst seeking to maximise benefits, such as tranquillity.</p> <p>Where developments are being built and/or improved within, or 500m outside of a designated historic assets, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation.</p>	Historic Landscape Characterisation Project level landscape and visual impacts assessments
IIA9 – Community Needs IIA10 – Inclusivity and Equality IIA11 – Health and Wellbeing	<p>Further assessment as part of scheme level design, should incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting new communities.</p>	Project level design and assessment

IIA Objective	Mitigation/Enhancement	Mechanism
IIA9 – Community Needs IIA10 – Inclusivity and Equality IIA11 – Health and Wellbeing	Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.	Project level Community Safety Assessment, EqIA and HIA
IIA9 – Community Needs IIA10 – Inclusivity and Equality IIA11 – Health and Wellbeing IIA14 – Crime and Safety	Where policies and site allocations make provision for open spaces and public realm improvements, there is a need for these spaces to be well designed and well lit, to ensure that they are safe and feel safe for all users, particularly after dark. Accessibility and safety could be improved in existing spaces by providing lighting, accessible signage, and auxiliary aids to people with reduced mobility. Accessible surfacing should be considered for wheelchair users and people with mobility restrictions. Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.	Inclusion within preferred Local Plan policies Project level design and assessment Community engagement
IIA10 – Inclusivity and Equality	Inclusive mobility guidance should be adhered to ensure designs are accessible for everyone.	Inclusion within preferred Local Plan policies Project level design and assessment and EqIA

IIA Objective	Mitigation/Enhancement	Mechanism
<p>IIA10 – Inclusivity and Equality</p> <p>IIA12 – Sustainable Travel</p>	<p>Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles.</p> <p>Consideration should be made for removing other barriers towards active travel for disabled people and low income groups, such as affordability. The council should work with charities and other representative groups to help lower the cost of adapted cycles.</p> <p>It is likely that other forms of sustainable travel will be prevalent in the future, such as electric scooters. Parking and facilities for these schemes should be accessible and not present physical barriers to users.</p> <p>The Local Plan should also support community engagement with various groups prior the development of transport infrastructure.</p>	<p>Inclusion within preferred Local Plan policies</p> <p>Project level design and assessment and EqIA</p>
<p>IIA10 – Inclusivity and Equality</p> <p>IIA13 - Employment</p>	<p>Employment should be focused on local residents in the first instance. Policies should aim to increase employment for all protected groups where barriers to employment and education exist (low-incomes, younger people, disabled).</p>	<p>Inclusion within preferred Local Plan policies</p>
<p>IIA12 – Sustainable Travel</p>	<p>Of the proposed sites, three (SA19, SA22 and SA26) have existing low levels of access to public transport. Opportunities must be taken within the planning process to limit car parking and make cycling, walking and public transport the modes of choice. These modes should be made more convenient than car usage, in order to promote genuine modal shift.</p>	<p>Project specific transport plans/assessments</p> <p>Project active travel plans</p> <p>Incorporation within the NLPR policies</p>

IIA Objective	Mitigation/Enhancement	Mechanism
IIA13 - Employment	Where new development comes forward in close proximity to existing shop frontages and businesses, there's a need to ensure that they can remain open and maintain their existing business hours.	Inclusion within preferred Local Plan policies Project level design and assessment
IIA14 – Crime and Safety	<p>Development should incorporate designing out crime principles, particularly for those potential development sites located in areas with high levels of crime deprivation.</p> <p>Although crime is incorporated within the Local Plan, it currently doesn't currently have its own standalone policy. Given the high levels of crime in some areas of the Borough, reductions in crime could be better supported by planning policies.</p>	Incorporation within the Local Plan policies Project level design and assessment

11.1.11 Despite mitigation measures some residual uncertain and significant negative effects have remained which may require monitoring. These are as follows:

- **IIA1:** Uncertain effects regarding the number of new developments achieving biodiversity net gain;
- **IIA1:** Potential negative effects from the loss of Sites of Importance for Nature Conservation from proposed developments;
- **IIA2:** Uncertain effects regarding energy reductions on new developments;
- **IIA3:** The potential number of potential developments located in Flood Zone 3;
- **IIA4:** Potential negative effects from new developments on heritage assets; and
- **IIA12:** Potential negative effects from poor access to sustainable transport modes at a number of proposed developments

11.2 Monitoring Measures

11.2.1 The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

11.2.2 The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the IIA, and to deal with any unforeseen problems.

11.2.3 The draft Local Plan sets out a proposed monitoring framework, which includes a number of indicators. The Council’s progress towards these indicators and targets will be published annually in the Authority’s Monitoring Report

11.2.4 **Table 11-2** below sets out those monitoring measures which would be suitable in monitoring those uncertain residual effects outlined above.

Table 11-2 – Potential Monitoring Measures

Potential Effects	Key Performance Indicators	Targets
IIA1: The number of new developments achieving biodiversity net gain	Biodiversity Net Gain from developments (measured using the Biodiversity Metric or Small Sites Metric for small development sites)	For all relevant developments to deliver a minimum of 20% Biodiversity Net Gain
IIA1: Potential negative effects from the loss of Sites of Importance for Nature Conservation	Planning permissions involving priority habitats or SINCs	No net loss in priority habitats and SINCs

Potential Effects	Key Performance Indicators	Targets
from proposed developments		
IIA2: Uncertain effects regarding energy reductions on new developments	Number of developments supported by an Energy Statement / Strategy; level of on-site carbon reduction	For all relevant developments to achieve net zero carbon with a minimum of 35% on site carbon reduction beyond Building Regulations
IIA3: The number of potential developments located in Flood Zone 3	Number of developments supported by a flood risk assessment	For all relevant developments to incorporate suitable flood resilience and mitigation measures
IIA4: Potential negative effects from new developments on heritage assets	Increase in the number of Conservation Areas Increase in amount of land covered by Conservation Areas	Designate new Conservation Areas where a need to do so has been identified through relevant studies. Extend boundaries of existing Conservation Areas where a need to do so has been identified through relevant studies.
IIA12: Poor access to sustainable transport modes at a number of proposed developments	PTAL levels Monitor the amount of car free development and the amount of new development which exceeds the maximum car parking standards.	Improve PTAL levels across the borough No new development which exceeds the maximum car parking spaces set by the car parking standards.

12 Recommendations

- 12.1.1 This section sets out the recommendations identified throughout the IIA assessment. These have been taken from the IIA Report, HIA, EqIA and HRA. It should be noted that these are different from the mitigation measure outline in **Section 11** above, as they focus on potential changes to the Local Plan, rather than measures identified in response significant effects.
- 12.1.2 These changes will be considered by RBKT during the preparation of the preferred plan for Regulation 19 consultation.
- 12.1.3 **Table 12-1** below outlines these recommendations.

Table 12-1 – Local Plan Recommendations

Item	Recommendations	Source Document
Vision	Inclusion of biodiversity net gain and green infrastructure.	IIA Report
Environmental Objective 3	Include blue infrastructure as well as green infrastructure. Incorporate the minimum 10% requirement for biodiversity net gain.	IIA Report
Policy K1 part G	The policy could also include reference to protecting biodiversity and important green/blue spaces	IIA Report
Policies General – Crime	Although crime is incorporated within the policies, it currently doesn't currently have its own standalone policy. Given the high levels of crime in some areas of the borough, reductions in crime could be better supported by planning policies.	IIA Report
Policy KC2: Air Quality	Air pollution is a key factor in the degradation of surfaces of historical buildings and monuments. Policies could benefit considering this impact pathway.	IIA Report
Social Infrastructure Policies	Policy could also include improving Existing social infrastructure facilities and to make them more accessible and inclusive.	EqIA
T7: Public transport	All new and existing public transport services should be compliant with the Public Service Vehicles Accessibility Regulations (PSVAR).	EqIA

Item	Recommendations	Source Document
KT3: Transport Infrastructure	Policy should include consideration of grants and exemptions for electric vehicles, clean air zones and other vehicle restriction and charging schemes, for lower income groups.	IIA Report, HIA, EqIA
KH5: Specialist and supported living housing	Specialist and supported living housing should include a wide range of community needs, including those who suffer from domestic abuse, homelessness or other complex issues.	EqIA
KE3: Development in industrial locations	Development for designated or strategic employment locations should be supported by public transport provision where possible, so as to not exclude those without access to private vehicles opportunity of employment.	EqIA

13 Next Steps

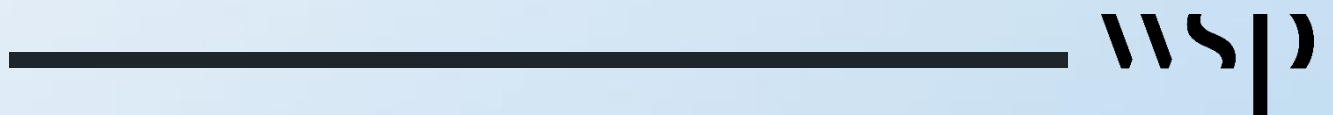
- 13.1.1 RBKT is seeking the views of statutory bodies, the public and other stakeholders on the results of the IIA. Consultation at this stage continues to ensure that the IIA provides a robust assessment of the Local Plan.
- 13.1.2 This IIA Interim Report will be issued to consultees for a 12-week consultation period alongside the draft Local Plan (Regulation 18 Consultation) from 28th November 2022 – 28th February 2023.
- 13.1.3 An indicative timetable of the remaining stages of the IIA and local plan have been included in **Table 13-1** below.

Table 13-1 – Indicative Local Plan and IIA Timetable

IIA/ Local Plan Stages	Timescales
Regulation 18 consultation	28 th November 2022 – 28 th February 2023
SA Report (IIA Stage C)	Spring 2023
Regulation 19 Consultation (IIA Stage D)	Summer 2023
Examination (IIA Stage D)	Autumn 2023
IIA Post Adoption Statement (Stage E)	Winter 2024

Appendix A

Assessment of Draft Policies



The Royal Borough of Kingston upon Thames

New Local Plan

Appendix A: Policy Assessments

Type of document (version) Public

Project no. 70093878

Date: November 2022

WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

Quality control

Issue/revision	First issue	Revision 1	Revision 2
Remarks	Draft for RBKT	For Regulation 18 Consultation	
Date	November 2022	November 2022	
Prepared by	C Town J Humphrey	C Town J Humphrey	
Signature			
Checked by	K Dean	K Dean	
Signature			
Authorised by	N Macmillan	N Macmillan	
Signature			
Project number	70093878	70093878	
Report number			
File reference			

Contents

1	Introduction	1
2	Sustainable Development	3
<hr/>		
2.1	Assessment Overview – Sustainable Development	3
2.2	Assessment Summary – Sustainable Development	4
3	Climate Change and Environmental Sustainability	6
<hr/>		
3.1	Assessment Overview – Climate Change and Environmental Sustainability Strategic Policy	6
3.2	Assessment Summary - Climate Change and Environmental Sustainability Strategic Policy	7
3.3	Assessment Overview – Air Quality, GHGs and Climate Resilience	9
3.4	Assessment Summary - Air Quality, GHGs and Climate Resilience	10
3.5	Assessment Overview – Flood Risk and Water Management	11
3.6	Assessment Summary – Flood Risk and Water Management	12
3.7	Assessment Overview – Waste and Resources	13
3.8	Assessment Summary – Waste and Resources	14
4	Design and Heritage	15
<hr/>		
4.1	Assessment Overview – Design and Heritage Strategic Policy	15
4.2	Assessment Summary – Design and Heritage Strategic Policy	16
4.3	Assessment Overview – High Quality Design	18
4.4	Assessment Summary – High Quality Design	19
4.5	Assessment Overview – Heritage Assets Strategic Policy	21
4.6	Assessment Summary – Heritage Strategic Policy	22
4.7	Assessment Overview - Heritage	23

4.8	Assessment Summary – Heritage	24
5	Housing Delivery	25
<hr/>		
5.1	Assessment Overview - Housing Delivery Strategic Policy	25
5.2	Assessment Summary – Housing Design Strategic Policy	26
5.3	Assessment Overview - Housing Delivery	28
5.4	Assessment Summary – Housing Delivery	29
6	Economy and Town Centres	32
<hr/>		
6.1	Assessment Overview - Supporting the Borough’s Economy Strategic Policy	32
6.2	Assessment Summary - Supporting the Borough’s Economy Strategic Policy	33
6.3	Assessment Overview – Employment Developments	35
6.4	Assessment Summary – Employment Developments	36
6.5	Assessment Overview – Town Centres Strategic Policy	37
6.6	Assessment Summary – Town Centres Strategic Policy	38
6.7	Assessment Overview – Town Centres	40
6.8	Assessment Summary – Town Centres	41
7	Social Infrastructure	44
<hr/>		
7.1	Assessment Overview – Social Infrastructure Strategic Policy	44
7.2	Assessment Summary – Social Infrastructure Strategic Policy	45
7.3	Assessment Overview – Social Infrastructure	47
7.4	Assessment Summary – Social Infrastructure	49
8	Green and Blue Infrastructure	52
<hr/>		
8.1	Assessment Overview – Green and Blue Infrastructure Strategic Policy	52
8.2	Assessment Summary – Green and Blue Infrastructure Strategic Policy	53
8.3	Assessment Overview - Green and Blue Infrastructure	54
8.4	Assessment Summary – Green and Blue Infrastructure	55
9	Transport and Connectivity	58
<hr/>		

9.1	Assessment Overview – Transport and Connectivity Strategic Policy	58
9.2	Assessment Summary - Transport and Connectivity Strategic Policy	59
9.3	Assessment Overview - Transport and Connectivity	61
9.4	Assessment Summary - Transport and Connectivity	62
10	Implementation and Monitoring	66

10.1	Assessment Overview – Implementation and Monitoring	66
10.2	Assessment Summary - Implementation and Monitoring	67

Tables

Table 1-1 - Key to the Assessment	1
Table 2-1 – Assessment of Sustainable Development Policies	3
Table 3-1 – Assessment of Climate Change and Environmental Sustainability Strategic Policy	6
Table 3-2 – Assessment of Air Quality, GHGs and Climate Resilience Policies	9
Table 3-3 – Assessment of Flood Risk and Water Management Policies	11
Table 3-4 – Assessment of Waste and Resources Policies	13
Table 4-1 – Assessment of Design and Heritage Strategic Policy Strategic Policy	15
Table 4-2 – Assessment of High Quality Design Polices	18
Table 4-3 - Assessment of Heritage Assets Strategic Policy	21
Table 4-3 - Assessment of Heritage Polices	23
Table 5-1 - Assessment of Housing Delivery Strategic Policy	25
Table 5-2 - Assessment of Housing Delivery Policies	28
Table 6-1 - Assessment of Supporting the Borough’s Economic Strategic Policy	32
Table 6-2 – Assessment of Employment Developments Policies	35
Table 6-3 – Assessment of Town Centres Strategic Policy	37
Table 6-4 – Assessment of Town Centres Policies	40
Table 7-1 – Assessment of Social Infrastructure Strategic Policy	44
Table 7-2 – Assessment of Social Infrastructure Policies	47
Table 8-1 – Assessment of Green and Blue Infrastructure Strategic Policy	52

Table 8-2 – Assessment of Green and Blue Infrastructure policies	54
Table 9-1 – Assessment of Transport and Connectivity Strategic Policy	58
Table 9-2 – Assessment of Transport and Connectivity Policies	61
Table 10-1 – Assessment of Implementation and Monitoring Policies	66

1 Introduction

This appendix sets out the assessment findings for the assessment of policies. Assessments have been undertaken in themes and where possible policies within themes have been assessed together. Where this hasn't been possible, policies have been separated out or grouped with similar policies within the theme. This is to ensure that specific details within the assessment findings don't become lost and avoids any unnecessary repetition.

Mitigation measures can be found in Section 11 of the main report.

The assessment of policies has considered the following:

- Overall effect significance (negative, positive, uncertain, potential for both negative and positive effect or negligible);
- Nature of effect (direct, indirect)
- Spatial Extent (local, regional, national)
- Reversibility of effect:
 - Reversible: The receptor can return to baseline condition without significant intervention;
 - Irreversible: The receptor would require significant intervention to return to baseline condition.
- Duration (short, medium or long term) – Short term: 0-5 years, Medium term: 5-10 years (up to the end of the plan period) Long term: 10+ years (beyond the plan period).

Table 1-1 - Key to the Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Nature of effect (direct / indirect).	D / I

Effect Significance	Key
Magnitude	H / M / L
Spatial Extent (local / regional / national)	L / R / N
Reversibility of effect (reversible / irreversible)	R / I
Permeance	P / T
Duration (short / medium / long term).	ST / MT / LT

It should be noted that where uncertain and negligible effects have been identified, it has not been possible to determine the nature of effect, the spatial extent, the reversibility or the duration of effect. In this instance, these cells have been left blank.

2 Sustainable Development

2.1 Assessment Overview – Sustainable Development

The policies assessed for Sustainable Development include:

- K1: Sustainable Locations for Good Growth
- K2: Spatial Strategy for the Kingston Town Centre Area (A Plan for the Kingston Town Centre Area)

Table 2-1 – Assessment of Sustainable Development Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy K1 Sig.</i>	+	+	++	++	++	+	++	0	++	++	++	+	++	+	++
<i>Policy K2 Sig.</i>	+	+	+	++	++	+	++	0	++	++	++	++	++	+	++
Magnitude	H	M	H	H	H	M	H		H	H	H	M	H	M	H
Nature of effect	D	D	D	D	D	I	D		D	D	D	D	D	D	D
Spatial Extent	L	L	R	R	R	L	R		R	R	R	R	R	L	R
Reversibility	I	I	I	I	I	I	I		I	I	I	I	I	I	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy K1 Sig.	+	+	++	++	++	+	++	0	++	++	++	+	++	+	++
Policy K2 Sig.	+	+	+	++	++	+	++	0	++	++	++	++	++	+	++
Permanence	P	P	P	P	P	P	P		P	P	P	P	P	P	P
Duration	MT	LT	LT	MT	MT	MT	LT		LT	LT	LT	LT	LT	LT	LT

2.2 Assessment Summary – Sustainable Development

These policies will help to ensure that the future development in RBKT is sustainable, resulting in positive effects across most IIA objectives. Policy K1 directs development to the most sustainable areas within the borough, which benefit from good connectivity and planned infrastructure, such as the town centres and the borough’s district centres (Kingston Town Centre area, New Malden, Surbiton and Tolworth) and areas surrounding railway stations.. As part of this policy, all development will be required to support the delivery of new infrastructure across the borough to ensure all development is as sustainable and self-sufficient as possible. This will include improvements to transport, education, health, open spaces, leisure, cultural facilities, energy, carbon reduction and biodiversity. This is likely to improve the community facility offerings and accessibility within the borough for all inclusively as well as providing health and wellbeing benefits, and climate resilience. Therefore significant positive effects have been identified for IIA2 (climate resilience), IIA7 (efficient use of land), IIA9 (community needs), IIA10 (equality), and IIA11 (health and wellbeing) and minor positive effects on IIA1 (biodiversity).

Policy K1 will also protect industrial locations and support provision of unmet need for additional employment floorspace, including managing change where this will deliver growth in jobs. This will help to attract further inward investment and improve job availability within RBKT, resulting in significant positive effects to IIA13 (employment).

The policy will also ensure that the Green Belt, Metropolitan Open Land (MOL), open spaces, and RBKT's distinctive heritage is conserved and protected. Therefore, significant positive effects have been identified for IIA4 (historic environment) IIA5 (landscape, and IIA7 (efficient use of land). This is likely to provide additional benefits for health and wellbeing (IIA11), as open spaces provide people with areas to connect with nature and enjoy physical activity, which will help to improve both mental and physical health. The protection of open spaces and heritage assets also provide opportunities to create new visually attractive areas which can help to deliver amenity and economic benefits, due to tourism, as well as, helping to reduce crime rates, as well- designed places can have a positive effect on crime rates due to the increased feeling of safety.

The council has identified Kingston Town Centre, including Cambridge Road Estate, as a key area of opportunity and will be a focus for development and investment. Policy K2 aims to meet the development potential of the Kingston Town Centre by supporting employment opportunities and housing choice for the local community, allocating key sites for a mix of residential and community facilities, supporting new and improved social infrastructure, and promoting active transport. For the Cambridge Road Estate regeneration, the Council will maximise the potential for jobs creation and new gardens, play areas, streets, and community facilities. Therefore, significant positive effects have been identified for IIA9 (community needs), IIA10 (equality), IIA12 (sustainable transport), IIA13(economy), and IIA15 (housing).

3 Climate Change and Environmental Sustainability

Due to the number of policies included within this theme, policies have been split out and grouped as follows:

- Strategic Policy (KC1)
- Air Quality, GHGs and Climate Resilience (KC2, KC6, KC7 and KC8)
- Flood Risk and Water Management (KC3, KC4 and KC5)
- Waste and Resources (KC9, KC10 and KC10)

3.1 Assessment Overview – Climate Change and Environmental Sustainability Strategic Policy

Table 3-1 – Assessment of Climate Change and Environmental Sustainability Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KC1 Sig.	++	++	++	+	++	++	0	0	+	0	+	0	+	0	+
Magnitude	H	H	H	M	H	H			M		H		H		M
Nature of effect	D	D	D	D	D	D			D		I		D		D
Spatial Extent	L	R	R	L	R	L			L		L		R		R

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KC1 Sig.	++	++	++	+	++	++	0	0	+	0	+	0	+	0	+
Reversibility	I	I	I	I	I	R			I		R		I		I
Permanence	P	P	P	P	P	P			P		P		P		P
Duration	MT	LT	LT	MT	MT	MT			LT		LT		LT		LT

3.2 Assessment Summary - Climate Change and Environmental Sustainability Strategic Policy

This strategic policy ensures that development in the borough is environmentally sustainable and resilient to climate change. To aid this, the Council will promote low and net zero carbon development in line with the London Plan and ensure that new development is designed in a way that mitigates heat risk effectively. This is likely to result in significant positive effects on IIA2 (energy efficiency) and IIA3 (climate resilience). Minor positive effects will also result on IIA11 (health and wellbeing) as overheating in buildings can cause discomfort and health risks for residents.

This policy also helps to tackle both air quality issues within the borough, and areas vulnerable to flood risk. Poor air quality is a key issue in the borough, with the whole of RBKT being declared an Air Quality Management Area (AQMA) for exceedances in annual and 24-hour mean particulate matter (PM₁₀), and annual mean nitrogen dioxide (NO₂) levels. Policy KC1 requires new development to be at least ‘air

quality neutral' or 'air quality positive' for major schemes, as well as enabling residents to reduce the need for private car use. Therefore, significant positive effects have been identified for IIA6 (air quality) and with minor positive effects on IIA11 (health and wellbeing). Air pollution is also a key factor in the degradation of surfaces of historical buildings and monuments therefore, indirect minor positive effects will result on IIA4 (historic environment).

Indirect minor positive impacts on the local economy (IIA13) may also arise from a reduction in flood risk due to the reduction in flood damages on homes and businesses.

Policy KC1 also requires all development to adopt a circular economy approach to building design and construction to reduce waste and use materials and products for as long as possible. This includes increasing the re-use and recycling of materials which will lead to a reduction in waste and minimise embodied carbon. Therefore, significant positive effects have been identified for IIA2 (sustainable resources).and minor positive effects for IIA13 (economy).

Significant positive effects on IIA1 (biodiversity) and IIA5 (landscape) may also arise from Policy KC1 which aims to enhance natural habitats and environmental amenity.

3.3 Assessment Overview – Air Quality, GHGs and Climate Resilience

Table 3-2 – Assessment of Air Quality, GHGs and Climate Resilience Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KC2 Sig.</i>	+	0	++	+	0	++	0	0	0	0	++	0	0	0	0
<i>Policy KC6 Sig.</i>	0	++	++	0	0	0	0	0	0	0	++	0	0	0	0
<i>Policy KC7 Sig.</i>	+	++	++	0	0	0	0	0	0	0	+	0	0	0	0
<i>Policy KC8 Sig.</i>	0	++	++	0	0	0	0	0	0	0	0	0	0	0	0
Magnitude	M	H	H	M		H					M				
Nature of effect	I	D	D	I		D					I				
Spatial Extent	L	R	R	L		R					L				
Reversibility	R	R	R	R		R					R				
Permanence	P	P	P	P		P					P				
Duration	MT	LT	LT	MT		LT					LT				

3.4 Assessment Summary - Air Quality, GHGs and Climate Resilience

RBKT declared a climate emergency in June 2019, with an aim to become net-zero carbon by 2038. Policies KC2, and KC6 to KC8 all help to reach this aim which has resulted in significant positive effects across most IIA objectives.

Poor air quality is a key issue within the borough, with the whole of RBKT being declared an AQMA. Policy KC2 ensures that all major and large-scale developments should take an 'Air Quality Positive' approach, with all development meeting or exceeding the 'Air Quality Neutral Standard' and accord with the Kingston's Air Quality Action Plan. This has resulted in significant positive effects on IIA6 (air quality) and IIA11 (health and wellbeing), as poor air quality can be detrimental to human health. Air pollution is also a key factor in the degradation of surfaces of historical buildings and monuments and is harmful to the health of the natural environment, therefore, indirect minor positive effects will result on IIA1 (biodiversity) and IIA4 (historic environment).

Policy KC6 requires new development to ensure buildings and spaces around them are designed to avoid overheating and excessive heat generation, consequently minimising impact and contribution to the urban heat island effect. To aid this, green infrastructure will be incorporated, including the use of trees to provide shade in the public realm. Therefore, significant positive effects have been identified for IIA3 (climate resilience) and IIA11 (health and wellbeing), as overheating in buildings can cause discomfort and health risks for resident.

To help reduce greenhouse gas (GHG) emissions KC7 requires all proposed development to demonstrate that the fullest contribution to minimising GHG emissions has been made on site. All major development will also be required to calculate whole life-cycle carbon emissions in accordance with London Plan requirements through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions. Policies KC7 and KC8 will also help to reduce energy demand by requiring development to provide an Energy Strategy demonstrating how emissions savings have been maximised, and the aim for future development to be compatible with a decentralised energy network in accordance with any relevant energy masterplan and the District Heating Manual for London. Therefore, significant positive effects have been identified for IIA2 (GHG and energy efficiency) and IIA3 (climate resilience).

3.5 Assessment Overview – Flood Risk and Water Management

Table 3-3 – Assessment of Flood Risk and Water Management Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KC3 Sig.</i>	+	0	++	0	0	0	0	++	0	0	0	0	+	0	0
<i>Policy KC4 Sig.</i>	++	+	++	0	++	+	++	++	+	0	+	0	0	0	0
<i>Policy KC5 Sig.</i>	0	++	++	0	0	0	0	++	0	0	0	0	0	0	0
Magnitude	M/H	M/H	H		M	M	M	H	M		M		H		
Nature of effect	D	D	D		D	I	D	D	D		D		D		
Spatial Extent	L	R	R		L	R	L	R	L		L		R		
Reversibility	I	I	I		I	I	I	I	I		I		I		
Permanence	P	P	P		P	P	P	P	P		P		P		
Duration	LT	MT	LT		LT	LT	LT	LT	LT		LT		LT		

3.6 Assessment Summary – Flood Risk and Water Management

Policies KC3 and KC4 will help to reduce flood risk and impacts of flooding within RBKT, by requiring all developments to avoid or minimise contribution to all sources of flooding including fluvial, groundwater, surface water, tidal or flooding from sewers, taking into account future climate change modelling. All new development should also be set back a minimum of eight metres from riverbanks and existing flood defence infrastructure, and major development will be required to submit a drainage strategy demonstrating that surface water will be controlled in line with the London Plan sustainable drainage systems (SuDS) hierarchy. This will result in significant positive effects on IIA3 (climate change). Minor positive impacts on the local economy (IIA13) will also arise from a reduction in flood risk due to the reduction in flood damages on homes and businesses.

The requirement for sustainable drainage techniques as set out in KC4, will also provide an opportunity to deliver other environmental benefits as well as helping to reduce flood risk. SuDS, if designed and maintained appropriately, can improve water quality and help in removing greenhouse gas emissions through carbon sequestration. They can also provide opportunities to create new visually attractive habitats that encourage biodiversity and simultaneously provide open green space, which can help to deliver amenity and recreational benefits. Therefore, significant effects are identified for IIA1 (biodiversity), IIA5 (landscape), and IIA8 (water quality).

Further significant effects to IIA8 (water quality) could arise from policies KC3 and KC5. Developments are required to protect and where possible increase the capacity of existing water spaces, as well as reducing water consumption with new residential developments achieving a maximum water use of 105 litres per person per day.

3.7 Assessment Overview – Waste and Resources

Table 3-4 – Assessment of Waste and Resources Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KC9 Sig.</i>	+	0	0	0	0	0	0	++	0	0	0	0	0	0	0
<i>Policy KC10 Sig.</i>	0	++	++	0	0	+	++	0	0	0	0	0	+	0	0
<i>Policy KC11 Sig.</i>	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0
Magnitude	L	H	H			L	M	H					H		
Nature of effect	I	D	D			I	D	D					D		
Spatial Extent	L	R	R			L	R	R					R		
Reversibility	R	R	R			R	R	R					I		
Permanence	P	P	P			P	P	P					P		
Duration	LT	LT	LT			LT	MT	MT					LT		

3.8 Assessment Summary – Waste and Resources

Policy KC9 requires all proposals with a risk of developing on contaminated land will need to identify all potential risks to receptors through a preliminary risk assessment, and where necessary an intrusive site investigation and quantitative risk assessment. A Verification Plan and Closure Report will also be required prior to the occupation of the development and after remediation, the land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990, as a minimum. This has resulted in significant positive effects on IIA8 (water quality) due to protecting the water bodies within the Borough, which will also have indirect positive effects on the Borough's biodiversity (IIA1).

Policy KC10 requires all development to adopt a circular economy approach to building design and construction to reduce waste and use materials and products for as long as possible. All development resulting in the creation of one more dwellings and/or 500 m² non-residential floorspace must submit a Circular Economy Statement. As part of this policy all developments will need to prioritise retrofit and reuse of existing buildings, using materials that are sustainably and locally sourced, and can be maintained, repaired or renewed. This will help to minimise embodied carbon and waste. Therefore, significant positive effects have been identified for IIA2 (GHG), IIA3 (climate resilience), IIA7 (efficient use of land), and minor positive effects on IIA13 (economy).

Further benefits to IIA2 will arise from the implementation of policy KC11 which requires all new development to include sufficient accessible space for waste management (recyclables, biodegradable and residual waste) in line with the South London Waste Plan. This will help to make recycling as easy as possible, resulting in higher recycling rates within RBKT.

4 Design and Heritage

Due to the number of policies included within this theme, policies have been split out and grouped as follows:

- Strategic Policy (KD1)
- High Quality Design (KD2-KD10)
- Heritage (KD11-KD13)

4.1 Assessment Overview – Design and Heritage Strategic Policy

Table 4-1 – Assessment of Design and Heritage Strategic Policy Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KD1 Sig.	+	0	0	++	++	+	0	0	++	++	++	+	0	++	++
Magnitude	L			H	H	H			H	H	H	H		H	H
Nature of effect	I			D	D	D			D	D	D	D		D	D
Spatial Extent	L			R	R	R			R	R	R	R		R	R
Reversibility	R			I	I	I			I	I	I	I		I	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KD1 Sig.	+	0	0	++	++	+	0	0	++	++	++	+	0	++	++
Permanence	P			P	P	P			P	P	P	P		P	P
Duration	MT			LT	LT	MT			LT	LT	LT	MT		LT	LT

4.2 Assessment Summary – Design and Heritage Strategic Policy

Policy KD1 aims to achieve the highest standard of design for all sites and developments across RBKT to ensure its distinctive heritage and local identity is maintained. Developments will need to respect and enhance visual, historical, environmental, social and functional qualities of buildings, spaces and places that positively contribute to local character and sense of place. This is likely to result in positive effects across many IIA objectives, primarily IIA4 (historic environment) and IIA5 (landscape).

As part of this policy all development must follow design-led approach in accordance with relevant guidance, including the Good Quality Homes for All Londoners, as well as be safe and inclusive to all ages and disabilities. This will help to ensure housing meets the diverse and changing needs of the borough’s residents, therefore resulting in significant positive effects on IIA9 (community needs), IIA10 (equality) and IIA14 (crime and safety).

Development proposals will also be supported where they help to facilitate good physical and mental health and contribute to the wellbeing of the population. To achieve this, proposals should deliver active design, through healthy, liveable and walkable neighbourhoods and accessible green spaces. This is likely to result in significant positive effects on IIA11 (health and wellbeing) due to the promotion of a more active lifestyle which will provide both physical and mental health benefits. Creating more walkable neighbourhoods, will also help to reduce the need to travel allowing residents to live their lives more locally. This will reduce the reliance



upon motorised vehicles and help to improve local air quality. Minor positive effects have therefore been identified for IIA6 (air quality) and IIA12 (sustainable transport).

4.3 Assessment Overview – High Quality Design

Table 4-2 – Assessment of High Quality Design Polices

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KD2 Sig.</i>	++	+	+	++	++	+	0	0	++	++	++	++	+	++	+
<i>Policy KD3 Sig.</i>	+	0	0	0	0	0	0	0	++	++	++	0	0	+	0
<i>Policy KD4 Sig.</i>	++	+	+	++	++	+	0	0	++	++	++	++	+	+	0
<i>Policy KD5 Sig.</i>	0	0	0	0	++	0	0	0	++	++	++	0	0	++	++
<i>Policy KD6 Sig.</i>	0	0	0	0	0	0	0	0	0	++	+	0	0	+	++
<i>Policy KD7 Sig.</i>	+	0	+	0	++	+	++	0	0	++	++	0	0	0	++
<i>Policy KD8 Sig.</i>	0	0	0	++	++	0	0	0	0	0	0	0	++	+	0
<i>Policy KD9 Sig.</i>	0	0	0	+	+	0	0	0	++	++	0	+	++	0	0
<i>Policy KD10 Sig.</i>	0	0	0	++	++	0	0	0	0	0	+	0	+	0	0
<i>Policy KD11 Sig.</i>	0	0	0	+	++	0	+	0	0	+	++	0	0	0	++

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Magnitude	M/H	M	M	M/H	H	L	M/H		H	H	H	M	H	H	H
Nature of effect	D	D	D	D	D	I	D		D	D	D	D	D	D	D
Spatial Extent	L	R	R	L	R	L	R		R	R	R	R	R	L	R
Reversibility	R	R	I	I	I	R	I		I	I	I	I	I	I	I
Permanence	P	P	P	P	P	P	P		P	P	P	P	P	P	P
Duration	MT	MT	MT	LT	LT	MT	MT		LT	LT	LT	LT	LT	LT	LT

4.4 Assessment Summary – High Quality Design

These policies require development to positively impact and reinforce the local distinctiveness of RBKT, through delivering places that enhance the local character and promote inclusive neighbourhoods, which is likely to result in significant effects across most IIA objectives, primarily IIA5 (landscape) IIA4 (historic environment) and IIA10 (inclusivity and equality). To aid in this, proposals are expected to respond to the Borough’s Character Area Assessment and demonstrate this through a Design and Access Statement, where appropriate.

Policy KD2 requires developments to facilitate good physical and mental health by delivering accessible and walkable neighbourhoods for all inclusively. This includes buildings and spaces that are accessible for all ages and disabilities, good ventilation in buildings, high standard of amenity, improvements to green and blue infrastructure, community spaces and events, and active travel provisions. Therefore, significant positive effects have been identified for IIA11 (health and wellbeing), IIA9 (community needs), and IIA12 (sustainable transport).

Further significant benefits on IIA11 will arise from the implementation of policies KD3 and KD4 which requires the amenity and public realm spaces to be designed and maintained to a high-quality standard. It should deliver inclusive, safe, accessible, attractive and well-connected places, that incorporate heritage, cultural and active travel where possible. This will help to deliver amenity benefits as well as encouraging social interactions that can cultivate social cohesion. Attractive places will also positively impact the local economy due to increased tourism as well as helping to reduce crime rates due the increased feeling of safety. Therefore, significant positive impacts were also identified for IIA1 (biodiversity), IIA5 (landscape), IIA10 (inclusivity), and IIA12 (sustainable transport), and minor positive effects on IIA13 (economy) and IIA14 (crime). Similar benefits will also arise from policy KD8 which requires shopfronts to be active, creating an interest and liveliness to the high streets.

Policies KD5 to KD7 requires new residential development, including extensions and basements, to be of high standard and adaptable in design to help meet the diverse and changing needs of the RBKT's residents, whilst being sensitive to the surrounding area and its character. Housing developments need to be inclusive and accessible for all, safe, and meet and wherever possible exceed, the housing standards set out in the London Plan. Therefore, significant positive effects have been identified for IIA15 (housing) and IIA10 (inclusivity).

Policies KD7, KD10 and KD11 ensures that new development does not detract from the existing landscape, skyline and local views, and be sensitive to privacy, in particular private amenity space. Policy KD10 requires proposals for new tall buildings (more than 21m) to demonstrate how they meet the requirements of London Plan Policy D9 (Tall Buildings), including the need to protect strategic and local views and landmarks and mitigate any safety risks such as fire and suicide. This is likely to result on significant effects on IIA5 (landscape).

Policy KD9 will also provide further benefits to IIA5 (landscape) and IIA4 (historic environment) due to requiring the installation of new telecommunication apparatus to minimise its impact on the street scene, and not unacceptably harm the appearance or quality of heritage assets and public realm through appropriate design. This policy also requires major developments to enable the installation of the most up-to-date standards of digital connectivity. This is likely to result in significant positive effects on IIA13 (economy) as economic growth is highly dependent on access to the latest technology, especially for technology-based sectors of employment. It is also likely to promote the reduction in private car use due to enabling remote working, which has significantly increased since Covid-19.

4.5 Assessment Overview – Heritage Assets Strategic Policy

Table 4-3 - Assessment of Heritage Assets Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KD12 Sig.	+	0	0	++	++	0	0	0	0	++	+	0	++	0	0
Magnitude	M			H	H					H	M		H		
Nature of effect	I			D	D					D	I		D		
Spatial Extent	L			R	R					R	L		R		
Reversibility	R			R	R					R	R		R		
Permanence	P			P	P					P	P		P		
Duration	MT			MT	MT					MT	MT		MT		

4.6 Assessment Summary – Heritage Strategic Policy

Policy KD12 supports development that conserves RBKT’s historic environment and heritage assets. Therefore, significant positive effects have been identified for IIA4 (historic environment).

The conservation of historic assets will also play a positive role in the local economy through attraction of tourists, as well as providing a source of social, cultural and educational value to the Borough. This policy will also help to ensure that the varied and diverse cultures are celebrated within the borough through community events, museums and archive collections by making sure that buildings are fit for purpose. Therefore, significant effects have also been identified for IIA5 (landscape) and IIA13 (economy), and IIA10 (inclusivity), with minor positive effects on IIA11 (health and wellbeing).

Minor positive effects have also been identified for biodiversity (IIA1), as Policy KD12 also states that it will conserve and enhance the natural environment which contributes to the character of the borough's important riverside settings, recognising both the significance of the Thames and Hogsmill. This could see important habitats conserved and could encourage the inclusion of new smaller scale habitats.

4.7 Assessment Overview - Heritage

Table 4-4 - Assessment of Heritage Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KD13 Sig.</i>	0	0	0	++	++	0	0	0	0	0	+	0	+	0	0
<i>Policy KD14 Sig.</i>	0	0	0	++	0	0	0	0	0	0	0	0	0	0	0
Magnitude				H	H						L		L		
Nature of effect				D	D						I		I		
Spatial Extent				L	L						L		L		
Reversibility				R	R						R		R		
Permanence				T	T						T		T		
Duration				MT	MT						MT		MT		

4.8 Assessment Summary – Heritage

Policy KD13 requires development to protect and where possible enhance the significance, appearance, character, function and setting of any (designated and non-designated) heritage asset, and Kingston’s valued conservation areas and Local Areas of Special Character (LASC). The more important the asset, the greater the weight that will be given to its need for conservation, of which will need to be evidenced through a Heritage Statement. Therefore, significant positive effects have been identified for IIA4 (historic environment).

Further benefits on IIA4 will also result from the implementation of policy KD14 which ensures that the borough’s archaeological assets are protected in accordance with relevant national policy and London Plan policy. Development that includes excavation or ground works in the borough’s Archaeological Priority Area will need to demonstrate that archaeological potential has been fully evaluated, through the submission of Archaeological Desk Based Assessments, and potentially field evaluation reports.

The conservation of historic assets as part of Policy KD13 will also play a positive role in the local economy through attraction of tourists, as well as providing a source of social, cultural and educational value to the Borough. Therefore, significant effects have also been identified for IIA5 (landscape) and minor positive effects on IIA11 (health and wellbeing) and IIA13 (economy).

5 Housing Delivery

The policies assessed for Housing Delivery include:

- Strategic Policy (KH1)
- Housing Delivery (KH2 – KH7)

5.1 Assessment Overview - Housing Delivery Strategic Policy

Table 5-1 - Assessment of Housing Delivery Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KH1 Sig.	?	+/-	?	0	+/-	+	++	0	++	+	+	+	0	0	++
Magnitude		M			M	M	H		M	M	M	M			H
Nature of effect		I			D	I	D		D	D	I	D			D
Spatial Extent		L			L	R	L		L	L	L	R			R
Reversibility		I			I	I	I		I	I	I	I			I
Permanence		P			P	P	P		P	P	P	P			P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KH1 Sig.	?	+/-	?	0	+/-	+	++	0	++	+	+	+	0	0	++
Duration		MT			MT	MT	LT		MT	MT	MT	LT			LT

5.2 Assessment Summary – Housing Design Strategic Policy

Strategic Policy KH1 aims to meet the London Plan’s housing target for the Borough of 9,640 homes between 2019/20 and 2028/29. These homes will include a mix of affordable homes, and homes to meet the Borough’s housing needs, such as retirement and custom homes. Including the provision of affordable housing, alongside various housing sizes and types will ensure a mix of housing types to meet various community needs. Therefore, significant positive effects have been identified for IIA15 (housing).

In addition to meeting the needs of the community with regard to housing, policy KH1 also outlines that proposed housing developments should be located in areas well served by public transport, community facilities and amenities, specifically within PTAL 3-6 and within 800m of town centres and railway stations. Ensuring developments are well served will help to meet community needs and provide inclusive access as well as stimulating further development in the local areas. New developments being located close to train stations and well served by public transport will encourage sustainable transport use and discourage the use of private cars. Significant positive effects are therefore identified for IIA9 (community needs) and minor positive effects on IIA10 (inclusivity and equality) and IIA12 (sustainable transport).

Encouragement of sustainable travel modes will also indirectly result in improvements to IIA6 (air quality) through a reduction in road vehicles and a modal shift towards sustainable modes. Additionally, improving access to community facilities as well as air quality can have an indirect minor positive effect on IIA11 (health and wellbeing), through improving wellbeing as well as physical health.

The Council aims to provide housing provision within predominantly small sites, located close to town centre areas (including Kingston Town Centre and the Borough's District Centres of New Malden, Surbiton and Tolworth). Proposed developments will be required to maximise the capacity of sites, aiming to utilise small sites where possible. The utilisation of sites and areas such as these will encourage the use of brownfield land and aim to limit any greenbelt development. Significant positive effects are identified for IIA7 (efficient use of land).

The development of additional housing sites includes the development of high-quality buildings. This helps to improve the local landscape and improve the visual aspect of the landscape, alongside indirect improvements to the public realm. However, there may be negative effects that arise from the construction of new developments that alter the landscape and townscape in the short term and create increased disturbance in the local area. Mixed positive and negative effects have therefore been identified for IIA5 (landscape). Similarly, mixed positive and negative effects have also been identified for IIA2 (GHGs and energy efficiency). High-quality housing is assumed to increase energy efficiency, alongside improvements as a result of reduced vehicular GHGs. However, the construction of new homes is likely to result in increases in construction related emissions and embodied carbon. It is also currently uncertain as to how resources and energy may be minimised as this is largely determined by individual schemes.

Uncertain effects have been identified for IIA1 (biodiversity) and IIA3 (climate resilience). Uncertain effects on IIA1 are identified as it is currently unclear if proposed housing developments will involve the reduction, or increase, in biodiversity and natural capital. Uncertain effects on IIA3 are identified as the location of specific proposed developments as well as the nature of climate resilience within developments is determined largely at scheme level. Again these details will be determined by individual schemes.

5.3 Assessment Overview - Housing Delivery

Table 5-2 - Assessment of Housing Delivery Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KH2 Sig.</i>	+/-	?	?	?	+/-	?	+/-	0	+/-	++	++	0	++	0	++
<i>Policy KH3 Sig.</i>	+/-	?	?	?	+/-	?	+/-	0	+/-	++	++	0	++	0	++
<i>Policy KH4 Sig.</i>	+/-	?	?	?	+/-	+	+/-	0	+/-	++	+	+	++	0	++
<i>Policy KH5 Sig.</i>	+/-	?	?	?	+/-	+	+/-	0	+/-	++	++	+	++	0	++
<i>Policy KH6 Sig.</i>	+/-	?	?	?	+/-	+	+/-	0	+/-	++	+	+	++	0	++
<i>Policy KH7 Sig.</i>	++	0	0	0	0	+	+/-	0	+/-	++	+	+	++	0	++
Magnitude									H	H	M/H		H		H
Nature of effect									D	D	I		D		D
Spatial Extent									R	R	R		R		R
Reversibility									I	I	I		I		I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KH2 Sig.</i>	+/-	?	?	?	+/-	?	+/-	0	+/-	++	++	0	++	0	++
<i>Policy KH3 Sig.</i>	+/-	?	?	?	+/-	?	+/-	0	+/-	++	++	0	++	0	++
<i>Policy KH4 Sig.</i>	+/-	?	?	?	+/-	+	+/-	0	+/-	++	+	+	++	0	++
<i>Policy KH5 Sig.</i>	+/-	?	?	?	+/-	+	+/-	0	+/-	++	++	+	++	0	++
<i>Policy KH6 Sig.</i>	+/-	?	?	?	+/-	+	+/-	0	+/-	++	+	+	++	0	++
<i>Policy KH7 Sig.</i>	++	0	0	0	0	+	+/-	0	+/-	++	+	+	++	0	++
Permanence									P	P	P		P		P
Duration									LT	LT	LT		LT		LT

5.4 Assessment Summary – Housing Delivery

Policies KH2 to KH7 will help to provide new and retain existing housing to meet the London Plans target of 9,640 homes over ten years within RBKT. This is becoming increasingly more important to meet this target due to the growing population within the Borough, therefore, has resulted in significant positive effects for IIA15 (housing). Both positive and negative effects have been identified for IIA7 (efficient use of land). These policies may support the development of high-density housing on brownfield sites which will positive impact IIA7, however these could also result in the loss of Metropolitan Open Land and Green Belt. This will also result in negative impacts on

IIA1 (biodiversity) and IIA5 (landscape). However, both positive and negative effects have been determined for these IIA objectives as new housing developments may support the provision of more green space and landscaping, which will help to increase biodiversity and amenity value of the Borough.

Policy KH7 has resulted in significant positive effects on IIA1 (biodiversity) due supporting proposals for new Gypsies and Travellers sites that contribute towards biodiversity net gain and not adversely impact upon habitats or trees.

Policy KH2 supports the delivery of new affordable housing which will be a tenure split of 50% on public sector owned land and 35% on privately owned land, 70% of these being low cost rented home and with enough bedrooms to support families. This will help to improve the accessibility and affordability of housing , allowing more people the chance to live in quality housing, resulting in significant positive effects on IIA10 (equality).

Similar benefits will also result from the implementation of policies KH3 to KH7. These policies ensure that the type and size of housing delivered will reflect the varying local needs of the residents in RBKT. The provision of an appropriate mix of different sized homes, specialist and supported living, build to rent, and the protection of gypsy and traveller sites will help to reduce inequalities with access to housing, particularly for those in the community that are most vulnerable. As housing is a social determinant of health, significant positive effects will also result on IIA11 (health and wellbeing). This is likely to result in positive effects on IIA9 (community needs), however both positive and negative effects have been identified due to the increased demand for healthcare, schools and community facilities from the new populations, which may put additional pressures on these services. Positive effects may result if these new developments provide new community facilities.

The provision of new housing will significantly benefit the local economy as the connectivity between employment centres and housing markets will be improved, and spending within the local communities will increase. The construction and maintenance of these housing developments will also provide high numbers of jobs. Therefore, significant positive effects on IIA13 (economy) have been identified.

Policies KH4 to KH7 also ensure that new development should be sited in locations that are well-connected to public transport. This will help to encourage the use sustainable transport modes, reduce private car use and consequently help to improve local air quality from a reduction in transport related emissions. Therefore, minor positive effects have been determined for IIA6 (air quality) and IIA12 (sustainable transport).

Uncertain effects have been identified for objectives IIA1 to IIA4 and IIA6, which is predominantly due to the uncertainties surrounding the types of developments. Urban intensification and additional housing in RBKT could result in a higher number of cars on the city's roads, which could contribute to a worsening of air quality, increased flood risk due to more hard standing surfaces, increased energy demand,



and disturbance to the historic environment due to land take or construction and operation impacts (noise and air pollution). However, exact details of these impacts will depend on the scheme level designs which come forward and mitigation measures implemented.

6 Economy and Town Centres

Due to the number of policies included within this theme, policies have been split out and grouped as follows:

- Supporting the Borough’s Economy Strategic Policy (KE1)
- Employment Developments (KE2 – KE3)
- Town Centres Strategic Policy (KE4)
- Town Centres (KE5 – KE9)

6.1 Assessment Overview - Supporting the Borough’s Economy Strategic Policy

Table 6-1 - Assessment of Supporting the Borough’s Economic Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KE1 Sig.</i>	0	0	0	0	+	0	+	0	+	+	+	0	++	+	0
Magnitude					M		M		M	M	M		H	M	
Nature of effect					D		D		D	D	D		D	I	
Spatial Extent					L		L		L	L	L		R	L	
Reversibility					I		I		R	R	R		I	R	

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KE1 Sig.	0	0	0	0	+	0	+	0	+	+	+	0	++	+	0
Permanence					P		P		P	P	P		P	P	
Duration					LT		LT		MT	MT	MT		LT	MT	

6.2 Assessment Summary - Supporting the Borough’s Economy Strategic Policy

Strategic policy KE1 aims to create a strong and competitive sustainable economy within Kingston Upon Thames. This includes, supporting developments that give opportunities for workspaces and employment across the Borough, as well as in designated employment and town centre locations. Policy KE1 also supports the growth of the tourism sector, encouraging visitors and further economic diversity within the Borough. Therefore, significant positive effects have been identified upon IIA13 (economy and employment). However, there is a significant imbalance between types of jobs available within the Borough’s town centres and the skills base of residents. The high proportion of lower-level service jobs in the Borough results in the many highly skilled residents commuting out of the Borough to work and large numbers of other workers commuting into the Borough to work. The additional jobs created within the Borough’s town centres may not necessarily be filled by Borough residents.

The development of the economy will likely enhance the current town centre within the Borough. Town centre developments include encouraging new investment into and diversifying the use of units within the town centre. This will contribute to active frontages and ensure that units within the town centre are utilised. The utilisation of units within the town centre and reduction in vacant uses is also

likely to help to reduce anti-social behaviour and crime within the town centres due to an increase in activity and active frontages. Therefore, minor positive effects have been identified for IIA14 (crime and safety). Active frontages and the development of the town centre also results in minor positive effects on IIA5 (landscape) and IIA7 (efficient use of land).

The development of the Borough's economy also improves community access to facilities and supports the levelling up agenda. Additionally, the development of the economy is also likely to encourage investment into the Borough and stimulate redevelopment. Therefore, minor positive effects have been identified for IIA9 (community needs) and IIA10 (inclusivity and equality). There are also anticipated minor positive effects on IIA11 (health and wellbeing) as a result of policy KE1. Due to the changes to the Use Classes Order in 2020, there is potential for medical centres to utilise units within the Borough's town centres, providing greater access to health facilities.

6.3 Assessment Overview – Employment Developments

Table 6-2 – Assessment of Employment Developments Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KE2 Sig.</i>	0	0	0	0	0	0	++	0	+	+	0	0	++	0	+
<i>Policy KE3 Sig.</i>	0	-	0	0	0	0	++	0	0	0	0	0	++	0	0
Magnitude		M					H		M	M			H		L
Nature of effect		D					D		D	D			D		D
Spatial Extent		R					R		R	R			R		L
Reversibility		I					I		R	R			I		R
Permanence		P					P		P	P			P		P
Duration		LT					LT		LT	LT			LT		LT

6.4 Assessment Summary – Employment Developments

Policies KE2 and KE3 both have resulted in significant positive effects upon IIA13 (economy and employment). These policies both provide opportunities for the diversification and development of the economy within the Borough. Policy KE2 details the development of both industrial space and workspace within the Borough, providing opportunities for investment into the Borough, as well as employment opportunities within these businesses.

Both policies also result in significant positive effects upon IIA7 (efficient use of land) as proposed developments are required to develop within existing areas. Policy KE3, specifically, requires proposed industrial use to occur within a designated area, protecting greenbelt land and promoting the use of existing sites brownfield land.

Policy KE2 also includes the provision of affordable workspace. Affordable workspace enables businesses from all backgrounds to utilise workspace within the Borough and provides spaces for local businesses to develop. The use of affordable workspace can include social, community or small business uses, and therefore provides spaces for local, small businesses. Therefore, minor positive effects have been identified for IIA9 (community needs) and IIA10 (inclusivity and equality). Additionally, policy KE2 includes the support for mixed use developments, including both workspace and residential uses. This aids in meeting the Borough's housing needs and provides housing for local residents. However, it is unclear whether this will include affordable housing provision and the scale of housing provision, therefore, only minor positive effects have been identified.

Policy KE3 results in minor effects upon IIA2 (GHGs and energy efficiency). This policy specifically focuses on the development of industrial space, including storage and distribution uses within the Borough. Industrial use, in particular distribution, is often associated with increased GHG emissions due to activity and associated HGV transportation. There are likely to be high levels of transportation and vehicle movements associated with such development, increasing GHGs in the Borough.

6.5 Assessment Overview – Town Centres Strategic Policy

Table 6-3 – Assessment of Town Centres Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KE4 Sig.	0	0	0	+/-	+	+	+	0	++	++	+	+	++	+/-	+
Magnitude				M	M	L	M		H	H	M	M	H	M	M
Nature of effect				D	D	I	D		D	D	I	D	D	I	D
Spatial Extent				L	L	L	L		L	L	L	R	R	L	L
Reversibility				I	I	R	I		I	I	R	I	R	R	R
Permanence				P	P	P	P		P	P	P	P	P	P	P
Duration				MT	MT	MT	LT		LT	LT	MT	LT	LT	MT	LT

6.6 Assessment Summary – Town Centres Strategic Policy

Strategic Policy KE4 results in significant positive effects upon IIA13 (economy and employment) through encouraging developments within town centres which will positively contribute to the role of the town centre. Developments within the Borough's metropolitan, district and local centres will all promote a strong economy, encouraging more companies to utilise the Borough and its employment opportunities. Improving town centres will encourage inward investment from companies, as well as increasing footfall and the use of these town centres. Additionally, improving the night-time economy within Kingston Town Centre will contribute to diversifying the local economy and improving its sustainability. Proposed developments within Kingston Town Centre may also include mixed-use developments for both commercial and residential uses. Increasing the number of mixed-use developments within the Borough will help to meet the Borough's housing allocation goal, resulting in minor positive effects on IIA15 (housing).

The development of the night-time economy within the Borough may however, result in increased anti-social behaviour during the night-time hours, resulting in minor negative effects. However, increasing the use of the Borough's town centres and improving their public realms as well as active frontages can contribute to a reduction in crime rates and improving the feeling of safety within town centres. Therefore, mixed positive and negative effects have been identified for IIA14 (crime and safety).

Improvements to the Borough's town centres will also include providing services and shops that are required by the local community. The role of the Borough's town centres varies based on their tier in the town centre hierarchy, however all tiers require the needs of the local community to be met. This includes retail, leisure, healthcare, goods and service floorspace within the town centres, as is required by the local community. Additionally, the council's support for the Borough's new District Centres at New Malden, Surbiton and Tolworth will provide a range of shops and services for the local community. The provision of services, as well as the development of town centres not only supports the local community but also supports the levelling up agenda through increased development in town centres. Therefore, significant positive effects have been identified for IIA9 (community needs) and IIA10 (inclusivity and equality). Additionally, improving access to facilities, including those such as pharmacies, will aid in improving mental wellbeing through access to retail and facilities, as well as access to medical provisions. Therefore, minor positive effects have been identified for IIA11 (health and wellbeing).

The Policy promotes active travel to increase the accessibility of district and metropolitan centres. Providing public and active travel links to town centres within the Borough will encourage visitors and users to utilise these transport modes rather than utilising a private car. This also indirectly improves local air quality around town centres due to the reduction in vehicle related emissions. Therefore, minor positive effects have been identified for IIA12 (sustainable transport) and IIA6 (air quality).

The development of the Borough's town centres, particularly Kingston Town Centre, will also help to improve the public realm and townscape in these areas through encouraging regeneration and investment into the Borough. Developing the townscape and improving town centre uses will contribute to improving visual settings of the area. This will not only enhance the landscape and townscape, but also enhances the setting of heritage assets located within these centres. Therefore, minor positive effects have been identified for IIA5 (landscape). Improvements to the townscape also contributes to improving the setting of heritage assets. However, there are a number of historic conservation areas located within the Borough's town centres requiring sensitive design of developments in order to preserve and enhance these assets, lack of sensitive design is likely to damage assets in these areas. Mixed positive and negative effects are therefore anticipated for IIA4 (historic environment). Developing the Borough's existing town centres promotes the use of brownfield land, resulting in minor positive effects on IIA7 (efficient use of land).

6.7 Assessment Overview – Town Centres

Table 6-4 – Assessment of Town Centres Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KE5 Sig.</i>	+	0	0	+/-	++	0	+	0	++	++	+	0	++	+/-	+
<i>Policy KE6 Sig.</i>	0	0	0	0	0	0	?	0	+	+	+	+	+	0	0
<i>Policy KE7 Sig.</i>	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0
<i>Policy KE8 Sig.</i>	0	0	0	0	+	0	0	0	+	0	+	0	+	0	0
<i>Policy KE9 Sig.</i>	0	0	0	0	+	0	0	0	+	0	+	0	+	0	0
Magnitude	M			L	M/H		M		M/H	H	M	L	M/H	M	M
Nature of effect	I			I	D/I		I		D/I	D	D	I	D	D	D
Spatial Extent	L			L	L		L		L	L	L	L	L/R	L	L
Reversibility	I			R	I		I		R	R	R	R	I	R	R
Permanence	P			P	P		P		P	P	P	P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KE5 Sig.	+	0	0	+/-	++	0	+	0	++	++	+	0	++	+/-	+
Policy KE6 Sig.	0	0	0	0	0	0	?	0	+	+	+	+	+	0	0
Policy KE7 Sig.	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0
Policy KE8 Sig.	0	0	0	0	+	0	0	0	+	0	+	0	+	0	0
Policy KE9 Sig.	0	0	0	0	+	0	0	0	+	0	+	0	+	0	0
Duration	LT			LT	LT		LT		LT	LT	MT	LT	LT	MT	LT

6.8 Assessment Summary – Town Centres

Policy KE5 supports development within the Borough’s town centres for various uses, including retail and leisure. The development of the Borough’s town centres to deliver increased utilisation and active frontages will support the vitality of town centres, encouraging footfall and increased numbers of users. Significant positive effects have therefore been identified for IIA13 (economy and employment). Additionally, creating active frontages at ground level will contribute to improving the townscape within town centres, improving the setting of these areas and indirectly improving the feeling of safety.

Improving the setting of the townscape also could indirectly improve the setting of local heritage assets within the area, such as listed buildings. Significant positive effects have been identified for IIA5 (landscape). However, mixed positive and negative effects have been identified for IIA4 (historic environment) as there are a number of historic conservation areas located within the Borough's town centres requiring sensitive design of developments in order to preserve and enhance these assets, lack of sensitive design is likely to damage assets in these areas. Mixed positive and negative effects have been identified for IIA14 (crime and safety) as improvements to the town centre through active frontages will improve the feeling of safety, however, the promotion of the night-time economy is likely to reduce the feeling of safety during night-time hours and may result in increases in anti-social behaviour..

As part of the development of an active town centre, policy KE5 also includes the utilisation of empty units within proposed developments. The utilisation of empty units encourages the use of brownfield sites, therefore resulting in minor positive effects on IIA7 (efficient use of land). The policy also supports mixed use developments, with residential uses on upper floors. This contributes to IIA7, but also provides the Borough with some small scale housing provision, resulting in minor positive effects on IIA15 (housing).

Policy KE5 includes the development of open spaces within the town centre. Public realm improvements such as this can contribute to positive effects on IIA11 (health and wellbeing) due to the availability of green space for both physical activity and promoting mental wellbeing. Additionally, open spaces can provide areas for habitats and species, resulting in minor positive effects on IIA1 (biodiversity).

Policy KE5 also supports new and existing street markets within the area. The development of street markets will aid in promoting cultural diversity and community cohesion within the Borough and allow spaces for individual community identities to be built. In addition, the policy supports the needs of the community, and supports the levelling up agenda, resulting in significant positive effects on IIA9 (community needs) and IIA10 (inclusivity and equality).

Policy KE6 also results in minor positive effects upon IIA13 (economy and employment), IIA9 (community needs) and IIA10 (inclusivity and equality) due to the preservation of individual convenience shops, as well as the development of proposed new local convenience shops. Developing convenience shops within a 400m distance of developments will ensure that local communities are provided with retail spaces and improve the local economy as well as meeting local needs. Additionally, small shops allow for local businesses to develop community feel and identities, as well as providing small shop owners with livelihoods. Reducing the distance to convenience shops will reduce the need to travel, promoting active travel modes and reducing the number of cars within local areas, supporting IIA11 (health and wellbeing) and IIA12 (sustainable transport). Policy KE6 also protects the development outside of town centres. This preserves the existing town centres within the Borough, as well as improving these areas as economic hubs. However, there are uncertain effects identified for IIA7 (efficient use of land) as it is currently unclear what proposed developments may come forward out of town centres and their location within the Borough.

Policy KE7 supports the development of visitor accommodation within town centres where there is a requirement. Improving visitor accommodation increases the likelihood of visitors staying within the Borough, particularly when visiting areas such as Chessington World of Adventure, located within the Borough. The development of visitor accommodation will aid in diversifying the economy as well as improving the vitality of local businesses and providing employment opportunities for residents in Kingston Upon Thames, resulting in significant positive effects on IIA13 (economy and employment).

Policy KE8 prevents the over proliferation of takeaways within the Borough. This therefore allows opportunities for diverse unit usage within streets and town centres, providing a diverse and resilient economy. Minor positive effects have therefore been identified for IIA13 (economy and employment). Additionally, reducing the number of takeaways will increase opportunities for variations in unit use and diversity on streets, helping to provide a variety of services for communities, resulting in indirect minor positive effects on IIA9 (community needs). Preventing the over proliferation of takeaways also improves the townscape on the Borough's streets, providing a diverse visual aspect. Minor positive effects have been identified for IIA5 (landscape). A reduction in the number of takeaways will also result in health improvements, particularly through preventing takeaways in close proximity to schools. Reducing the number of takeaways and promoting the healthier catering commitments standards will help to reduce overweight and obesity within the Borough, resulting in minor positive effects on IIA11 (health and wellbeing).

Similarly, Policy KE9 prevents the over proliferation of betting offices within the Borough. This also allows opportunities for diverse unit usage within streets and town centres contributing to providing a resilient economy and thus minor positive effects on IIA13 (economy and employment). A diversity of unit uses within the Borough also improves the townscape through diverse uses and frontages and helps other uses provide for community needs. Therefore, minor positive effects have been identified for IIA5 (landscape) and IIA9 (community needs). Additionally, reducing the number of betting offices within the Borough is likely to improve mental wellbeing amongst those in the Borough by preventing unhealthy gambling habits. Minor positive effects have therefore been identified for IIA11 (health and wellbeing).

7 Social Infrastructure

The policies assessed for Social Infrastructure include:

- Social Infrastructure Strategic Policy (KS1)
- Social Infrastructure (KS2 – KS8)

7.1 Assessment Overview – Social Infrastructure Strategic Policy

Table 7-1 – Assessment of Social Infrastructure Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KS1 Sig.</i>	+	0	0	+	+	0	0	0	++	++	++	++	0	0	0
Magnitude	M			M	M				H	H	H	H			
Nature of effect	I			D	D				D	D	D	D			
Spatial Extent	L			L	L				L	L	L	L			
Reversibility	I			I	I				I	I	I	I			
Permanence	P			P	P				P	P	P	P			

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KS1 Sig.	+	0	0	+	+	0	0	0	++	++	++	++	0	0	0
Duration	MT			LT	LT				LT	LT	LT				

7.2 Assessment Summary – Social Infrastructure Strategic Policy

The provision of social infrastructure includes community services and facilities such as healthcare, education, leisure, recreation, heritage and cultural services, as well as parks and open spaces. Strategic policy KS1 includes measures to preserve existing social infrastructure provision within the Borough, as well as requiring proposed developments to contribute towards the provision of social infrastructure. Improving this provision within the Borough will increase the quantity, and quality, of community facilities, in particular, healthcare and education facilities. Increasing this provision has resulted in significant positive effects upon IIA9 (community needs), IIA10 (inclusivity and equality) and IIA11 (health and wellbeing). Significant positive effects have also been identified for IIA12 (sustainable transport) as the policy requires social infrastructure be located in areas easily accessed by both active and public transport modes. This encourages walkable neighbourhoods as well as the use of sustainable transportation.

The preservation of existing parks and open spaces, and potential for development of new open spaces within proposed developments, protects and enhances the current setting of the landscape and improves the quality of parks and open spaces within the Borough. Similarly, social infrastructure preserves heritage services within the Borough. This can contribute to protecting and enhancing the historic environment within Kingston Upon Thames. Therefore, minor positive effects have been identified for IIA4 (historic environment) and IIA5



(landscape). Preserving and enhancing parks and open spaces within the Borough also protects the current biodiversity of these areas, therefore, minor positive effects have been established for IIA1 (biodiversity).

7.3 Assessment Overview – Social Infrastructure

Table 7-2 – Assessment of Social Infrastructure Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KS2 Sig.</i>	0	?	?	0	?	+	?	0	++	++	++	+	0	0	0
<i>Policy KS3 Sig.</i>	0	+	?	0	0	+	?	0	++	++	+	+	+	0	0
<i>Policy KS4 Sig.</i>	0	?	?	?	+	+	?	0	++	++	++	+	+	0	+
<i>Policy KS5 Sig.</i>	0	0	0	?	+	0	+	0	++	++	+	0	+	0	0
<i>Policy KS6 Sig.</i>	0	?	?	?	+	+	?	0	++	++	++	+	+	0	0
<i>Policy KS7 Sig.</i>	?	0	?	?	+	0	?	0	++	+	++	0	0	0	0
<i>Policy KS8 Sig.</i>	0	0	0	0	0	0	0	0	0	+	+	0	++	-	0
Magnitude					M	L	M		H	H	H	M	M/H	L	M
Nature of effect					D	I	I		D	D	D	D	D	I	D/I
Spatial Extent					L	L	L		L/R	L/R	L	L/R	L/R	L	L

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KS2 Sig.</i>	0	?	?	0	?	+	?	0	++	++	++	+	0	0	0
<i>Policy KS3 Sig.</i>	0	+	?	0	0	+	?	0	++	++	+	+	+	0	0
<i>Policy KS4 Sig.</i>	0	?	?	?	+	+	?	0	++	++	++	+	+	0	+
<i>Policy KS5 Sig.</i>	0	0	0	?	+	0	+	0	++	++	+	0	+	0	0
<i>Policy KS6 Sig.</i>	0	?	?	?	+	+	?	0	++	++	++	+	+	0	0
<i>Policy KS7 Sig.</i>	?	0	?	?	+	0	?	0	++	+	++	0	0	0	0
<i>Policy KS8 Sig.</i>	0	0	0	0	0	0	0	0	0	+	+	0	++	-	0
Reversibility					I	R	I		I	I	I	R	R	R	I
Permanence					P	P	P		P	P	P	P	P	T	P
Duration					LT	LT	LT		LT	LT	LT	LT	LT	MT	LT

7.4 Assessment Summary – Social Infrastructure

All policies, excluding KS8, have resulted in significant positive effects upon IIA9 (community needs). Policies KS2 – KS7 all protect existing community facilities and outline requirements for new facilities within proposed developments considering the community's needs. These policies will improve access to facilities for all communities throughout the Borough. Policies KS2, KS4, KS6 and KS7 all result in significant positive effects upon IIA11 (health and wellbeing) through the improvements of provisions such as health care facilities. Additionally, improving facility access to areas such as parks, as with policy KS7, provides opportunities for improved physical and mental wellbeing. Improving mental wellbeing can also come from improving social interactions and providing adequate facilities for the community. Therefore, policies KS3, KS5 and KS8 all result in minor positive effects on health.

Policies KS2, KS3, KS4, KS5 and KS6 all result in significant positive effects upon IIA10 (inclusivity and equality). These policies all provide accessible community services and improve access to various services, such as healthcare, education and cultural facilities. Similarly, KS7 improves access to parks and open spaces, resulting in minor positive effects. Policy KS8 also results in minor positive effects upon IIA10. This policy protects the public houses within the Borough, maintaining the sense of identity within the community and providing communal spaces.

Policies KS2, KS3, KS4 and KS6 also encourage the connectivity of new facility developments, as well as improving existing connectivity, to public and active travel mode options. Providing accessibility to sustainable transport modes results in minor positive effects upon IIA12 (sustainable transport) as a result of these policies. The provision of sustainable transportation, as detailed within these policies, also results in indirect minor positive effects upon IIA6 (air quality). Providing access to public and active travel modes provides transport options that encourage a reduction in private car use, and therefore reduce air pollution, particularly in congested areas of the Borough. Uncertain effects have largely been identified across policies for IIA2 (GHGs and energy efficiency), IIA3 (climate resilience) and IIA7 (efficient use of land) as these elements are most likely to be determined at individual scheme level.

Policies KS4, KS5, KS6 and KS7 all result in uncertain effects on the historic environment. The development of new facilities includes high quality design. The improvement of facilities and design improves the public realm and contributes to improving the setting of local heritage assets. However, there is a requirement for sensitive design of facilities located in close proximity to heritage assets to ensure protection and enhancement of assets. Uncertain effects have been identified as the nature of effects is likely to be determined by individual development and locations.

Policy KS2 details the requirements for adequate, inclusive healthcare facilities. The provision of these facilities ensures that new developments will include access to high quality, accessible healthcare facilities. Similarly, Policy KS3 ensures the expansion of existing

education sites as well as ensuring the provision of education within new proposed developments. However, it is unclear if this expansion will require land take, therefore uncertain effects have been identified for IIA7 (efficient use of land). This policy also includes measures that all school buildings contribute to being net zero carbon by 2030, therefore significant positive effects identified for IIA2 (GHGs and energy efficiency) through a reduction in emissions and meeting of the net zero target. Policy KS3 also includes recognising Kingston University and Kingston College, improving their contribution to the local economy. By improving the facilities in these educational organisations, larger numbers of students are likely to attend these facilities and thus contribute to the local economy through living and studying within the Borough.

Policy KS4 results in minor positive effects on IIA15 (housing) through ensuring adequate community facilities for new developments. These facilities are also of high-quality standard, which, when developed will improve the diversity of the townscape and improve the public realm. Therefore, minor positive effects have also been identified for IIA5 (landscape). Policy KS4 also includes community facilities to be developed early in any programme of development. This provides early access to jobs and provides community infrastructure to support development. Ensuring jobs and infrastructure positively contributes to the local economy and therefore results in minor positive effects on IIA13 (economy and employment).

Policy KS5 provides cultural and arts facilities inclusive to all communities. This contributes to preserving cultural identities as well as utilising vacant spaces within the community for these uses. The utilisation of existing spaces for these cultural uses contributes to minor positive effects on IIA7 (efficient use of land). Similarly, utilising vacant units contributes to active townscape uses and minor positive effects on IIA5 (landscape). Enhancing the night-time economy through cultural facilities provides opportunities for socialisation and contributions to the local economy. Minor positive effects have been identified for IIA13 (economy and employment).

Policy KS6 also contributes to the local economy through the development of new sports facilities. These facilities provide job opportunities for the local community, as well as investment opportunities from companies such as gyms. Minor positive effects have therefore been identified for IIA13 (economy and employment). Policy KS6 also requires appropriate design for new proposed facilities. The inclusion of high-quality design is therefore likely to improve the visual aspect of the townscape. Minor positive effects have also therefore been identified for IIA5 (landscape).

Policy KS7 requires improving and protection play and recreation areas within the Borough. Protecting and enhancing these areas contributes to improving the public realm, as well as preserving the local landscape. Minor positive effects have been identified for IIA5. Uncertain effects have been identified for IIA1 (biodiversity) as a result of KS7 as it is currently unclear how planting or habitats may be incorporated into new developments. If proposed developments include green infrastructure developments then this is likely to positively effect IIA1.

Policy KS8 protects public houses and provides opportunities for socialisation within the night-time economy. Public houses provide a diverse night-time economy and their preservation will have significant positive effects upon IIA13 (economy and employment). However, public houses and the night-time economy provide potential for antisocial behaviour, particularly within the night-time hours. Minor negative effects have therefore been identified for IIA14 (crime and safety).

8 Green and Blue Infrastructure

The policies assessed for Green and Blue Infrastructure include:

- Strategic Policy (KN1)
- Green and Blue Infrastructure (KN2 – KN6)

8.1 Assessment Overview – Green and Blue Infrastructure Strategic Policy

Table 8-1 – Assessment of Green and Blue Infrastructure Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KN1 Sig.	++	0	+	0	++	0	0	++	0	0	+	0	0	0	0
Magnitude	H		M		H			H			M				
Nature of effect	D		D		D			D			I				
Spatial Extent	R		L		R			R			L				
Reversibility	I		I		I			I			R				
Permanence	P		P		P			P			P				

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KN1 Sig.	++	0	+	0	++	0	0	++	0	0	+	0	0	0	0
Duration	LT		LT		LT			LT			MT				

8.2 Assessment Summary – Green and Blue Infrastructure Strategic Policy

Strategic Policy KN1 protects and enhances green and blue infrastructure within the Borough such as open spaces, habitats and rivers. The improvements of green infrastructure and inclusion within proposed developments will improve connectivity of habitats and increase habitats and ecological value throughout the Borough. This will also result in improvements to water quality through the enhancement of waterways and rivers. Therefore, significant positive effects have been identified for IIA1 (biodiversity) and IIA8 (water quality).

There are also anticipated to be significant positive effects upon IIA5 (landscape) through the improvements of green spaces, and the inclusion of green infrastructure within developments, positively contributing to the landscape and townscape character. Improvements to green spaces and the inclusion of green infrastructure provides improved mental wellbeing for those in the Borough and providing open spaces for recreation. This results in minor positive effects on IIA11 (health and wellbeing).

Climate change has increased the frequency and severity of flooding. The integration of green infrastructure, in particular sustainable drainage systems as detailed within policy KN1, improves the resilience of proposed developments to flooding impacts and reduces the effects of climate change upon proposed developments. Therefore, minor positive effects have been identified for IIA3 (climate resilience).

8.3 Assessment Overview - Green and Blue Infrastructure

Table 8-2 – Assessment of Green and Blue Infrastructure policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KN2 Sig.</i>	+	0	+	+	+	0	0	0	+	+	+	0	0	0	0
<i>Policy KN3 Sig.</i>	++	0	0	0	+	+	0	0	0	0	0	0	0	0	0
<i>Policy KN4 Sig.</i>	++	0	+	+	++	+	0	0	0	0	+	0	0	0	0
<i>Policy KN5 Sig.</i>	+	0	0	0	0	0	+	0	++	+	+	0	0	0	0
<i>Policy KN6 Sig.</i>	+	0	0	0	++	0	++	0	0	0	+	?	0	0	0
Magnitude	M/H		M/L	M	M/H	L	M/H		M/H	L	L/M				
Nature of effect	D/I		D/I	I	D	I	D		D/I	I	D/I				
Spatial Extent	L/R		L	L	L/R	L	L/R		L	L	L				
Reversibility	I		I	I	I	R	I		R	R	R				
Permanence	P		P	P	P	P	P		P	T	T				

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KN2 Sig.</i>	+	0	+	+	+	0	0	0	+	+	+	0	0	0	0
<i>Policy KN3 Sig.</i>	++	0	0	0	+	+	0	0	0	0	0	0	0	0	0
<i>Policy KN4 Sig.</i>	++	0	+	+	++	+	0	0	0	0	+	0	0	0	0
<i>Policy KN5 Sig.</i>	+	0	0	0	0	0	+	0	++	+	+	0	0	0	0
<i>Policy KN6 Sig.</i>	+	0	0	0	++	0	++	0	0	0	+	?	0	0	0
Duration	LT		LT	LT	LT	LT	LT		MT	MT	MT				

8.4 Assessment Summary – Green and Blue Infrastructure

Policy KN2 outlines the requirements for proposed developments to improve access and provide adequate provision of parks and open spaces within the local area. Protecting and improving the provision of parks and open spaces, will improve access for residents and visitors to use for socialisation, recreation and physical activity. This is likely to improve both physical and mental health, resulting in minor positive effects on IIA11 (health and wellbeing). Additionally, the development of new open spaces within major proposed developments will also improve access for communities and provide accessible green spaces for communities. Minor positive effects have therefore been identified for IIA9 (community needs). Minor positive effects have also been identified for IIA10 (inclusivity and equality) as policy

KN2 requires proposed developments to enhance current parks and gardens and improve the public realm, as well as providing inclusive access to open spaces.

Improving parks and open spaces, as well as providing additional open spaces, contributes to improving the landscape and townscape within the Borough. An increase in green space allows for diversity in the landscape and enhances current settings. Additionally, these developments and protection of open spaces provide opportunities for increases in biodiversity net gain, particularly within new open spaces. Minor positive effects have therefore been identified for IIA1 (biodiversity) and IIA5 (landscape) as a result of policy KN2. The Borough also has a number of listed parks and gardens which, under this policy, will be protected. Minor positive effects have therefore been identified for IIA4 (historic environment).

Similarly, increasing, and protecting current parks and open spaces within the Borough allows for increased resilience to climate change effects such as flooding. This, combined with increased impermeable surfaces, leads to potential for additional flooding events. Including the provision of parks and open spaces in new major proposed developments and preserving existing open spaces provides opportunities for reductions in surface runoff and provides a level of flooding resilience within developments. Minor positive effects have been identified upon IIA3 (climate resilience) as a result of policy KN2.

Policy KN3 ensures the conservation and enhancement of biodiversity within the Borough, including protecting species and ensuring a minimum of 30% biodiversity net gain within new proposed developments. Therefore, significant positive effects have been identified for IIA1 (biodiversity). There are minor positive effects upon IIA5 (landscape) and IIA6 (air quality) as a result of proposed developments considering sensitive design to biodiversity, including noise, vibration, emissions and lighting. Proposed developments may contribute to improving landscapes through their design, when considering biodiversity net gain. Similarly, policy KN3 establishes that proposed developments should ensure minimal impacts upon biodiversity due to layout, noise and indirect impacts. Therefore, proposed designs may have positive effects due to sensitive design, and minimisation of noise and air quality impacts of development.

Similarly, Policy KN4 ensures the inclusion of urban greening measures within new developments, and the preservation of existing trees where possible. The preservation and enhancement of green cover within the Borough will enable increased habitats and provide canopy connectivity between habitats, enhancing biodiversity. Urban greening features also contribute to developing the public realm and improving the visual landscape within the Borough. Significant positive effects have therefore been identified for IIA1 (biodiversity and IIA5 (landscape). Tree Protection Orders also contribute to an important element of the historic environment. The protection of these trees results in minor positive effects on IIA4 (historic environment). The inclusion of additional urban greening, in particular trees, aids in increasing the climate resilience of proposed developments as trees provide opportunities for natural drainage. Trees can also aid improvements in air quality – however this is on a small scale. Minor positive effects have therefore been identified for IIA3 (climate

resilience) and IIA6 (air quality). Minor positive effects have also been identified for IIA11 (health and wellbeing) as the inclusion of additional greening measures within developments contributes to improving mental wellbeing through creating a pleasant environment for users and residents of developments. These measures can enhance the local environment and reduce stress and anxiety, positively impacting mental wellbeing.

Policy KN5 focuses on the utilisation of land for urban agriculture. This provides communities with the opportunity to grow their own produce through community gardening spaces, improving food quality as well as community facilities and access to community gardens. Significant positive effects have been identified for IIA9 (community needs) due to this, while minor positive effects have been identified for IIA10 (inclusivity and equality) and IIA11 (health and wellbeing). The utilisation of this land also presents opportunities for additional species and natural capital development, resulting in minor positive effects on IIA1 (biodiversity), as well as utilising existing land for such developments, resulting in minor positive effects on IIA7 (efficient use of land).

Policy KN6 results in significant positive effects on IIA7 (efficient use of land) as it aims to preserve and enhance Green Belt and MOL. This ensures that, where possible, green belt land remains undeveloped in favour of brownfield sites. The preservation of such areas also preserves their distinctive landscapes, resulting in significant positive effects on IIA5 (landscapes). These measures will also preserve the existing biodiversity that is located in green belt land, ensuring that these habitats are not disturbed through development. Minor positive effects have therefore been identified for IIA1 (biodiversity).

Policy KN6 also allows for the support of proposed development that improves access to Green Belt of metropolitan open land for the use of public access and recreation. This improved access provides those within the Borough with opportunities for physical activity and the use of wider, open spaces. This use is likely to improve mental wellbeing due to improves access to open spaces and recreational opportunities as well as opportunities for physical activity in these areas, resulting in minor positive effects on IIA11 (health and wellbeing). However, uncertain effects have been identified for IIA12 (sustainable transport) as the policy does not identify methods of improving public access to these areas.

9 Transport and Connectivity

The policies assessed for Transport and Connectivity include:

- Strategic Policy (KT1)
- Green and Blue Infrastructure (KT2 – KT6)

9.1 Assessment Overview – Transport and Connectivity Strategic Policy

Table 9-1 – Assessment of Transport and Connectivity Strategic Policy

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KT1 Sig.	+	+	?	+/-	+/-	+	++	0	+	+	+	++	+	0	0
Magnitude	M	M		M	M	M	H		M	L	M	H	M		
Nature of effect	I	I		I	D	I	D		I	D	I	D	D		
Spatial Extent	L	L		L	L	L	L		R	R	L	R	R		
Reversibility	R	I		R	I	I	I		R	I	I	I	I		
Permanence	P	P		P	P	P	P		P	P	P	P	P		
Duration	MT	MT		MT	MT	MT	LT		MT	MT	MT	LT	MT		

9.2 Assessment Summary - Transport and Connectivity Strategic Policy

Strategic policy KT1 ensures the inclusion of sustainable transport modes, including active travel, within proposed developments, resulting in significant positive effects on IIA12 (sustainable transport). The promotion of sustainable public and active travel modes also results in indirect minor positive effects on IIA2 (GHGs and energy efficiency) and IIA6 (air quality). The promotion of sustainable transport modes is likely to encourage a modal shift away from private car use and towards sustainable or active modes. The reduction of car use therefore, reduces vehicle emissions and improves air quality.

Additionally, this modal shift contributes to improving physical activity levels as a result of walking or cycling increases. The connectivity of developments also includes increased opportunities for socialisation and connectivity within the wider area, providing opportunities and improving mental wellbeing. This, along with improvements in air quality, also results in indirect minor positive effects on IIA11 (health and wellbeing).

Improving accessibility and encouraging a reduction in private car use is also likely to result in indirect positive effects on IIA1 (biodiversity) and IIA4 (historic environment). Reductions in car use and subsequent improvements in air quality and noise reductions contribute to reducing nuisance and pollution upon habitats and species located within the Borough. Similarly, these improvements reduce degradation upon historic assets and their setting and tranquillity as a result of poor air quality and noise pollution.

Increasing the connectivity of the Borough through sustainable transport modes provides opportunities for all groups inclusively, particularly low income groups. Improving connectivity provides opportunities for residents to travel within, and outside of, the Borough for employment, services and facilities. The policy also supports the facilitation of Crossrail 2, further supporting connectivity and employment access, particularly those located in Central London. Public and active travel provisions also provide the opportunity for connectivity within low-income or isolated groups who may not have use of a private vehicle. The improvement of these modes also improves connectivity within various communities and areas of the Borough. Therefore, minor positive effects have been identified for IIA9 (community needs), IIA10 (inclusivity and equality) and IIA13 (economy and employment).

Improving sustainable transport and reducing vehicular noise disturbance is also likely to have positive effects upon IIA5 (landscape and townscape) through improvements to the setting as well as the quality. However, there are potential for negative effects upon landscape and townscape, particularly during construction of Crossrail 2, which is likely to increase disturbance and alter the visual aspect of the landscape during the short term. Therefore, mixed positive and negative effects have been identified. Additionally, Crossrail development has the potential to unearth buried archaeological remains. Mixed positive and negative effects have therefore been identified for IIA4 (historic environment).

Policy KT1 also aims to make efficient use of land within transport developments, ensuring proposed developments are well located and connected to the wider Borough. This has resulted in significant positive effects on IIA7 (efficient use of land) as this discourages the use of unconnected greenbelt land.

With regard to IIA3 (climate resilience), uncertain effects have been identified. Climate resilience will largely be determined by scheme level design and location, particularly with regard to climate change effects such as flooding.

9.3 Assessment Overview - Transport and Connectivity

Table 9-2 – Assessment of Transport and Connectivity Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KT2 Sig.</i>	+	+	0	+	+	+	0	0	+	+	++	++	+	+	0
<i>Policy KT3 Sig.</i>	+	+	0	+	+	+	0	0	0	+	+	++	+	0	0
<i>Policy KT4 Sig.</i>	+/-	+	?	+/-	+/-	+	0	0	+/-	+/-	+	+	+	0	0
<i>Policy KT5 Sig.</i>	-	+/-	?	0	0	+/-	0	0	0	0	+	+	+	+	0
<i>Policy KT6 Sig.</i>	-	+/-	0	0	+/-	+/-	0	-	0	0	+	+	+	0	0
Magnitude	M	M		M	M	M		H	M	M	H/M	H/M	M	L	
Nature of effect	I	I		I	I	I		D	D	D	I	D	D/I	D	
Spatial Extent	L	L		L	L	L		R	L	L/R	R	R	L/R	L	
Reversibility	I	R		I	I	R		I	I	R	R	R	I	R	
Permanence	P	P		P	P	P		P	P	P	P	P	P	P	

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KT2 Sig.</i>	+	+	0	+	+	+	0	0	+	+	++	++	+	+	0
<i>Policy KT3 Sig.</i>	+	+	0	+	+	+	0	0	0	+	+	++	+	0	0
<i>Policy KT4 Sig.</i>	+/-	+	?	+/-	+/-	+	0	0	+/-	+/-	+	+	+	0	0
<i>Policy KT5 Sig.</i>	-	+/-	?	0	0	+/-	0	0	0	0	+	+	+	+	0
<i>Policy KT6 Sig.</i>	-	+/-	0	0	+/-	+/-	0	-	0	0	+	+	+	0	0
Duration	MT	MT		MT	MT	MT		MT	MT	MT	MT	LT	LT	MT	

9.4 Assessment Summary - Transport and Connectivity

Significant positive effects have been identified for IIA12 (sustainable transport) as a result of policy KT2 and KT3. These policies prioritise and encourage the use of public and active transport modes and discourage car use within the Borough. This encouragement of sustainable modes contributes to reductions in private vehicles on the Borough’s roads, and subsequent reductions in GHG emissions and improvement in air quality. Therefore, minor positive effects have been identified for IIA2 (GHGs and energy efficiency) and IIA6 (air quality) as a result of KT2 and KT3. The improvements in air quality and reductions in traffic volumes also positively impact upon IIA1

(biodiversity) and IIA4 (historic environment) through reductions in pollution and disturbance, reducing degradation of heritage assets and reducing effects from poor air quality for biodiversity.

Policies KT2 and KT3 also results in minor positive effects on IIA5 (landscape) through the reduction in vehicle usage. A reduction in vehicles is likely to result in a reduction of vehicular disturbance, such as noise, and subsequently improve the landscape and townscape through reduced numbers of vehicles on roads. Policies KT2 and KT3 also result in positive effects on IIA11 (health and wellbeing) as a result of a potential increase in physical activity from active travel modes. Similarly, a reduction in vehicle transport and subsequent air quality improvements also improves physical health. Policy KT2, specifically, also addresses how proposals should support the ten Healthy Streets Indicators, therefore benefitting health further and resulting in significant positive effects on IIA11 (health and wellbeing). The improvement and protection of active and sustainable travel modes within these policies also improves access to employment for many social groups (particularly those low income groups), improving accessibility throughout the Borough and wider area, resulting in minor positive effects on IIA10 (inclusivity and equality) and IIA13 (economy and employment).

Policy KT2 includes the improvement of safety, particularly with regard to cyclists and cycle facilities. This improvement also aids in reducing bike theft and reducing crime, in addition to providing a sense of safer cycle environment. Therefore, minor positive effects have been identified for IIA14 (crime and safety). KT2 also includes that development should support the needs of future growth within the Borough, therefore contributing to meeting future community needs and minor positive effects on IIA9 (community needs).

Policy KT4 results in minor positive effects on IIA12 (sustainable transport) as the policy encourages the use of sustainable transportation modes, including cycling and electric vehicles, and aims to promote public transport use where possible. This encourages a modal shift away from private car use and towards public transport. However, the inclusion of new car parking within proposed developments may encourage car use in these areas. As a result of encouraging sustainable transport use, indirect positive effects are anticipated upon IIA2 (GHGs and energy efficiency) and IIA6 (air quality). Reducing private car use in favour of sustainable modes is likely to reduce congestion, particularly along the A3, as well as improving current poor air quality. Reducing congestion and barriers to public and active transportation across the Borough also supports the visitor economy within the Borough, presenting travel opportunities for tourists and enabling easy connectivity throughout the Borough. Therefore, minor positive effects have been identified for IIA13 (economy and employment). The reduction in private vehicle use also contributes to improvements to disturbance and air quality, resulting in positive impacts on IIA1 (biodiversity), as well as positively impacting IIA4 (historic environment) and IIA5 (landscape) through reduced pollution and improvements to setting as a result of reduced traffic. However, if proposed developments include additional car parking facilities this may alters the landscape and townscape within the area and increase disturbance upon sensitive receptors such as habitats and setting

of heritage assets particularly during construction. Therefore, mixed positive and negative effects have been identified for IIA1, IIA4 and IIA5.

Whilst policy KT4 aims to maintain and restrict new car parking developments, there is recognition that some individuals rely on vehicles and therefore require car parking facilities. Therefore, there are minor positive effects for community needs as a result of this. However, the lack of available parking for new developments may also result in negative effects for social groups such as parents with pushchairs, or those with limited mobility who rely on a private vehicle and cannot use public or active transportation. Mixed positive and negative effects are therefore identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

Policy KT5 encourages the use of sustainable vehicles, such as low emissions vehicles, electric vehicles and bikes within deliveries, resulting in minor positive effects for IIA12 (sustainable transport). There are indirect minor positive effects as a result of this upon IIA11 (health and wellbeing), through improving air pollution. However, the development of additional freight facilities contributes to increasing emissions and worsening air quality around these facilities. Therefore, mixed positive and negative effects have been identified for IIA6 (air quality) and IIA2 (GHGs and energy efficiency). Additionally, the development of new freight infrastructure is likely to increase noise and vibration disturbance upon habitats, as well as air quality effects and result in minor negative effects on IIA1 (biodiversity).

A reduction in HGVs on roads in Kingston also aids in reducing the number of collisions with pedestrians and cyclists. Currently in London, almost two-thirds of cyclists deaths and one quarter of pedestrian deaths involve HGVs. A reduction in HGVs is therefore likely to improve road safety in the Borough and result in minor positive impacts on IIA14 (crime and safety).

Uncertain effects have been identified for KT4 and KT5 upon IIA3 (climate resilience) as the inclusion of specific climate resilience measure will be largely determined by scheme level design.

Policy KT6 results in significant negative effects upon IIA8 (water quality). Passenger and freight operations on rivers could result in increased disturbance upon water environments and its habitats, as well as increasing water pollution. Given the quantity of transportation on the Thames, there is likely to be continued pollution as a result of this policy and continued services. Additional boat usage may also result in an increase in pollution events such as fuel spills, further reducing water quality. Increased pollution in the Thames is also likely to have negative effects upon biodiversity located within the area, resulting in negative effects on IIA1 (biodiversity).

Waterborne transport has been found to emit lower levels of GHGs than road transportation, for both passenger and freight services¹. An increase in water transportation is also likely to contribute to reducing the number of vehicles on the Borough's roads, reducing road emissions, and improving air quality. However, water-based transportation still produces emissions and an increase in services may also increase emissions and reduce air quality, albeit at a reduced scale when compared to road transportation. Therefore, mixed positive and negative effects have been identified for IIA2 (GHGs and energy efficiency) and IIA6 (air quality). The use of waterborne transportation also encourages public transportation over private car use, contributing to positive effects upon IIA12 (sustainable transport). Similarly, a reduction in car transportation is likely to improve the setting of the current townscape, resulting in positive effects. However, an increase in boats is likely to alter the setting of the landscape on the Thames. Any additional developments to boatyards are also likely to alter the landscape and townscape around the Thames. Therefore, mixed positive and negative effects have been identified for IIA5 (landscape).

¹ European Environment Agency (2022) Rail and waterborne – best for low-carbon motorised transport [online] Available at: <https://www.eea.europa.eu/publications/rail-and-waterborne-transport>

10 Implementation and Monitoring

The policies assessed for Implementation and Monitoring include:

- KI1: Infrastructure and Developer Contributions
- KI2: Sustainable Locations for Good Growth

10.1 Assessment Overview – Implementation and Monitoring

Table 10-1 – Assessment of Implementation and Monitoring Policies

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
<i>Policy KI1 Sig.</i>	0	+/-	0	?	?	+/-	0	0	+	+	+	?	++	?	0
<i>Policy KI2 Sig.</i>	++	++	+	++	+	+	+	+	+	+	+	++	+	+	+
Magnitude	H	M/H	M	H	M	M	M	M	M	L	M	M/H	M	M	M
Nature of effect	D	I	D	D	D	I	D	D	D	I	D/I	I/D	D	D	D
Spatial Extent	L	R	L	L	L	R	L	L	L	L	L	R	R	L	L
Reversibility	I	I	I	I	I	I	I	I	I	I	R	I	I	I	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Policy KI1 Sig.	0	+/-	0	?	?	+/-	0	0	+	+	+	?	++	?	0
Policy KI2 Sig.	++	++	+	++	+	+	+	+	+	+	+	++	+	+	+
Permanence	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Duration	LT	MT	LT	LT	LT	MT	LT	LT	MT	MT	MT	MT	LT	LT	LT

10.2 Assessment Summary - Implementation and Monitoring

Policy KI1 results in mixed positive and negative effects upon IIA2 (GHGs and energy efficiency). Proposed developments and associated supporting infrastructure development is likely to improve the efficiency and capacity transport network. Indirectly, this may result in a reduction in transport related GHG emissions through traffic reductions. However, there is the potential that development may result in increases in construction related emissions and will have associated embodied carbon. Similarly, improvements in infrastructure development funding, may contribute to reductions in transport emissions and improving air quality. However, there may be temporary, short term negative effects upon air quality through construction emissions, resulting in mixed positive and negative effects for IIA6 (air quality).

The improvements to infrastructure, as required within policy KI1 are likely to improve the efficiency and capacity of the transport network within RBKT. However, there is uncertainty in determining if the improvement of infrastructure is likely to include facilities to encourage the

provision of sustainable transport modes, for example through including bus stops and cycle paths. This improvement, if included is likely to contribute to encouraging a modal shift away from private car use and towards sustainable travel modes. These factors, if included, are likely to be determined at scheme level, therefore uncertain effects have been identified for IIA12 (sustainable transport).

Policy KI1 outlines the requirements for developments to be supported by necessary physical, social and economic infrastructure. This requirement will ensure that new proposed developments include community facilities and areas, including healthcare and education facilities. Therefore, minor positive effects have been identified for IIA9 (community needs). The inclusion of further community provisions is also likely to indirectly improve inclusivity and equality as these developments will provide access to communities and social groups, resulting in minor positive effects on IIA10 (inclusivity and equality).

Minor positive effects have been identified for IIA11 (health and wellbeing) as a result of policy KI1. The improvement of infrastructure results in indirect effects on health through the improvement of air quality, reducing health impacts. The improvement in infrastructure development is also likely to reduce congestion on existing roads, and therefore stress for users, improving mental wellbeing. Additional health benefits are also likely to occur through the inclusion of necessary physical and social infrastructure, this may include spaces for socialisation and physical activity, improving physical health.

The policy also outlines the requirements for ensuring economic infrastructure within any proposed development. This coupled with the provision infrastructure along with developments is likely to increase the economic potential of RBKT, through benefitting connectivity with the wider region and encouraging inward investment into the area. Additionally, the inclusion of economic infrastructure may also improve employment opportunities for those in existing and new developments, as well as providing increases in commercial spaces. Therefore, significant positive effects have been identified for IIA13 (economy and employment).

Uncertain effects have been identified for IIA4 (historic environment) and IIA5 (landscape) as a result of Policy KI1. This is because effects upon these IIA objectives are determined largely by scheme level design. However, there is potential that proposed developments as a result of funding identified in KI1 may result in positive effects on both the historic environment and landscape through improvements to the setting of the landscape and heritage assets. Additional uncertain effects have also been identified for IIA14 (crime and safety) as this is largely affected by policy and scheme level design.

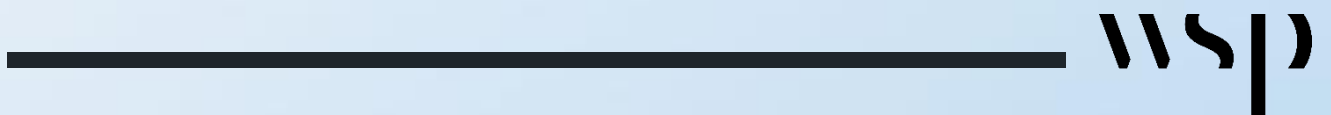
Policy KI2 has resulted in positive effects across all IIA objectives. This policy refers to the monitoring of the implementation of planning policies within the Local Plan. Minor positive effects have been identified where monitoring measures support the application of policy and legislation within the Local Plan. Significant positive effects have been identified where monitoring targets go beyond the application of policy implementation and beyond legislation requirements, for example, with regard to IIA1 (biodiversity) the monitoring requires



developments to achieve 20% biodiversity net gain, and for IIA12 (sustainable transport) where monitoring targets require 80% of all journeys to be undertaken by a sustainable mode by 2014..

Appendix B

RAG Criteria and Assessment



Introduction

This Appendix sets out the Red, Amber Green (RAG) criteria that was used to assess both the proposed and alternative site allocations.

Table B-1 overleaf outlines the RAG criteria used as well as the rationale/ reasoning behind the criteria. In some instances, there has not been a best practice approach and therefore professional judgement has been applied, drawing upon experience on similar projects.

Tables B-2 to B-5 set out the results of the RAG assessments for the proposed and alternative site allocations.

Table B-1 below sets out the RAG criteria.

Table B1 – RAG Assessment criteria

IIA Objective	Dataset Name/ Indicator	Red	Amber	Green	Rationale / Notes
IIA1	Local Nature Reserve (LNR)	<0.01 km	< 0.8km	>0.8km	Professional judgement
IIA1	National Nature Reserve (NNR)	<0.01 km	< 0.8km	>0.8km	Professional judgement
IIA1	Priority Habitat	<0.01 km	< 0.8km	>0.8km	Professional judgement
IIA1	Sites of Importance for Nature Conservation (SNIC)	<0.01 km	< 0.8km	>0.8km	Professional judgement
IIA1	Special Area of Conservation (SAC)	<0.01 km	< 0.8km	>0.8km	Professional judgement
IIA1	Site of Special Scientific Interest (SSSI)	<0.01 km	< 0.8km	>0.8km	Professional judgement
IIA1	Special Protection Areas (SPA)	<0.01 km	< 0.8km	>0.8km	Professional judgement
IIA3	Flood Zones	Flood Zone 3	Flood Zone 2	Flood Zone 1	Based on EA guidance. Housing sites are classed as 'more vulnerable'.
IIA3	surface water flood risk		Yes	No	Based on EA guidance. Housing sites are classed as 'more vulnerable'.
IIA3	Overall Climate Risk	High	Medium & Medium-High	Low & Low-Medium	Based on GLA's Climate Risk Mapping Methodology
IIA3	Overall Heat Risk	High	Medium	Low	Based on GLA's Climate Risk Mapping Methodology
IIA4	Listed Buildings	<0.01 km straight line	<0.025km straight line	>0.025 km straight line	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
IIA4	Registered Parks and Gardens	<0.01 km straight line	<0.025km straight line	>0.025 km straight line	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
IIA4	Scheduled Monuments	<0.01 km straight line	<0.025km straight line	>0.025 km straight line	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
IIA4	Heritage at risk	<0.01 km straight line	<0.025km straight line	>0.025 km straight line	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
IIA4	Conservation areas	Within/adjacent		Outside	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
IIA4	Area of Archaeological Significance (AAS)	Within/adjacent		Outside	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
IIA5	Strategic Area of Special Character (SASC)	Within/adjacent		Outside	Professional judgement
IIA5	Key Views	Within/adjacent		Outside	Professional judgement
IIA5	Local Area of Special Character (LASC)	Within/adjacent		Outside	Professional judgement
IIA5	Greenbelt	Within/adjacent		Outside	Professional judgement

IIA Objective	Dataset Name/ Indicator	Red	Amber	Green	Rationale / Notes
IIA5	Local Open Space	Within/adjacent		Outside	Professional judgement
IIA5	Metropolitan Open Land (MOL)	Within/adjacent		Outside	Professional judgement
IIA5	Green Corridor	Within/adjacent		Outside	Professional judgement
IIA5	Green Chain	Within/adjacent		Outside	Professional judgement
IIA6	Nitrogen dioxide pollution (NO2)	>43µ/m3	>28-43µ/m3	<16 - 28µ/m3	Professional judgement
IIA6	Particulate Matter pollution (PM10)	>43µ/m3	>28-43µ/m3	<16 - 28µ/m3	Professional judgement
IIA6	Motor Vehicle restricted area		Outside	Within	
IIA8	Statutory Main River	<16m	<50m	>50m	
IIA8	Pond	<16m	<50m	>50m	
IIA8	Critical drainage area		>15% of the site is within CDA	<15% of the site is within a CDA	
IIA9/10	Population density (by ward)	Higher than London Avg (>60/ha)	>50-<60/ha	Lower than the Borough average (<50ha)	
IIA9/10	IMD Overall deprivation (by Lower Super Output Areas [LSOA])	10%-20% most deprived	30-50% most deprived	10-20% least deprived	
IIA9/10	Primary Schools	>3.2km	<3.2km	<1km	Home to School Transport and Travel Guidance, 2014
IIA9/10	Secondary Schools	>4.8km	<4.8km	<1 km	Home to School Transport and Travel Guidance, 2014
IIA9/10	Higher Education	>4.8km	<4.8km	<1 km	Home to School Transport and Travel Guidance, 2014
IIA9/10	Local Centres	> 800m		<800m	CIHT - Planning for Walking, 2015
IIA9/10	Shopping frontages	> 800m		<800m	CIHT - Planning for Walking, 2015
IIA9/10	Primary Shopping frontage	> 800m		<800m	CIHT - Planning for Walking, 2015
IIA9/10	Secondary shopping frontage	> 800m		<800m	CIHT - Planning for Walking, 2015
IIA11	IMD Health (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
IIA11	Life Expectancy - Female (by ward)	Worse than the national average (<81.7)	Similar to the national average (81.7-84.1)	Higher than the national average (84.1-87.9)	Professional judgement
IIA11	Life Expectancy - Male (by ward)	Worse than the national average (<77.9)	Similar to the national average (77.91-80.2)	Higher than the national average (80.21-84.7)	Professional judgement
IIA11	Healthcare (GPs, dentists, pharmacies, hospitals)	>800m		<800m	CIHT - Planning for Walking, 2015
IIA11	Allotments		>800m	<800m	
IIA11	Leisure services	>800m		<800m	CIHT - Planning for Walking, 2015
IIA11	Social services	>800m		<800m	CIHT - Planning for Walking, 2015
IIA11	Parks and open spaces	>800m		<800m	CIHT - Planning for Walking, 2015
IIA11	Sports facilities	>800m		<800m	CIHT - Planning for Walking, 2015
IIA12	PTAL	0, 1a, 1b	2, 3, 4	5, 6a, 6b	TfL - Assessing transport connectivity in London
IIA12	Bus Stops	>400m	200-400m	<200m	CIHT - Planning for Walking, 2015
IIA12	Train Station	>800m		<800m	CIHT - Planning for Walking, 2015
IIA12	Borough strategic walking network	>400m	200-400m	<200m	Professional judgement
IIA12	EV Charge Point		>200m	<200m	Professional judgement
IIA13	IMD Employment (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement

IIA Objective	Dataset Name/ Indicator	Red	Amber	Green	Rationale / Notes
IIA13	IMD Income (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
IIA13	Locally significant industrial site	>800m		<800m	CIHT - Planning for Walking, 2015
IIA13	Strategic Industrial locations	>800m		<800m	CIHT - Planning for Walking, 2015
IIA13	Employment sites	>800m		<800m	CIHT - Planning for Walking, 2015
IIA14	IMD Crime (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
IIA14	Crime Rate (by ward)	Worse than the national average (>77.49 per 1,000)	Worse than the borough average (>62 per 1,000)	Lower than the borough average (<62 per 1,000)	Professional judgement
IIA15	IMD Barriers to housing (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement

Table B-2 sets out the RAG assessment findings for the proposed site allocations

Table B-2 – RAG Assessment Findings – Proposed Site Allocations (SA1-SA13)

Indicators	Seven Kings Car Park, Skerne Road	Land West of Kingston College CIC, Kingston Road	Canbury Car Park, Walter Street	Canbury Business Park and Former Gala Bingo Hall	Bentall Centre Car Parks A & B, Steadfast Road	Bishops Palace House and 11-31 Thames Street	Ashdown Road Car Park, Ashdown Road	Cromwell Road Bus Station, Kingston	Cattle Market Car Park and Fairfield Bus Station	Guildhall Buildings 1 & 2, High Street	The Malthouse and River Reach, 25-35 High Street	Bittoms Car Park, The Bittoms	Surrey County Hall, Milner Road
Local Nature Reserve	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
National Nature Reserve	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Priority Habitat	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
SINC	Amber	Amber	Amber	Amber	Amber	Red	Amber	Amber	Amber	Red	Amber	Amber	Amber
SACs	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
SSSIs	Amber	Amber	Amber	Green	Amber	Amber	Amber	Green	Amber	Amber	Amber	Amber	Amber
SPA	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Flood Zones	Red	Green	Red	Green	Red	Red	Amber	Amber	Amber	Red	Red	Red	Red
Surface Water Flood Risk	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Amber	Amber	Amber	Amber
Overall Climate Risk	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Overall Heat Risk	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Listed Buildings	Green	Green	Green	Amber	Green	Amber	Amber	Green	Red	Red	Amber	Red	Green
Registered Parks & Gardens	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Scheduled Monuments	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
Heritage at risk	Green	Green	Green	Green	Green	Green	Amber	Green	Red	Green	Green	Green	Red
Conservation areas	Green	Green	Green	Green	Green	Red	Green	Green	Red	Red	Red	Green	Green
AAS	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
SASP	Green	Green	Green	Green	Red	Red	Green	Green	Green	Red	Red	Green	Green
Key Views	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
LASC	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Greenbelt	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Local Open Space	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green
MOL	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Green Corridor	Green	Green	Green	Green	Green	Red	Green	Green	Green	Red	Green	Green	Green
Green Chain	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
NO2	Green	Red	Red	Red	Amber	Amber	Amber	Red	Red	Red	Red	Green	Amber
PM10	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green
Motor Vehicle restricted area	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Amber

Indicators	Seven Kings Car Park, Skerne Road	Land West of Kingston College CIC, Kingston Road	Canbury Car Park, Walter Street	Canbury Business Park and Former Gala Bingo Hall	Bentall Centre Car Parks A & B, Steadfast Road	Bishops Palace House and 11-31 Thames Street	Ashdown Road Car Park, Ashdown Road	Cromwell Road Bus Station, Kingston	Cattle Market Car Park and Fairfield Bus Station	Guildhall Buildings 1 & 2, High Street	The Malthouse and River Reach, 25-35 High Street	Bittoms Car Park, The Bittoms	Surrey County Hall, Milner Road
Statutory Main River	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Red	Green	Green	Green
Ponds	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Critical drainage area	Green	Green	Green	Amber	Green	Green	Amber	Amber	Amber	Amber	Green	Amber	Green
Population density	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
IMD Overall Deprivation	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Primary Schools	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Secondary Schools	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Higher Education	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Local Centres	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green
Shopping frontages	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Primary Shopping Frontage	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Secondary Shopping Frontage	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
IMD Health	Green	Green	Green	Amber	Green	Green	Green	Green	Amber	Green	Green	Green	Green
Female Life Expectancy	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Male Life Expectancy	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Healthcare facilities	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Allotments	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Leisure services	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Social services	Green	Green	Green	Green	Red	Red	Red	Green	Green	Red	Red	Red	Red
Parks and open spaces	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Sports facilities	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
PTAL	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Amber
Bus stops	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Train station	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
Borough strategic walking network	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Borough strategic cycling network	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
EV Charging Points	Amber	Amber	Amber	Amber	Amber	Green	Green	Amber	Green	Green	Green	Green	Green

Indicators	Seven Kings Car Park, Skerne Road	Land West of Kingston College CIC, Kingston Road	Canbury Car Park, Walter Street	Canbury Business Park and Former Gala Bingo Hall	Bentall Centre Car Parks A & B, Steadfast Road	Bishops Palace House and 11-31 Thames Street	Ashdown Road Car Park, Ashdown Road	Cromwell Road Bus Station, Kingston	Cattle Market Car Park and Fairfield Bus Station	Guildhall Buildings 1 & 2, High Street	The Malthouse and River Reach, 25-35 High Street	Bittoms Car Park, The Bittoms	Surrey County Hall, Milner Road
IMD Employment	Green	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
IMD Income	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
LSIS	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
SIL	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Employment sites	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
IMD Crime	Amber	Amber	Amber	Amber	Red	Red	Red	Red	Red	Red	Red	Red	Amber
Crime rate	Green	Green	Green	Green	Red	Red	Red	Red	Red	Red	Red	Red	Red
IMD Housing	Amber	Amber	Amber	Amber	Red	Red	Red	Red	Red	Red	Red	Red	Red

Table B-2 – RAG Assessment Findings – Proposed Site Allocations (SA14-SA26)

Indicators	Thames Side Wharf, Water Lane	Hawks Road Clinic, Hawks Road	Taverner House and Telephone Ex., Birkenhead Ave	Station Approach, Norbiton	Cocks Crescent, Hobkirk House & Noble Centre	Kingston Business Park, Fullers Way South	Surbiton Station Car Park, Glenbuck Road	John Lewis, Horse Fair	Kingston University, Kingston Hill Campus	2-4 Kingston Road and 2 Presburg Road, New Malden	Burlington Retail Park, Burlington Road, New Malden	Travis Perkins, 165 King Charles Road, Tolworth	Tolworth Station, Kingston Road, Surbiton
Local Nature Reserve	Green	Green	Green	Green	Green	Green	Amber	Green	Amber	Green	Amber	Amber	Amber
National Nature Reserve	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green
Priority Habitat	Amber	Amber	Green	Amber	Amber	Amber	Amber	Amber	Red	Amber	Amber	Green	Amber
SINC	Red	Amber	Amber	Amber	Amber	Amber	Amber	Red	Red	Amber	Red	Amber	Amber
SACs	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green
SSSIs	Amber	Green	Green	Green	Green	Green	Green	Amber	Amber	Green	Green	Green	Green
SPA	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Flood Zones	Red	Amber	Green	Green	Green	Green	Green	Red	Green	Green	Red	Green	Green
Surface Water Flood Risk	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Overall Climate Risk	Green	Red	Amber	Amber	Amber	Amber	Amber	Green	Green	Amber	Amber	Amber	Amber
Overall Heat Risk	Green	Red	Amber	Amber	Amber	Amber	Green	Green	Green	Amber	Amber	Amber	Amber
Listed Buildings	Green	Green	Green	Green	Green	Green	Amber	Amber	Green	Green	Green	Green	Green
Register Parks & Gardens	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Scheduled Monuments	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Heritage at risk	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Conservation areas	Green	Green	Green	Green	Green	Green	Red	Red	Red	Green	Green	Green	Green
AAS	Red	Green	Red	Red	Green	Green	Green	Red	Green	Green	Green	Red	Green

Indicators	Thames Side Wharf, Water Lane	Hawks Road Clinic, Hawks Road	Taverner House and Telephone Ex., Birkenhead Ave	Station Approach, Norbiton	Cocks Crescent, Hobkirk House & Noble Centre	Kingston Business Park, Fullers Way South	Surbiton Station Car Park, Glenbuck Road	John Lewis, Horse Fair	Kingston University, Kingston Hill Campus	2-4 Kingston Road and 2 Presburg Road, New Malden	Burlington Retail Park, Burlington Road, New Malde	Travis Perkins, 165 King Charles Road, Tolworth	Tolworth Station, Kingston Road, Surbiton
SASP	Red	Green	Green	Green	Green	Green	Green	Red	Red	Green	Green	Green	Green
Key Views	Green	Green	Green	Green	Red	Green	Green	Green	Red	Green	Green	Green	Green
LASC	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green
Greenbelt	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Local Open Space	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green
MOL	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Green Corridor	Green	Green	Green	Green	Green	Green	Red	Red	Green	Green	Green	Green	Red
Green Chain	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
NO2	Amber	Amber	Amber	Green	Amber	Amber	Amber	Red	Amber	Red	Red	Green	Red
PM10	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green	Amber
Motor Vehicle restricted area	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Statutory Main River	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Red	Green	Green
Ponds	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Critical drainage area	Green	Amber	Amber	Amber	Amber	Green	Amber	Green	Green	Green	Green	Amber	Amber
Population density	Red	Red	Red	Green	Red	Green	Red	Red	Green	Green	Green	Green	Green
IMD Overall Deprivation	Amber	Red	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Green	Amber
Primary Schools	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Secondary Schools	Green	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Amber	Amber
Higher Education	Green	Green	Green	Amber	Amber	Amber	Green	Green	Amber	Amber	Amber	Amber	Amber
Local Centres	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
Shopping frontages	Red	Red	Red	Red	Green	Red	Green	Red	Red	Green	Green	Green	Green
Primary Shopping Frontage	Green	Green	Green	Red	Red	Red	Red	Green	Red	Red	Red	Red	Red
Secondary Shopping Frontage	Green	Green	Green	Red	Red	Red	Red	Green	Red	Red	Red	Red	Red
IMD Health	Green	Amber	Amber	Amber	Green	Green	Amber	Green	Green	Amber	Green	Green	Green
Female Life Expectancy	Green	Red	Red	Green	Amber	Green	Amber	Green	Green	Amber	Amber	Green	Green
Male Life Expectancy	Green	Red	Red	Green	Green	Green	Amber	Green	Green	Green	Green	Green	Green
Healthcare facilities	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green
Allotments	Amber	Green	Amber	Green	Green	Green	Amber	Amber	Green	Green	Green	Green	Green
Leisure services	Green	Green	Green	Green	Green	Green	Red	Green	Red	Green	Green	Red	Red

Indicators	Thames Side Wharf, Water Lane	Hawks Road Clinic, Hawks Road	Taverner House and Telephone Ex., Birkenhead Ave	Station Approach, Norbiton	Cocks Crescent, Hobkirk House & Noble Centre	Kingston Business Park, Fullers Way South	Surbiton Station Car Park, Glenbuck Road	John Lewis, Horse Fair	Kingston University, Kingston Hill Campus	2-4 Kingston Road and 2 Presburg Road, New Malden	Burlington Retail Park, Burlington Road, New Malde	Travis Perkins, 165 King Charles Road, Tolworth	Tolworth Station, Kingston Road, Surbiton
Social services	Red	Green	Green	Green	Green	Red	Green	Red	Green	Green	Green	Green	Red
Parks and open spaces	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Sports facilities	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
PTAL	Green	Amber	Green	Amber	Amber	Red	Amber	Green	Red	Amber	Amber	Amber	Red
Bus stops	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green	Green	Green	Green
Train station	Green	Green	Green	Green	Green	Red	Green	Green	Red	Green	Green	Red	Green
Borough strategic walking network	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Borough strategic cycling network	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
EV Charging Points	Amber	Green	Green	Amber	Green	Amber	Green	Green	Green	Green	Green	Green	Amber
IMD Employment	Amber	Red	Amber	Green	Amber	Green	Amber	Amber	Green	Amber	Green	Amber	Amber
IMD Income	Amber	Red	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Green	Amber
LSIS	Green	Green	Green	Green	Green	Green	Red	Green	Red	Green	Green	Red	Green
SIL	Red	Red	Red	Red	Red	Green	Red	Red	Red	Red	Red	Red	Green
Employment sites	Green	Red	Red	Red	Red	Red	Red	Green	Red	Red	Red	Red	Green
IMD Crime	Red	Amber	Amber	Green	Amber	Amber	Amber	Red	Green	Amber	Amber	Amber	Red
Crime rate	Red	Amber	Amber	Green	Amber	Amber	Amber	Red	Green	Green	Green	Green	Amber
IMD Housing	Red	Red	Amber	Amber	Amber	Amber	Amber	Red	Red	Amber	Amber	Amber	Amber

	Worcester Park Nursery, Old Malden Lane, Worcester Park	The River Club, Old Malden Lane, Worcester Park	Central Nursery, Old Kingston Road, Worcester Park	Tolworth Court, Old Kingston Road, Tolworth	St John's Industrial Estate, Kingston Road, New Malden	Robin Hood Farm, Robin Hood Way, Kingston Vale	Land at Clayton Road, Chessington	Land adjacent to Rushett Lane, Malden Rushett	Mellow Stocks, Leatherhead Road, Chessington	1 Virginia Cottage, Land and Buildings, Chessington
Green Chain	Red	Red	Red	Red	Green	Red	Green	Green	Green	Green
NO2	Green	Green	Green	Green	Red	Amber	Red	Green	Red	Green
PM10	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Motor Vehicle restricted area	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Statutory Main River	Red	Red	Green	Red	Green	Green	Green	Green	Green	Green
Ponds	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Critical drainage area	Green	Green	Green	Green	Green	Green	Amber	Amber	Green	Green
Population density	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green
IMD Overall Deprivation	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Amber	Amber
Primary Schools	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green
Secondary Schools	Green	Green	Green	Green	Green	Amber	Green	Amber	Green	Green
Higher Education	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Red	Amber	Amber
Local Centres	Red	Green	Red	Green	Green	Red	Green	Red	Red	Red
Shopping frontages	Red	Red	Green	Green	Green	Red	Red	Red	Red	Red
Primary Shopping Frontage	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Secondary Shopping Frontage	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
IMD Health	Amber	Green	Amber	Amber	Amber	Green	Green	Amber	Amber	Amber
Female Life Expectancy	Green	Green	Green	Green	Red	Green	Green	Amber	Amber	Amber
Male Life Expectancy	Green	Green	Green	Green	Red	Green	Amber	Green	Green	Green
Healthcare facilities	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green
Allotments	Green	Green	Green	Green	Green	Green	Green	Amber	Amber	Amber
Leisure services	Red	Red	Red	Red	Green	Red	Green	Red	Red	Red

	Worcester Park Nursery, Old Malden Lane, Worcester Park	The River Club, Old Malden Lane, Worcester Park	Central Nursery, Old Kingston Road, Worcester Park	Tolworth Court, Old Kingston Road, Tolworth	St John's Industrial Estate, Kingston Road, New Malden	Robin Hood Farm, Robin Hood Way, Kingston Vale	Land at Clayton Road, Chessington	Land adjacent to Rushett Lane, Malden Rushett	Mellow Stocks, Leatherhead Road, Chessington	1 Virginia Cottage, Land and Buildings, Chessington
Social services	Red	Red	Red	Red	Red	Red	Green	Red	Green	Green
Parks and open spaces	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Sports facilities	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
PTAL	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Bus stops	Green	Amber	Amber	Green	Green	Green	Amber	Green	Green	Red
Train station	Red	Green	Green	Green	Green	Red	Red	Red	Green	Green
Borough strategic walking network	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green
Borough strategic cycling network	Red	Red	Green	Green	Green	Green	Green	Green	Green	Red
EV Charging Points	Amber	Amber	Green	Green	Amber	Amber	Amber	Amber	Green	Amber
IMD Employment	Amber	Green	Amber	Amber	Amber	Green	Green	Amber	Amber	Amber
IMD Income	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Amber	Amber
LSIS	Red	Red	Red	Red	Green	Red	Red	Green	Red	Red
SIL	Red	Red	Red	Red	Red	Red	Red	Red	Green	Green
Employment sites	Red	Red	Green	Green	Red	Red	Red	Red	Red	Red
IMD Crime	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Crime rate	Green	Green	Green	Green	Amber	Green	Green	Green	Green	Green
IMD Housing	Red	Amber	Red	Red	Red	Amber	Amber	Amber	Amber	Amber

Table B-4 – RAG Assessment Findings – Alternative Site Allocations (Part 2)

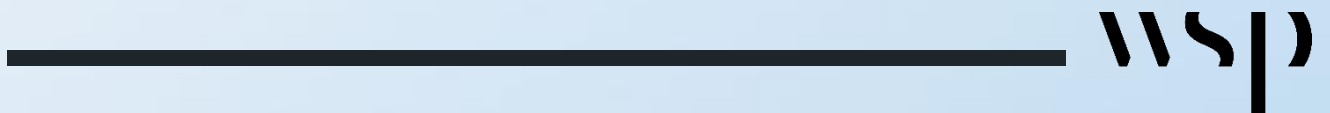
	Chessington Golf Course, Garrison Lane, Chessington	Barwell Court, Leatherhead Road, Chessington	Rushett Stables, Leatherhead Road, Chessington	Green Lane Farm Kennels, Green Lane, Chessington	419 Leatherhead Road, Chessington	Croner House and Clarendon House, London Road, Kingston	Land at the Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton	Gasholder, West Barnes Lane, Motspur Park	Seething Wells Filter Beds, Portsmouth Road, Surbiton	Southborough High School Playing Fields, Love Lane, Surbiton
Local Nature Reserve	Amber	Amber	Amber	Amber	Amber	Green	Green	Red	Green	Green
National Nature Reserve	Green	Green	Green	Green	Amber	Green	Green	Green	Green	Green
Priority Habitat	Red	Amber	Red	Amber	Red	Amber	Amber	Red	Amber	Amber
SINC	Red	Red	Red	Red	Red	Amber	Amber	Red	Red	Amber
SACs	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
SSSIs	Green	Green	Green	Green	Amber	Green	Green	Green	Amber	Green
SPA	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Flood Zones	Green	Green	Green	Green	Green	Amber	Green	Red	Red	Red
Surface Water Flood Risk	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber	Amber
Overall Climate Risk	Amber	Amber	Green	Green	Green	Red	Amber	Green	Green	Amber
Overall Heat Risk	Amber	Amber	Green	Green	Green	Red	Amber	Green	Green	Amber
Listed Buildings	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green
Registered Parks & Gardens	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Scheduled Monuments	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Heritage at risk	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Conservation areas	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green
AAS	Green	Red	Green	Red	Green	Red	Red	Green	Green	Green
SASP	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green
Key Views	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
LASC	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green
Greenbelt	Red	Red	Red	Red	Red	Green	Green	Green	Green	Red
Local Open Space	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
MOL	Green	Green	Green	Green	Green	Green	Green	Red	Red	Green
Green Corridor	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Green Chain	Green	Green	Green	Green	Green	Green	Green	Red	Red	Green

	Chessington Golf Course, Garrison Lane, Chessington	Barwell Court, Leatherhead Road, Chessington	Rushett Stables, Leatherhead Road, Chessington	Green Lane Farm Kennels, Green Lane, Chessington	419 Leatherhead Road, Chessington	Croner House and Clarendon House, London Road, Kingston	Land at the Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton	Gasholder, West Barnes Lane, Motspur Park	Seething Wells Filter Beds, Portsmouth Road, Surbiton	Southborough High School Playing Fields, Love Lane, Surbiton
NO2	Green	Red	Amber	Green	Amber	Red	Amber	Green	Red	Amber
PM10	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green
Motor Vehicle restricted area	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber
Statutory Main River	Green	Green	Green	Green	Green	Green	Green	Red	Amber	Red
Ponds	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Critical drainage area	Green	Green	Green	Green	Amber	Amber	Green	Amber	Green	Green
Population density	Green	Green	Green	Green	Green	Red	Red	Amber	Red	Green
IMD Overall Deprivation	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber
Primary Schools	Green	Green	Amber	Green	Amber	Green	Green	Green	Green	Green
Secondary Schools	Green	Green	Amber	Green	Amber	Green	Green	Green	Green	Green
Higher Education	Amber	Amber	Red	Amber	Red	Green	Amber	Amber	Green	Amber
Local Centres	Red	Red	Red	Red	Red	Green	Green	Green	Green	Green
Shopping frontages	Red	Red	Red	Red	Red	Red	Red	Red	Green	Red
Primary Shopping Frontage	Red	Red	Red	Red	Red	Green	Red	Red	Red	Red
Secondary Shopping Frontage	Red	Red	Red	Red	Red	Green	Red	Red	Red	Red
IMD Health	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Green	Green	Amber
Female Life Expectancy	Amber	Amber	Amber	Amber	Amber	Red	Red	Green	Green	Green
Male Life Expectancy	Green	Green	Green	Green	Green	Red	Red	Green	Green	Green
Healthcare facilities	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green
Allotments	Green	Green	Amber	Green	Amber	Amber	Green	Green	Amber	Green
Leisure services	Red	Red	Red	Red	Red	Green	Green	Red	Red	Green
Social services	Green	Green	Red	Red	Red	Green	Green	Red	Red	Green
Parks and open spaces	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Sports facilities	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
PTAL	Red	Red	Red	Red	Red	Green	Red	Red	Red	Red

	Chessington Golf Course, Garrison Lane, Chessington	Barwell Court, Leatherhead Road, Chessington	Rushett Stables, Leatherhead Road, Chessington	Green Lane Farm Kennels, Green Lane, Chessington	419 Leatherhead Road, Chessington	Croner House and Clarendon House, London Road, Kingston	Land at the Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton	Gasholder, West Barnes Lane, Motspur Park	Seething Wells Filter Beds, Portsmouth Road, Surbiton	Southborough High School Playing Fields, Love Lane, Surbiton
Bus stops	Green	Green	Green	Amber	Green	Green	Green	Green	Green	Green
Train station	Green	Green	Red	Green	Red	Green	Green	Green	Green	Red
Borough strategic walking network	Green	Green	Green	Green	Amber	Green	Green	Green	Green	Green
Borough strategic cycling network	Green	Green	Green	Amber	Green	Green	Green	Green	Green	Amber
EV Charging Points	Amber	Amber	Amber	Amber	Green	Green	Amber	Amber	Amber	Amber
IMD Employment	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Green	Green	Amber
IMD Income	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber
LSIS	Red	Red	Green	Red	Green	Green	Green	Red	Red	Green
SIL	Green	Green	Red	Green	Red	Red	Red	Red	Red	Red
Employment sites	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
IMD Crime	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber	Amber
Crime rate	Green	Green	Green	Green	Green	Amber	Amber	Green	Amber	Amber
IMD Housing	Red	Amber	Amber	Red	Amber	Amber	Red	Amber	Amber	Red

Appendix C

Assessment of Site Allocations and Alternatives



The Royal Borough of Kingston upon Thames

New Local Plan

Appendix C: Assessments of Site Allocations and Alternatives

Type of document (version) Public

Project no. 70093878

Date: December 2022

WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

Quality control

Issue/revision	First issue	Revision 1	Revision 2
Remarks	Draft for RBKT	For Regulation 18 Consultation	Relevant Representation updates – Reg 18
Date	November 2022	November 2022	December 2022
Prepared by	Charlotte Town Jasmine Humphrey	Charlotte Town Jasmine Humphrey	Charlotte Town
Signature			
Checked by	Katie Dean	Katie Dean	Katie Dean
Signature			
Authorised by	Nic Macmillan	Nic Macmillan	Nic Macmillan
Signature			
Project number	70093878	70093878	70093878
Report number	001	001	003

Contents

Introduction	1
Site Allocations	3
<hr/>	
SA01: Seven Kings Car Park, Skerne Road	3
SA02: Land to the West of Kingston College Creative Industries Centre, Kingston Road	8
SA03: Canbury Car Park, Walter Street	12
SA04: Canbury Business Park and Former Gala Bingo Hall	16
SA05: Bentall Centre Car Parks A & B, Steadfast Road	20
SA06: Bishops Palace House and 11-31 Thames Street	24
SA07: Ashdown Road Car Park, Ashdown Road	29
SA08: Cromwell Road Bus Station, Kingston	33
SA09: Cattle Market Car Park and Fairfield Bus Station	37
SA10: Guildhall Buildings 1 and 2, High Street	41
SA11: The Malthouse and River Reach, 25-35 High Street	45
SA12: Bittoms Car Park, The Bittoms	49
SA13: Surrey County Hall, Milner Road	54
SA14: Thames Side Wharf, Water Lane	59
SA15: Hawks Road Clinic, Hawks Road	64
SA16: Former BT Site, Taverner House and Telephone Exchange, Birkenhead Avenue	69
SA17: Station Approach, Norbiton	74
SA18: Cocks Crescent, Hobkirk House & Noble Centre	79
SA19: Kingston Business Park, Fullers Way South	84
SA20: Surbiton Station Car Park, Glenbuck Road	89
SA21: John Lewis, Horse Fair, Kingston	94
SA22: Kingston University, Kingston Hill Campus, Kingston	99
SA23: 2-4 Kingston Road and 2 Presburg Road, New Malden	104

SA24: Burlington Retail Park, Burlington Road, New Malden	109
SA25: Travis Perkins, 165 King Charles Road, Tolworth	113
SA26: Tolworth Station, Kingston Road, Surbiton	117
Alternative Sites	121
<hr/>	
AL01: Worcester Park Nursery, Old Malden Lane, Worcester Park	121
AL02: The River Club, Old Malden Lane, Worcester Park	126
AL05: Central Nursery, Old Kingston Road, Worcester Park	131
AL11: Tolworth Court, Old Kingston Road, Tolworth	135
BV07: St John's Industrial Estate, Kingston Road, New Malden	140
CH04: Robin Hood Farm, Robin Hood Way, Kingston Vale	144
CN01: Land at Clayton Road, Chessington	148
CS01: Land adjacent to Rushett Lane, Malden Rushett	152
CS02: Mellow Stocks, Leatherhead Road, Chessington	156
CS04: 1 Virginia Cottage, Land and Buildings, Chessington	160
CS05: Chessington Golf Course, Garrison Lane, Chessington	164
CS06: Barwell Court, Leatherhead Road, Chessington	168
CS08: Rushett Stables, Leatherhead Road, Chessington	172
CS12: Green Lane Farm Kennels, Green Lane, Chessington	175
CS21: 419 Leatherhead Road, Chessington	179
NR07: Croner House and Clarendon House, London Road, Kingston	183
NR14: Land at the Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton	188
OM01: Gasholder, West Barnes Lane, Motspur Park	193
SM06: Seething Wells Filter Beds, Portsmouth Road, Surbiton	198
TH01: Southborough High School Playing Fields, Love Lane, Surbiton	202

Introduction

This appendix sets out the assessment findings for the assessment of policies. Assessments have been undertaken in themes and where possible policies within themes have been assessed together. Where this hasn't been possible, policies have been separated out or grouped with similar policies within the theme. This is to ensure that specific details within the assessment findings don't become lost and avoids any unnecessary repetition.

Mitigation measures can be found in Section 10 of the main report.

The assessment of policies has considered the following:

- Overall effect significance (negative, positive, uncertain, potential for both negative and positive effect or negligible);
- Nature of effect (direct, indirect)
- Spatial Extent (local, regional, national)
- Reversibility of effect:
 - Reversible: The receptor can return to baseline condition without significant intervention;
 - Irreversible: The receptor would require significant intervention to return to baseline condition.
- Duration (short, medium or long term) – Short term: 0-5 years, Medium term: 5-10 years (up to the end of the plan period) Long term: 10+ years (beyond the plan period).

Table C-1 - Key to the Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?
Potential for both positive and negative effects	+/-
Negligible / No effect	0
Nature of effect (direct / indirect).	D / I

Effect Significance	Key
Magnitude	H / M / L
Spatial Extent (local / regional / national)	L / R / N
Reversibility of effect (reversible / irreversible)	R / I
Permeance	P / T
Duration (short / medium / long term).	ST / MT / LT

It should be noted that where uncertain and negligible effects have been identified, it has not been possible to determine the nature of effect, the spatial extent, the reversibility or the duration of effect. In this instance, these cells have been left blank.

Site Allocations

SA01: Seven Kings Car Park, Skerne Road

Site Allocation Description and Location

This site is 0.49ha in area and is to be allocated for a residential-led mix use development, including for residential, leisure/community, commercial and business uses. It is anticipated that the proposed development would include 102 residential homes, and 4,100 sqm of non-residential floorspace. The site is surrounded by residential areas to the west, with mixed use residential and commercial developments to the south and east. To the north, there are additional residential areas and a retail space containing Sainsbury’s and Nuffield Health Kingston Fitness & Wellbeing Gym.

Table C-2 – Assessment of SA01: Seven Kings Car park, Skerne Road

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+/-	+/-	+	+	++	+/-	++	++	++	++	+	+	++
Magnitude	M		M	M	M	L	M	L	M	L	L	M	L	L	M
Nature of effect	D		D	I	I	I	D	I	I	I	I	I	D/I	I	D

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+/-	+/-	+	+	++	+/-	++	++	++	++	+	+	++
Spatial Extent	L		L	L	L	L	L	L	L	L	L	R	R	L	L
Reversibility	I		I	I	I	R	I	I	R	R	R	I	I	R	I
Permanence	P		P	P/T	P	T	P	P	P	P	P	P	P	T	P
Duration	MT		LT	LT	MT	MT	LT	MT	LT	MT	MT	MT	MT	MT	LT

Assessment Summary – SA01: Seven Kings Car Park, Skerne Road

The site at Seven Kings Car Park includes the incorporation of tree-planting within its design, as well as green drainage solutions. The inclusion of green infrastructure contributes to increasing the natural capital within the local area, and positive effects on IIA1 (biodiversity). However, the site’s location 150m from priority habitat at Canbury Gardens results in potential increases in disturbance during the construction phase. Mixed positive and negative effects have been identified for IIA1. Utilising green drainage systems also contributes to positive effects on IIA1 (biodiversity). Additionally, the site is likely to include additional landscaping and tree planting. New tree planting contributes to high-quality landscaping and minor positive effects on IIA5 (landscape). The site is also located on a brownfield site, protecting greenbelt land, resulting in significant positive effects on IIA7 (efficient use of land).

The site also includes the provision of 102 new residential homes. Increasing the quantity of housing within the Borough will contribute to meeting the required housing targets. Therefore, significant positive effects have been identified for IIA15 (housing). Additionally, the 4,100sqm of non-residential floorspace included within the site contributes to minor positive effects on IIA13 (economy and employment). Developing additional space that could be utilised by businesses and increase job opportunities in the locality. As the site delivers residential developments, significant positive effects have been identified for IIA15 (housing). The site is also well located close to employment sites, and the additional floorspace may include additional employment opportunities in the local area. Minor positive effects have therefore been identified for IIA13 (economy and employment).

Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services, results in significant positive effects on IIA11 (health and wellbeing). The site is located in an area which has a high population density so increases in population may increase pressures on services such as healthcare and education, however, the aims to provide community facility spaces. Therefore, significant positive effects have been identified for IIA9 (community needs) and IIA10 (inclusion and equality) and IIA11 (health and wellbeing).

The site is also well located close to public transport links. Kingston railway station is located approximately 250m from the site, with regular services to London Waterloo and Shepperton. The site is also located within 200m of three bus stops, served by the 65, 671 and N65 services. Therefore, significant positive effects have been identified for IIA12 (sustainable transport). Good transport links, coupled with the removal of the car park, are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

Seven Kings Car Park is located within flood zone 3, resulting in potential negative effects on IIA3 (climate resilience). However, the proposed site includes the use of Sustainable Urban Drainage Solutions (SuDS) and green drainage solutions. The implementation of drainage solutions to manage runoff contributes to improving climate resilience at the site, particularly in managing flood risk. Therefore, mixed positive and negative effects have been identified for IIA3. Additionally, the implementation of drainage systems, contributes to improving the water environment around the site, with SuDS removing pollutants from surface run-off. Construction at the site could release additional pollutants that may be carried by surface runoff

to the river Thames, which is located 200m away from the site. Mixed positive and negative effects have therefore been identified for IIA8 (water quality).

Both negative and positive effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing and damaging undiscovered archaeological artifacts. However, the site aims to avoid significant adverse effect on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

The area of the site currently has a high crime rate. Within the development, there are proposed improvements to active frontages. Improvements to the public realm in this manner is likely to contribute to an improved feeling of safety within the area. Additionally, the development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site.
- **IIA14:** Development should incorporate the designing out crime principles

- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA02: Land to the West of Kingston College Creative Industries Centre, Kingston Road

Site Allocation Description and Location

The site is approximately 0.43ha and is located in Canbury Gardens Ward. The proposed site is to be allocated for residential development, providing 51 units. The site is surrounded by residential areas to the east, with mixed use residential and commercial developments to the west. To the north, there is a retail space containing Sainsbury’s and Nuffield Health Kingston Fitness and Wellbeing Gym. Kingston College is located to the south of the site. The site is currently utilised by a car park, area of hardstanding and small green space.

Table C-3 – Assessment of SA02: Land to the West of Kingston College Creative Industries Centre, Kingston Road

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	?	+/-	+/-	+	+/-	0	?	+	+	++	+	+	++
Magnitude	M			M	M	L	M			L	L	M	L	L	M
Nature of effect	D			I	D	I	D			I	I	I	I	I	D
Spatial Extent	L			L	L	L	L			L	L	R	R	L	L
Reversibility	I			I	I	R	I			R	R	I	I	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	?	+/-	+/-	+	+/-	0	?	+	+	++	+	+	++
Permanence	P			P/T	P	T	P			P	P	P	P	T	P
Duration	LT			LT	MT	MT	LT			MT	MT	MT	MT	MT	LT

Assessment Summary – SA02: Land to the West of Kingston College Creative Industries Centre, Kingston Road

The site includes the provision of 51 new residential homes. Increasing the quantity of housing within the Borough will contribute to meeting the required housing provision for the Borough. Therefore, significant positive effects have been identified for IIA15 (housing). The site is also well located close to employment sites, allowing for easy access to employment opportunities. This contributes to minor positive effects on IIA13 (economy and employment). Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services, results in minor positive effects on IIA11 (health and wellbeing) and IIA10 (inclusion and equality). However, there is a high population density within the local area, therefore any increase in population may increase pressures on services such as healthcare and education. Therefore, uncertain have been identified for IIA9 (community needs) due to the potential for inadequate social and community infrastructure.

The removal of green space on the site for the proposed development results in negative effects on IIA1 (biodiversity) due to the reduction in natural capital. However, the site is likely to include additional landscaping and tree planting, resulting in mixed positive and negative effects for IIA1. New tree planting contributes to increasing biodiversity within the site and local area, providing habitats and natural capital. The addition of tree planting and high-quality landscaping also improves the visual landscape, however developing the current site is likely to alter the wider townscape, resulting in mixed positive and negative effects for IIA5 (landscape). The site is also located on a brownfield site, however, the removal of open space for the development results in mixed positive and negative effects on IIA7 (efficient use of land).

The area of the site currently has crime rates which are worse than the Borough average. Within the development, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Additionally, the development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

Both positive and negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Any construction and digging of the site risks disturbing and damaging archaeological artifacts. However, the site aims to avoid significant adverse effect on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.

The site is also well located close to public transport links. Kingston railway station is located approximately 150m from the site, with regular services to London Waterloo and Shepperton. The site is also located within 200m of three bus stops, served by the 65, 671 and N65 services. Therefore, significant positive effects have been identified for IIA12 (sustainable transport). Good transport links, coupled with the removal of the car park, are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) and IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures or resilience measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA03: Canbury Car Park, Walter Street

Site Allocation Description and Location

The site is approximately 1.08ha in area and is located with residential uses to the east and south, mixed residential and commercial use to the west. To the north there are additional areas of mixed residential and commercial use, as well as the site of Kingston College. The site is to be allocated for a residential-led mixed use development, including residential, commercial, and business uses. There are 160 residential units proposed for the site, with 6,400sqm of non-residential floorspace.

Table C-4 – Assessment of SA03: Canbury Car Park, Walter Street

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	- -	+/-	+/-	+	++	0	?	++	+	++	+	+	++
Magnitude	M		M	M	M	L	M			L	L	M	L	L	M
Nature of effect	D		D	I	D	I	D			I	I	I	I	I	D
Spatial Extent	L		L	L	L	L	L			L	L	R	R	L	L
Reversibility	I		I	I	I	R	I			R	R	I	I	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	-	+/-	+/-	+	++	0	?	++	+	++	+	+	++
Permanence	P		P	P/T	P	T	P			P	P	P	P	T	P
Duration	MT		LT	LT	MT	MT	LT			MT	MT	MT	MT	MT	LT

Assessment Summary – SA03: Canbury Car Park, Walter Street

The site includes the provision of 160 new residential homes. Increasing the quantity of housing on this scale within the Borough will contribute to meeting the required housing provision for the Borough. Therefore, significant positive effects have been identified for IIA15 (housing). The site is also well located close to employment sites, allowing for easy access to employment opportunities and will include 6,400 sqm of floorspace for commercial and business use. This could result in some employment opportunities, resulting in minor positive effects on IIA13 (economy and employment). It is however currently unclear if the housing provision will include affordable or specialist housing.

Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services, results in significant positive effects on IIA10 (inclusion and equality), and minor positive effects on IIA11 (health and wellbeing). However, there is a high population density within the local area, therefore any increase in population may increase pressures on services such as healthcare and education. Therefore, uncertain effects have been identified for IIA9 (community needs) due to the potential for inadequate social and community infrastructure.

The site is also well located close to public transport links. Kingston railway station is located approximately 60m from the site, with regular services to London Waterloo and Shepperton. The site is also located within 200m of three bus stops, served by the 65, 671 and N65 services. This encourages the use of public transport, therefore, significant positive effects have been identified for IIA12 (sustainable transport). Good transport links, coupled with the removal of the car park, are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

Both positive and negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging of the site risks disturbing and damaging undiscovered archaeological artifacts. However, the site aims to avoid significant adverse effects on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets.

Significant negative effects have been identified for IIA3 (climate resilience) due to the site's location within an area of flood zone 3. The site's location within flood zone 3 increases the likelihood of flooding particularly with an increase of flood events as a result of climate change.

The area of the site currently has a medium level of crime deprivation. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Additionally, the development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

The site is currently utilised by a car park, with limited ecological value. The proposed site is likely to include additional landscaping and tree planting, resulting in minor positive effects for IIA1 (biodiversity) as new tree planting contributes to increasing biodiversity within the site and local area, providing habitats and natural capital. The addition of tree planting and high-quality landscaping also improves the visual landscape, however developing the current site is likely to alter the wider townscape, particularly if multiple storey developments were to come forward, resulting in mixed positive and negative effects for IIA5 (landscape). The site is also located on a brownfield site, resulting in significant positive effects on IIA7 (efficient use of land).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions at the site..

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA04: Canbury Business Park and Former Gala Bingo Hall

Site Allocation Description and Location

The site is located on a 1.00ha area of land in Kingston Gate Ward. The site is to be allocated for mixed-use development, including for residential, leisure/community, commercial and business uses. There are anticipated to be 40 residential units provided at the site, with 5,500sqm of non-residential floorspace provided. The site is currently utilised for commercial uses, with Kingston University Engineering also located at the site. To the south of the site is residential use, as well as to the east. Mixed use commercial and residential sites are located to the west, with commercial use to the north of the site.

Table C-5 – Assessment of SA04: Canbury Business Park and Former Gala Bingo Hall

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	?	+/-	+/-	+	++	0	++	++	++	++	+	+	++
Magnitude	M			M	M	L	M		M	M	L	M	L	L	M
Nature of effect	D			I	D	I	D		I	I	I	I	I	I	D
Spatial Extent	L			L	L	L	L		L	L	L	R	R	L	L
Reversibility	I			I	I	R	I		R	R	R	I	I	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	?	+/-	+/-	+	++	0	++	++	++	++	+	+	++
Permanence	P			P/T	P	T	P		P	P	P	P	P	T	P
Duration	MT			LT	MT	MT	LT		LT	LT	MT	MT	MT	MT	LT

Assessment Summary – SA04: Canbury Business Park and Former Gala Bingo Hall

The site includes the provision of 40 new residential homes. Increasing the quantity of housing within the Borough will contribute to meeting the required housing provision for the Borough. Therefore, significant positive effects have been identified for IIA15 (housing). It is however currently unclear if the housing provision will include affordable or specialist housing.

The site is also well located close to employment sites, allowing for easy access to employment opportunities. The site also contains opportunities for commercial and business uses, providing economic benefits and additional employment opportunities. This contributes to minor positive effects on IIA13 (economy and employment).

Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services. There is a high population density within the local area, therefore any increase in population may increase pressures on services such as healthcare and education. However, as the site also contains potential for leisure and community facilities, significant positive effects have been identified for IIA9 (community needs), IIA10 (inclusivity and equality) and IIA11 (health and wellbeing).

Both positive and negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging of the site risks disturbing and damaging archaeological artifacts. The site is also located within close proximity of a grade II listed building. The development at the site may therefore alter the setting of this asset through development. The construction at the site is likely to increase disturbance on this asset, particularly through noise and vibration and construction related air quality effects. However, the site aims to avoid significant adverse impacts on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets.

The site currently contains hard standing, resulting in limited ecological value. The proposed site is likely to include additional landscaping and tree planting, resulting in minor positive effects for IIA1 (biodiversity) as new tree planting contributes to increasing biodiversity within the site and local area, providing habitats and natural capital. The addition of tree planting and high-quality landscaping also improves the visual landscape, however developing the current site is likely to alter the wider townscape, particularly through multiple storey developments, resulting in mixed positive and negative effects for IIA5 (landscape). The site is also located on a brownfield site, resulting in significant positive effects on IIA7 (efficient use of land).

The area of the site currently has a medium level of crime deprivation. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Additionally, the development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

The site is also well located close to public transport links. Kingston railway station is located approximately 50m from the site, with regular services to London Waterloo and Shepperton. The site is also located within 200m of three bus stops, served by the 65, 671 and N65 services. This encourages the use of public transportation; therefore, significant positive effects have been identified for IIA12 (sustainable transport). Good transport links, coupled with the removal of the car park, are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) and IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures to heat and flooding.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA05: Bentall Centre Car Parks A & B, Steadfast Road

Site Allocation Description and Location

The proposed site is approximately 0.77ha and is currently utilised by a commercial building. The site is to be allocated for a residential-led mixed use development, including for residential, commercial and business uses. There are 194 residential homes proposed, with 26,000sqm of non-residential floorspace. Commercial uses surround the site to the west, south and east, and north, with the Kingston railway line located immediately north of the site.

Table C-6 – Assessment of SA05: Bentall Centre Car Parks A & B, Steadfast Road

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	+/-	+/-	+/-	+	++	+/-	?	+	+	++	++	+	++
Magnitude	M		M	M	M	L	M	L		L	L	M	L	L	H
Nature of effect	D		D	I	I	I	D	I		I	I	I	I	I	D
Spatial Extent	L		L	L	L	L	L	L		L	L	R	R	L	L
Reversibility	I		I	I	I	R	I	I		R	R	I	I	R	I
Permanence	P		P	P/T	P	T	P	P		P	P	P	P	T	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	+/-	+/-	+/-	+	++	+/-	?	+	+	++	++	+	++
Duration	MT		LT	LT	MT	MT	LT	MT		MT	MT	MT	MT	MT	LT

Assessment Summary – SA05: Bentall Centre Car Parks A & B, Steadfast Road

The site includes the provision of 194 new residential homes. Increasing the quantity of housing on this scale within the Borough will contribute to meeting the required housing provision for the Borough. Therefore, significant positive effects have been identified for IIA15 (housing). The site is also well located close to employment sites, allowing for easy access to employment opportunities. Additionally the site will provide 26,000 sqm of non-residential floor space which could present significant job opportunities. This contributes to significant positive effects on IIA13 (economy and employment).

The allocation of commercial and business use within the proposed site also allows for improvements to the local economy, encouraging business investment and providing additional employment opportunities. Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services, results in minor positive effects on IIA10 (inclusion and equality) and IIA11 (health and wellbeing). However, there is a high population density within the local area, therefore any increase in population may increase pressures on services such as healthcare and education. Therefore, uncertain effects have been identified for IIA9 (community needs) due to the potential for inadequate social and community infrastructure and there are currently no provision for further facilities.

The site at Bentall Centre Car Parks A & B is located within flood zone 3, resulting in potential minor effects on IIA3 (climate resilience). However, the proposed site includes the use of SuDS and green drainage solutions. The implementation of drainage solutions to manage runoff contributes to improving climate resilience at the site, particularly in managing flood risk. Therefore, mixed positive and negative effects have been identified for IIA3. Additionally, the implementation of drainage systems contributes to improving the water environment around the site, with SuDS removing pollutants from surface run-off. This is particularly notable due to the location of the River Thames 70m west of the site. Construction at the site is also likely to release additional pollutants that may be carried by surface runoff to the Thames. Mixed positive and negative effects have therefore been identified for IIA8 (water quality).

Utilising green drainage systems would contribute to minor positive effects on IIA1 (biodiversity) due to the increase in green infrastructure. Additionally, the site is likely to include additional landscaping and tree planting. New tree planting contributes to increasing biodiversity within the site and local area, providing habitats and natural capital. The addition of tree planting and high-quality landscaping due to the improvement in visual landscaping. However, the site is located within a strategic area of special character. Any development, particularly including tall buildings, is therefore likely to change the landscape character of the area. Mixed positive and negative effects have therefore been identified for IIA5 (landscape). The site is also located on a brownfield site, protecting greenbelt land, resulting in significant positive effects on IIA7 (efficient use of land).

Both positive and negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging of the site risks disturbing and damaging archaeological artifacts. However, the site aims to avoid significant adverse impacts on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings.

The site is also well located close to public transport links. Kingston railway station is located approximately 300m from the site, with regular services to London Waterloo and Shepperton. The site is also located within 200m of three bus stops, served by the 111, 216, 281, 285, 411, 461, 481 and X26 services. The location of the site close to multiple public transport options contributes to encouraging sustainable transportation use. Therefore, significant positive effects have been identified for IIA12 (sustainable transport) Good transport links, coupled with the removal of the car park, are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

The area surrounding the site has both a crime rate and high level of crime deprivation. Within the development, there are proposed improvements to public frontages. Improvements to the public realm in this manner is likely to contribute to an improved feeling of safety within the area. Additionally, the development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions at the site.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA06: Bishops Palace House and 11-31 Thames Street

Site Allocation Description and Location

This site is approximately 0.70ha and is located 20m east of the river Thames. The site is also located immediately south of the A308 at Horse Fair and Kingston Bridge. Residential uses border the east of the site, with an area of open space located at All Saints Church located 25m east. The site is currently utilised for commercial and business use, with additional commercial and business space located to the south. The site is proposed to be allocated for a residential-led mixed use development, including for residential, leisure/community, commercial, and business uses. There are 44 residential units proposed for the site in the form of rooftop extension.

Table C-7 – Assessment of SA06: Bishops Palace House and 11-31 Thames Street

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+/-	+/-	+/-	+	++	+/-	++	++	++	++	+/-	+	++
Magnitude	M		M	M	M	M	M	L	M	M	L	M	L	L	M
Nature of effect	D		D	I	I	I	D	I	I	I	I	I	I	I	D

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+/-	+/-	+/-	+	++	+/-	++	++	++	++	+/-	+	++
Spatial Extent	L		L	L	L	L	L	L	L	L	L	R	R	L	L
Reversibility	I		I	I	I	I	I	I	R	R	R	I	I	R	I
Permanence	P		P	P/T	P	P	P	P	P	P	P	P	P	T	P
Duration	MT		LT	LT	MT	MT	LT	MT	LT	LT	MT	MT	MT	MT	LT

Assessment Summary – SA06: Bishops Palace House and 11-31 Thames Street

The site includes the provision of 44 new residential homes. Increasing the quantity of housing within the Borough will contribute to meeting the required housing provision for the Borough. Therefore, significant positive effects have been identified for IIA15 (housing). The site is also well located close to employment sites, allowing for easy access to employment opportunities. The site also contains opportunities for commercial and business uses, providing economic benefits and additional employment opportunities. The site also preserves the existing business and commercial uses at the site, however, during construction works at the site there is likely to be disturbance to the existing businesses at the site. Therefore, mixed positive and negative effects have been identified for IIA13 (economy and employment).

Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services, results in significant positive effects on IIA11 (health and wellbeing). There is a high population density within the local area, therefore any increase in population may increase pressures on services such as healthcare and education. However, as the site also contains potential for leisure and community facilities, significant positive effects have been identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The site is located within flood zone 3, resulting in potential minor effects on IIA3 (climate resilience). However, the proposed site includes the use of SuDS and green drainage solutions. The implementation of drainage solutions to manage runoff contributes to improving climate resilience at the site, particularly in managing flood risk. Therefore, mixed positive and negative effects have been identified for IIA3. Additionally, the implementation of drainage systems, contributes to improving the water environment around the site, with SuDS removing pollutants from surface run-off. This is particularly notable due to the location of the river Thames 20m west of the site. Construction at the site is also likely to release additional pollutants that may be carried by surface runoff to the Thames. Mixed positive and negative effects have therefore been identified for IIA8 (water quality).

Utilising green drainage systems contributes to positive effects on IIA1 (biodiversity) due to the increase in green infrastructure. However, a tree preservation order is located on the western border of the site. Any development, therefore, risks damaging this asset, particularly through construction related emissions and vibration. Mixed positive and negative effects have therefore been identified for IIA1. The location of the site is also within the Kingston Old Town Conservation area. The development of the site, including additional stores is likely to change the landscape character of the area. Mixed positive and negative effects have therefore been identified for IIA5 (landscape) as it is assumed that the site will incorporate high quality design, improving the public realm. The site is also located on a brownfield site, protecting greenbelt land, resulting in significant positive effects on IIA7 (efficient use of land).

Both positive and negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance and conservation are. Therefore, any construction and digging of the site risks disturbing and damaging archaeological artifacts and the setting of the conservation area. However, the site aims to avoid significant adverse impacts on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets.

The area surrounding the site has both a crime rate and high level of crime deprivation. The development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

The site is also well located close to public transport links. Kingston railway station is located approximately 500m from the site, with regular services to London Waterloo and Shepperton. The site is also located within 70m of a bus stop, served by the 411 and 461 services. The location of the site close to multiple public transport options contributes to encouraging sustainable transportation use. Good transport links, coupled with the removal of the car park, are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions at the site.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA1:** The removal of protected trees (including those with a tree preservation order) should be resisted where possible, in line with Policy KN4.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.

- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA07: Ashdown Road Car Park, Ashdown Road

Site Allocation Description and Location

The 0.49ha site is located on the site of Ashdown Road Car Park. The area surrounding the site to the north and west is predominantly commercial and business use. To the south of the site is another development site. The A307 borders the site to the east, with residential uses and Fairfield Park located further east. The site is allocated for a residential-led mixed use development, including for residential, leisure/community, and commercial and business uses. There are 155 residential homes proposed for the site, with 6,200sqm of floorspace.

Table C-8 – Assessment of SA07: Ashdown Road Car Park, Ashdown Road

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	?	?	-	+/-	+	+	++	0	++	++	++	++	+	+	++
Magnitude			M	M	M	M	H		M	M	L	M	M	L	H
Nature of effect			D	I	D	I	D		D	D	I	I	D	I	D
Spatial Extent			L	L	L	L	L		L	L	L	L	L	L	L
Reversibility			I	I	I	R	I		R	R	R	R	R	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	?	?	-	+/-	+	+	++	0	++	++	++	++	+	+	++
Permanence			P	P	P	P	P		P	P	P	P	P	T	P
Duration			LT	LT	MT	MT	LT		MT	MT	MT	MT	MT	MT	LT

Assessment Summary – SA07: Ashdown Road Car Park, Ashdown Road

The site includes the provision of 155 new residential homes. Increasing the quantity of housing within the Borough will contribute to meeting the Borough’s housing target. Therefore, significant positive effects have been identified for IIA15 (housing). The site also includes the provision of commercial/business space. This space provides opportunities for economic investment into the area, as well as increased employment opportunities. Additionally, the site is well located close to employment sites. Therefore, minor positive effects have been identified for IIA13 (economy and employment).

The site also includes a provision of community uses, including leisure uses. The provision of community use contributes to significant positive effects on IIA9 (community needs) and IIA10 (inclusivity and equality). Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services, results in significant positive effects on IIA11 (health and wellbeing). However, there is a high population density within the local area, therefore any increase in population may increase pressures on services such as healthcare and education.

Both positive and negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging of the site risks disturbing and damaging archaeological artifacts. However, the site aims to avoid significant adverse effect on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets.

The site is located on brownfield land, resulting in significant positive effects on IIA7 (efficient use of land). The site is also located within flood zone 2, meaning the site has a medium risk of flooding. However, the proposed site includes no specification of drainage systems or the use of SuDS. Therefore, significant negative effects have been identified for IIA3.

The area surrounding the site has both a crime rate and high level of crime deprivation. The development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Additionally, the improvements to the public realm as a result of the development's improvement to public frontages contributes to the feeling of safety within the area. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

The site is also well located close to public transport links.. Kingston railway station is located approximately 400m from the site, with regular services to London Waterloo and Shepperton. The site is also located within 200m of five bus stops, served by the 281, 515, 65, 71, 281, 406, 418, 671, K2, K3, N65, 458, 513, 514, 57, 85, 131, 213, K5 and N87 services. The location of the site close to multiple public transport options contributes to encouraging sustainable transportation use. The proximity of the site close to sustainable transport modes, in addition to the removal of the car park at the site, is likely to contribute to encouraging a modal shift towards public and sustainable transport modes. Therefore, significant positive effects have been identified for IIA12 (sustainable transport) and minor positive effects on IIA6 (air quality) through a reduction in vehicle emissions and improvement in local air quality.

The development of the site, including additional stores is likely to change the landscape character of the area. However, public realm improvements as a result of the development, including public frontages, will improve the vitality of the local area. Minor positive effects have therefore been identified for IIA5 (landscape) as it is assumed that the site will incorporate high quality design, improving the public realm.

The incorporation of green infrastructure within the design has resulted in minor positive effects identified for climate resilience (IIA3), as it can help to reduce the urban heat island effect as well as aid with drainage to reduce the risk of surface water flooding.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions at the site.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA08: Cromwell Road Bus Station, Kingston

Site Allocation Description and Location

The 0.4ha site is to be allocated for a residential-led mixed use development, including for residential, commercial and business, and transport uses due to its co-location with the bus station. There are 59 residential units proposed for the site, with 2,300sqm of non-residential floorspace. The site is located on the area of the current Cromwell Road bus station, with the A307 bordering the site to the south, and Kingston railway line bordering the site to the north. To the west is utilised by a mix of residential and commercial use, with residential areas to the east, and further north beyond the railway line.

Table C-9 – Assessment of SA08: Cromwell Road Bus Station, Kingston

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	+/-	+/-	+	?	++	0	?	+	+	?	+	+	++
Magnitude	M		M	M	M		H			L	L		M	L	H
Nature of effect	D		D	I	D		D			I	I		D	I	D
Spatial Extent	L		L	L	L		L			L	L		L	L	L
Reversibility	R		I	I	I		I			R	R		R	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	+/-	+/-	+	?	++	0	?	+	+	?	+	+	++
Permanence	P		P	P	P		P			P	P		P	T	P
Duration	MT		LT	LT	MT		LT			MT	MT		MT	MT	LT

Assessment Summary – SA08: Cromwell Road Bus Station, Kingston

The site includes the provision of 59 new residential homes. Increasing the quantity of housing within the Borough will contribute to meeting the Borough’s housing target. Therefore, significant positive effects have been identified for IIA15 (housing). The site also includes the provision of commercial/business space. This space provides opportunities for economic investment into the area, as well as increased employment opportunities. Additionally, the site is well located close to employment sites. Therefore, minor positive effects have been identified for IIA13 (economy and employment).

Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services, results in minor positive effects on IIA11 (health and wellbeing). However, there is a high population density within the local area, therefore any increase in population may increase pressures on services such as healthcare and education. The site also includes the potential for open space development. Improving the provision of open space provides community infrastructure. However, the proposed development does not include additional community facilities. The high population density in this area may stretch these existing facilities, despite their close proximity to the site. Uncertain effects have therefore been identified for IIA9 (community needs).

Both positive and negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging of the site risks disturbing and damaging archaeological artifacts. However, the site aims to avoid significant adverse effects on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets. Conversely, significant positive effects have been identified for IIA7 (efficient use of land) as the proposed site is located on a brownfield site.

The site is also located within flood zone 2, meaning the site has a medium risk of flooding. However, the proposed site includes no specification of drainage systems or the use of SuDS, contributing to negative effects have been for IIA3. The inclusion of tree planting within the proposed development contributes to improving the climate resilience of the development, particularly through reducing the urban heat island effect. Mixed positive and negative effects have been identified for IIA3 (climate resilience).

The site is also well located close to public transport links and is located along a strategic walking network. Kingston railway station is located approximately 100m from the site, with regular services to London Waterloo and Shepperton. However, the site is located within the area of the current Cromwell Road bus station. It is currently unclear whether the co-location of the bus station will provide the same level of bus service. Uncertain effects have been identified for IIA6 (air quality) as it is uncertain at this stage if the provision of bus services local to the site will be retained and encourage a modal shift away from private car use.

The area surrounding the site has both a crime rate and high level of crime deprivation. The development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Additionally, improvements to the public realm contribute to the feeling of safety within the area. Minor positive effects on IIA14 (crime and safety) have therefore been identified. Public realm improvements, particularly reducing the overlooking of the development on the surrounding area, the development of open space, and tree planting, contributes to the improvement of the local landscape and townscape. Additionally, improving the provision of open space and incorporating tree planting contributes to improving local natural capital. Minor positive effects have therefore been identified for IIA5 (landscape) and IIA1 (biodiversity).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA12:** Any relocation of the current bus station should maintain the provision of public transport to the site.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA09: Cattle Market Car Park and Fairfield Bus Station

Site Allocation Description and Location

This site is 1.92ha and is to be allocated for a mixed use development, including a community leisure centre, residential development, commercial and business uses and transport uses. There are 78 residential units proposed for the site, specifically villa housing, and 3,100sqm of non-residential floorspace, excluding the land covered by the community leisure centre. The site is bordered by residential areas and Kingston Quaker Centre to the east, with the A307 and commercial uses to the west and north. To the south of the site is Fairfield Park. The site is currently utilised by Fairfield Bus Station, Cattle Market Car Park, Fairfield children’s playground, Kingston Museum and a community leisure centre with open space.

Table C-10 – Assessment of SA09: Cattle Market Car Park and Fairfield Bus Station

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+/-	+/-	+	+	++	0	++	++	++	?	+	+	++
Magnitude	H		M	H	M	L	M		M	L	L		M	L	H
Nature of effect	D		D	D	D	I	D		D	I	I		D	I	D
Spatial Extent	L		L	L	L	L	L		L	L	L		L	L	L

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+/-	+/-	+	+	++	0	++	++	++	?	+	+	++
Reversibility	I		I	I	I	R	I		I	R	R		R	R	I
Permanence	P		P	P	P	P	P		P	P	P		P	T	P
Duration	LT		LT	LT	LT	MT	LT		MT	MT	MT		MT	MT	LT

Assessment Summary – SA09: Cattle Market Car Park and Fairfield Bus Station

The site includes the provision of 78 new residential homes. Increasing the quantity of housing within the Borough will contribute to meeting the Borough’s housing target. Therefore, significant positive effects have been identified for IIA15 (housing). The site also includes the provision of commercial/business space. This space provides opportunities for economic investment into the area, as well as increased employment opportunities. Additionally, the site is well located close to employment sites. Therefore, minor positive effects have been identified for IIA13 (economy and employment). Due to its location on brownfield land, significant positive effects have been determined for IIA7 (efficient use of land).

Improving the provision of housing also helps to meet wellbeing needs of the local population. This, alongside the location of the site close to healthcare and education services, results in significant positive effects on IIA11 (health and wellbeing). However, there is a high population density within the local area, therefore any increase in population may increase pressures

on services such as healthcare and education. The site does however include a new leisure centre to replace the existing Kingfisher Centre, resulting in further positive effects on IIA10 (inclusivity and equality) and IIA11 (community needs).

Both positive and negative effects have been identified for IIA4 (historic environment) as the site is located within an area of archaeological significance, and a conservation area. Any construction and digging of the site risks disturbing and damaging archaeological artifacts as well as the unique setting of the conservation area. However, the site aims to avoid significant adverse effect on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets.

The area surrounding the site has both a crime rate (worse than the national average) and high level of crime deprivation. The development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Additionally, improvements to the public realm contribute to the feeling of safety within the area. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

The site is also well located close to public transport links. Kingston railway station is located approximately 300m from the site, with regular services to London Waterloo and Shepperton. However, the site is located within the area of the current Fairfield bus station. It is currently unclear whether the co-location of the bus station will provide the same level of bus service provision currently identified for the site will be retained. However, minor positive effects have been identified for IIA6 (air quality) as the removal of the current Cattle Market car park at the site is likely to contribute to encouraging a modal shift away from private car use, reducing transport related emissions.

The site is also located within flood zone 2, meaning the site has a medium risk of flooding. However, the proposed site includes no specification of drainage systems or the use of SuDS, contributing to negative effects have been for IIA3. The inclusion of tree planting within the proposed development contributes to improving the climate resilience of the development, particularly through reducing the urban heat island effect. Mixed positive and negative effects have been identified for IIA3 (climate resilience).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA1:** Design should incorporate the provision of open space where possible.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA12:** Any relocation of the current bus station should maintain the provision of public transport to the site.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA10: Guildhall Buildings 1 and 2, High Street

Site Allocation Description and Location

This site is approximately 1.26 ha and has been allocated for residential-led mixed use development, including commercial and business uses. It is anticipated that the proposed development would include provision for 217 homes and 2,200sq mm of non-residential floorspace.

This site is located in Kingston Town Ward, to the east of the Borough. It is bordered by St James' Road to the east and the A307 to the south. Hogsmill River intersects the site. Land use in the immediate area is retail and commercial, along with some administrative buildings. It is also located within Kingston Old Town Conservation Area, which is characterised by its medieval street pattern, with the oldest part of the town located around All Saints Church¹.

¹ RBKT (2022) Kingston Old Town Conservation Area. Available at: <https://www.kingston.gov.uk/heritage-conservation/list-conservation-areas/2>

Table C-11 – Assessment of SA10: Guildhall Buildings 1 and 2, High Street

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	++	?	+/-	+/-	+/-	+	++	+/-	+	+	+	++	+	+	++
Magnitude	M		L	M	M	L	M	M	M	M	L	L	M	L	H
Nature of effect	D		I	D	D	I	D	D	D	D	I	I	D	I	D
Spatial Extent	L		L	L	L	L	L	L	L	L	L	L	R	L	L
Reversibility	R		R	I	I	R	R	I	R	R	R	R	R	R	R
Permanence	P		P	T/P	T/P	P	P	T/P	P	P	P	P	P	T	P
Duration	LT		LT	ST/MT	ST/MT	ST/LT	LT	LT	LT	LT	LT	LT	LT	MT	LT

Assessment Summary – SA10: Guildhall Buildings 1 and 2, High Street

As part of the development at the site it is proposed to create an outdoor public space at the centre of the site. This would contribute positively to IIA9 (community needs) IIA10 (inclusivity and equality) and IIA11 (health and wellbeing), as there would be additional open space for community use, and spending time outdoors contributes positively to mental wellbeing. It may also provide increased opportunities for physical exercise. The creation of outdoor space alongside the naturalisation of

Hogsmill River will also have a significant positive effects on IIA1 (biodiversity) as there would be opportunities for biodiversity net gain. These improvements to outdoor space will also allow opportunities to improve the landscape and townscape in the area, therefore there would be positive effects on IIA5 (landscape) and IIA4 (historic environment) as the setting of historic assets may be improved. Despite this, there would be short term, temporary effects on IIA4 and IIA 5 during construction as dust and noise may cause disturbance.

The site is also in close proximity to Hampton Court Park, (approximately 800 m walking), which provides good opportunities for local residents to undertake physical exercise. Access to greenspace can provide better mental health and wellbeing outcomes including reduced levels of depression, anxiety and enhanced quality of life.

The site is located within flood zone 3, and is at risk of flooding from rivers, and also at risk of surface water flooding. The development will incorporate measures such as SuDS in order to manage and reduce surface runoff, whilst prioritising green drainage solutions. These measures will help to reduce the effects of heavy rainfall and lead to greater resilience in a flood event, but there is still a risk at the site. Both negative and positive effect have therefore been identified for IIA3 (climate resilience).

In terms of IIA12 (sustainable transport), the improvement of pedestrian accesses between the site and Hogsmill River may help to encourage more active methods of transport. The site has a PTAL score of 6a, meaning there are excellent existing transport links. The nearest bus stop is adjacent to the north of the site, on the High Street, and is served by 9 different bus routes. Kingston Train Station is located approximately 800 m (walking distance) to the north of the site, and provides South Western Railway services towards London, and to Shepperton in the opposite direction. These all have significant positive contributions towards IIA12.

There may be short term negative effects on air quality during construction, as dust and other airborne pollutants may cause disturbance to nearby receptors (for example, local businesses), however, once construction is complete, the enhancements to green spaces in the area will help to mitigate the effects of air pollution and will contribute to improvements in air quality. Good transport links are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

Impacts during construction may also affect Hogsmill River, particularly if dust particles or pollution enters the watercourse. Despite this, the naturalisation of Hogsmill River should help to improve long term water quality, hence the mixed effects for IIA 8 (Water Quality).

As part of the development, it is proposed to create 217 residential units. This will have a significant positive effect on IIA15 (housing). Despite this, it is important to ensure that the provision is inclusive and provides different types of housing to meet a variety of needs. The development also proposes to include 2,200 sq m of residential space. Depending on whether the space is used for employment uses or community facilities, this could have positive effects for IIA13 (economy and employment) and IIA9 (community needs).

The development of this site will have significant positive effects on IIA7 (efficient use of land) as it supports the reuse of existing brownfield land for development. The Guildhall Main Building, built in the 1930s will also be retained and reused, which will also have positive effects on IIA4 (historic environment).

Mitigation and Enhancements

- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3. It should be detailed how the SuDS that are to be implemented will contribute to improving flood risk.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA11: The Malthouse and River Reach, 25-35 High Street

Site Allocation Description and Location

This site is approximately 0.26 ha and has been allocated for residential-led mixed use development, including commercial and business uses. It is anticipated that the proposed development would include provision for 58 homes and 600sq mm of non-residential floorspace.

This site is located in Kingston Town Ward, to the east of the Borough. It is bordered by The Bittoms to the east and the A307 to the west. The current land use of the site is office space, as well as a restaurant. In the immediate area there are commercial and retail land uses. It is also located within Kingston Old Town Conservation Area, which is characterised by its medieval street pattern, with the oldest part of the town located around All Saints Church².

² RBKT (2022) Kingston Old Town Conservation Area. Available at: <https://www.kingston.gov.uk/heritage-conservation/list-conservation-areas/2>

Table C-12 – Assessment of SA11: The Malthouse and River Reach, 25-35 High Street

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	+/-	+/-	+/-	+	++	-	+	+	+	++	+	+	++
Magnitude	M		L	M	M	L	M	S	M	L	L	L	M	L	H
Nature of effect	D		I	D	D	I	D	I	D	I	I	I	D	I	D
Spatial Extent	L		L	L	L	L	L	L	L	L	L	L	R	L	L
Reversibility	R		R	I	I	R	R	I	R	R	R	R	R	R	R
Permanence	P		P	T/P	T/P	P	P	T	P	P	P	P	P	T	P
Duration	LT		LT	ST/MT	ST/MT	ST/LT	LT	ST	LT	LT	LT	LT	LT	MT	LT

Assessment Summary – SA11: The Malthouse and River Reach, 25-35 High Street

As part of the development at the site it is proposed to include tree planting and landscaping. These improvements to outdoor space will also allow opportunities to improve the landscape and townscape in the area. Design of the development will also consider effects on short, medium and long range views, and take into account Kingston Old Town Conservation Area and any locally listed buildings, therefore there would be positive effects on IIA5 (Landscape) and IIA4 (Historic Environment) as the

setting of historic assets may be improved. Despite this, there would be short term, temporary effects on IIA4 and IIA 5 during construction as dust and noise may cause disturbance.

The site is also in close proximity to Hampton Court Park, (approximately 900 m walking) and Fairfield Park (560m east walking), which provides good opportunities for local residents to undertake physical exercise. Access to greenspace can provide better mental health and wellbeing outcomes including reduced levels of depression, anxiety and enhanced quality of life. For this reason there are positive effects on IIA11 (Health and Wellbeing).

The site is located within flood zone 3, and is at risk of flooding from rivers, and also at risk of surface water flooding. The development will incorporate measures such as SuDS in order to manage and reduce surface runoff, whilst prioritising green drainage solutions. These measures will help to reduce the effects of heavy rainfall and lead to greater resilience in a flood event, but there is still a risk at the site. Both negative and positive effect have therefore been identified for IIA3 (climate resilience).

In terms of IIA12 (Sustainable Transport), there are currently no proposals to improve transport provision or pedestrian access. The site has a PTAL score of 6a, meaning there are excellent existing transport links. The nearest bus stop is adjacent to the east of the site, on Kingston Hall Road, and is served by 6 different bus routes. Kingston Train Station is located approximately 820 m (walking distance) to the north of the site, and provides South Western Railway services towards London, and to Shepperton in the opposite direction. These all have significant positive contributions towards IIA12.

There may be short term negative effects on air quality during construction, as dust and other airborne pollutants may cause disturbance to nearby receptors (for example, local businesses), however, once construction is complete, the enhancements to green spaces in the area will help to mitigate the effects of air pollution and will contribute to improvements in air quality. Good transport links are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

Effects during construction may cause dust and other pollutants to enter the River Thames via surface runoff, as the site is located only 40m to the west. As a result, negative effects for IIA8 (Water Quality) have been identified, however these are anticipated to be short term and temporary during construction works.

As part of the development, it is proposed to create 58 residential units. This will have a significant positive effect on IIA15 (Housing). Despite this, it is important to ensure that the provision is inclusive and provides different types of housing to meet a variety of needs. The development also proposes to include 600 sq m of residential space. Depending on whether the space

is used for employment uses or community facilities, this could have positive effects for IIA13 (Economy and Employment), IIA9 (Community Needs) and IIA10 (inclusivity and equality).

The development of this site will have significant positive effects on IIA7 (Efficient Use of Land) as it supports the reuse of existing brownfield land for development.

Mitigation and Enhancements

- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3. It should be detailed how the SuDS that are to be implemented will contribute to improving flood risk.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA9/11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- IIA11/As referred to in Policy KI11: Infrastructure and Developer Contributions, the development must be supported by necessary physical, social and economic infrastructure. Further assessment may be required as part of scheme level design to ensure there is adequate provision of healthcare and education, particularly if the main use of the non-residential floorspace is given over to employment uses.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA12: Bittoms Car Park, The Bittoms

Site Allocation Description and Location

This site is approximately 0.34 ha and has been allocated for residential-led mixed use development, including commercial and business uses. It is anticipated that the proposed development would include provision for 110 homes and 1,100 sq m of non-residential floorspace.

This site is located in Kingston Town Ward, to the east of the Borough. It is bordered by The Bittoms to the east and the A240 (Wheatfield Way) to the west. The current land use of the site is a car park, with a single level area as well as a multistorey. In the immediate area there are commercial and retail land uses. It is also located approximately 100m east of Kingston Old Town Conservation Area, which is characterised by its medieval street pattern³.

³ RBKT (2022) Kingston Old Town Conservation Area. Available at: <https://www.kingston.gov.uk/heritage-conservation/list-conservation-areas/2>

Table C-13 – Assessment of SA12: Bittoms Car Park, The Bittoms

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	+/-	+/-	+	+	++	-	+	+	+	++	+	+	++
Magnitude	M		L	M	M	L	M	S	M	L	L	L	M	L	H
Nature of effect	D		I	D	D	I	D	I	D	I	I	I	D	I	D
Spatial Extent	L		L	L	L	L	L	L	L	L	L	L	R	L	L
Reversibility	R		R	I	I	R	R	I	R	R	R	R	R	R	R
Permanence	P		P	T/P	T/P	P	P	T	P	P	P	P	P	T	P
Duration	LT		LT	ST/MT	ST/MT	ST/LT	LT	ST	LT	LT	LT	LT	LT	MT	LT

Assessment Summary – SA12: Bittoms Car Park, The Bittoms

As part of the development at the site it is proposed to include tree planting and landscaping. These improvements to outdoor space will also allow opportunities to improve the landscape and townscape in the area. Design of the development will also consider effects on short, medium and long range views, and take into account Kingston Old Town Conservation Area and any locally listed buildings, therefore there would be positive effects on IIA5 (Landscape) and IIA4 (Historic Environment) as the

setting of historic assets may be improved. Despite this, there would be short term, temporary effects on IIA4 and IIA 5 during construction as dust and noise may cause disturbance.

Due to the landscaping, there will be opportunities for biodiversity net gain, however there are some trees protected by Tree Preservation Orders (TPOs) along the A240 (Wheatfield Way) outside Kingston upon Thames Crown Court. Any landscaping at the site should ensure these trees are maintained and that their setting is improved. There will be positive effects on IIA1 (Biodiversity).

The site is also in close proximity to Fairfield Park (450m east walking), which provides good opportunities for local residents to undertake physical exercise. Access to greenspace can provide better mental health and wellbeing outcomes including reduced levels of depression, anxiety and enhanced quality of life. For this reason there are positive effects on IIA11 (Health and Wellbeing).

The site is located within flood zone 3, and is at risk of flooding from rivers⁴, is at risk of surface water flooding, and is within a Critical Drainage Area⁵. Part of the current land use at the site is a carpark with hardstanding surfaces. This means that the effects of heavy rainfall are currently exacerbated, which leads to surface water flooding. The development will lead to a reduction in hardstanding and also incorporate measures such as Sustainable Drainage Solutions (SuDS) in order to manage and reduce surface runoff. Both positive and negative effects on IIA3 (Climate Resilience) have been identified.

Effects during construction may cause dust and other pollutants to enter the River Thames via surface runoff, as the site is located only 190m to the east. As a result, negative effects for IIA8 (Water Quality) have been identified, however these are anticipated to be short term and temporary during construction works.

⁴ Environment Agency (2022) Flood Map for Planning. Available at: <https://check-long-term-flood-risk.service.gov.uk/map?eastings=517923&northings=168994&map=RiversOrSea>

⁵ RBKUT (2022) Surface Water Flood Risk Map. Available at: <https://rbk.maps.arcgis.com/apps/webappviewer/index.html?id=385599e6a20543e29e084c569520b40a>

In terms of IIA12 (Sustainable Transport), there are currently no proposals to improve transport provision or pedestrian access. The site has a PTAL scores of 4 and 5, meaning there are good existing transport links. The nearest bus stop is adjacent to the east of the site, on the A240 (Wheatfield Way), and is served by nine different bus routes. Kingston Train Station is located approximately 820 m (walking distance) to the north of the site, and provides South Western Railway services towards London, and to Shepperton in the opposite direction. Although car parking will be maintained at the site, development along Wheatfield Way will contribute to the forming of a transport gateway, which will link Kingston Town Centre to Surbiton and the south of the Borough. These all have significant positive contributions towards IIA12.

There may be short term negative impacts on air quality during construction, as dust and other airborne pollutants may cause disturbance to nearby receptors (for example, local businesses), however, once construction is complete, the enhancements to green spaces in the area will help to mitigate the effects of air pollution and will contribute to improvements in air quality. Good transport links are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

As part of the development, it is proposed to create 110 residential units. This will have a significant positive effect on IIA15 (Housing). Despite this, it is important to ensure that the provision is inclusive and provides different types of housing to meet a variety of needs. The development also proposes to include 1,100 sq m of residential space. Depending on whether the space is used for employment uses or community facilities, this could have positive effects for IIA13 (Economy and Employment), IIA9 (Community Needs) and IIA10 (inclusivity and equality).

The development of this site will have significant positive effects on IIA7 (Efficient Use of Land) as it supports the reuse of existing brownfield land for development. Some of the site is currently at ground level only, so by building vertically (up to a maximum height of 36 metres), there will be a more efficient use of the space. The design of the development will also take into account the separation distance on Oaklea Passage (to the north of the site). This may help to improve feelings of safety at the site as natural lighting and visibility along the pathway will be improved. For this reason there will be positive effects on IIA14 (Crime and Safety).

Mitigation and Enhancements

- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.

- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3. It should be detailed how the SuDS that are to be implemented will contribute to improving flood risk.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA9/11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- IIA11/As referred to in Policy KI11: Infrastructure and Developer Contributions, the development must be supported by necessary physical, social and economic infrastructure. Further assessment may be required as part of scheme level design to ensure there is adequate provision of healthcare and education, particularly if the main use of the non-residential floorspace is given over to employment uses.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA13: Surrey County Hall, Milner Road

Site Allocation Description and Location

The Site is located on the existing Surrey County Hall which was used as the headquarters for Surrey County Council until 2020. The Site is bounded predominately by residential dwellings with Kingston-upon-Thames Crown Court directly to the north, and Kingston University Penrhyn Road Campus and Library directly to the southeast. The River Thames is also located within 150m to the west of the Site.

The Site is 2.35 ha and has been allocated for 169 residential units and 6,700 sqm of commercial and business floorspace

Table C-14 – Assessment of SA13: Surrey County Hall, Milner Road

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	-	+/-	+	++	-	++	++	++	++	++	+	++
Magnitude	M		H	H	M	M	H	M	H	H	M	M	H	M	H
Nature of effect	D		D	D	D	D	D	D	D	D	D	D	D	D	D
Spatial Extent	L		L	L	R	L	R	L	L	L	L	L	R	L	R
Reversibility	R		R	R	I	R	I	R	R	I	I	I	I	I	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	-	+/-	+	++	-	++	++	++	++	++	+	++
Permanence	P		P	P	P	P/T	P	P	P	P	P	P	P	P	P
Duration	MT		MT	LT	LT	MT	LT	MT	LT	LT	LT	MT	LT	LT	LT

Assessment Summary – SA13: Surrey County Hall, Milner Road

The Site is located on an existing the existing Surrey County Hall site with limited biodiversity value; however the Site contains and is adjacent to a high number of Tree Preservation Orders and a green corridor along Penrhyn Road which are both likely to have significant biodiversity and amenity value. The Site is also within 170m of Hogsmill River Site of Importance for Nature Conservation (SINC) which runs along the north of the Site to the east. Negative effects on biodiversity are likely to occur during construction (disturbance from noise, vibration and dust), however, these are likely to be temporary. Therefore, minor negative effects on IIA1 (biodiversity) have been determined. Development aims to provide outdoor public spaces which could include small scale green infrastructure. The site is also located on a brownfield site, protecting greenbelt land, resulting in significant positive effects on IIA7 (efficient use of land) and both positive and negative effects on landscape (IIA5).

Similar effects are also likely to occur on the historic environment on and around the Site. The Site has a high historic value, with the County Hall building being Grade II listed and is adjacent to multiple locally listed buildings along Milner Road to the west and Grove Crescent to the east. The Site is within the Kingston Town Centre Area of Archaeological Significance and adjacent to the Grove Crescent Conservation area to the east and less than 100m from Riverside South Conservation Area to

the west. The Thames-Side Strategic Area of Special Character is also within 50m to the east. Minor negative effects on IIA4 (historic environment) are likely to occur due to disturbance from construction effects (noise, vibration and dust) and redevelopment of the Site which may result in the loss of the Grade II listed building, disturbing the historical setting of the area, especially if insensitively designed. However, the site aims to avoid significant adverse effect on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets.

The development of this Site will provide 169 new homes and 6,700 sqm commercial and business floorspace which will increase job availability and improve connectivity between employment centres and housing markets, especially since the Site is currently more than 800m from Strategic Industrial locations. Therefore, significant positive effects have been identified for IIA13 (economy) and IIA15 (housing). Minor positive effects on IIA14 (crime and safety) are also likely to occur due to developing the vacant Site into residential and commercial dwellings, especially if designing out crime principles are incorporated.

The Site has good access to public transport (PTAL score between 2 - 4), with multiple bus stops within walking distance (less than 200m) with services to Kingston Town Centre, Tolworth, Esher, Epsom and Hook. The Site is also adjacent to the Borough Strategic Cycling and Walking Network. Kingston train station located more than 800m to the northeast. However the Site is within walking distance to most community facilities, including schools, higher education facilities, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car. Therefore, significant positive effects on IIA10 (inclusivity) and significant positive effects on IIA12 (sustainable transport) have been determined. The site also includes additional space for education, which is likely to result in significant positive effects on community needs (IIA9) as it will help to meet the needs of the growing population.

There may be short term negative impacts on air quality during construction, as dust and other airborne pollutants may cause disturbance to nearby receptors (for example, local businesses), however, once construction is complete, the enhancements to green spaces in the area will help to mitigate the effects of air pollution and will contribute to improvements in air quality. Good transport links are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. This will help to bring communities closer to these facilities and services, although new populations are likely to increase demand and pressure on these services. The site does however aim to provide educational facilities which will serve the new population. This has resulted in significant positive effects on IIA9 (community needs), IIA10 (inclusion and equality) and IIA11 (health and wellbeing)

The Site is within flood zone 3 where the risk of flooding is high. With climate, flood risk is only likely to get worse, therefore significant negative effects have been determined for IIA3 (climate resilience) as there are currently no details on the inclusions of flood mitigation measures. Positive effects can be sought from the use of green infrastructure, such as SuDS, which can help reduce surface run off flooding. Additionally SuDs can also contribute to improving the water environment around the Site, as they can help to remove pollutants from surface run-off. However without these, construction at the Site could release pollutants that may be carried by surface runoff to the River Thames, which is located less 150m to the west from the Site. Therefore, minor negative effects have been identified for IIA8 (water quality).

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3. It should be detailed how the SuDS that are to be implemented will contribute to improving flood risk.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.

- **IIA9/11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA11/As** referred to in Policy K111: Infrastructure and Developer Contributions, the development must be supported by necessary physical, social and economic infrastructure. Further assessment may be required as part of scheme level design to ensure there is adequate provision of healthcare and education, particularly if the main use of the non-residential floorspace is given over to employment uses.
- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA14: Thames Side Wharf, Water Lane

Site Allocation Description and Location

The Site is currently vacant and is located within Kingston Town Centre. The Site is adjacent to the River Thames to the west and is surrounded by commercial dwellings to the east and south. The South Western railway line runs along the north of the Site with the Kingston Railway Bridge to the northwest and the Kingston Bridge to the southwest.

The Site is 0.29 ha and has been allocated for 78 residential units and 800 sqm of commercial and business floorspace.

Table C-15 – Assessment of SA14: Thames Side Wharf, Water Lane

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	++	?	+/-	+/-	+	+	++	+/-	?	+	+	++	++	+	++
Magnitude	M		M	H	H	M	H	M		H	M	M	H	L	H
Nature of effect	D		D	D	D	D	D	D		D	D	D	D	I	D
Spatial Extent	L		L	R	R	L	R	L		L	L	L	R	L	R
Reversibility	R		R	I	I	R	I	R		I	I	I	I	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	++	?	+/-	+/-	+	+	++	+/-	?	+	+	++	++	+	++
Permanence	P		P	P/T	P/T	P/T	P	P		P	P	P	P	T	P
Duration	MT		MT	LT	LT	MT	LT	MT		LT	LT	MT	LT	MT	LT

Assessment Summary – SA14: Thames Side Wharf, Water Lane

The Site is currently vacant and is consists of predominately hard standing surfaces, with low biodiversity value. The Site is also located more than 0.8km from any nationally and locally designated sites. The requirement for any development to incorporate the use of SuDS will result in an increase in biodiversity and amenity value on site. Therefore, significant positive effects on IIA1 (biodiversity) and IIA5 (landscape) have been determined. The site is also located on a brownfield site, protecting greenbelt land, resulting in significant positive effects on IIA7 (efficient use of land).

The use of SuDS will help to improve climate resilience on Site, especially since the Site is within flood zone 3 where the risk of flooding is high. This has resulted in both positive and negative effects on IIA3 (climate resilience). Additionally, the implementation of drainage systems, contributes to improving the water environment around the site, with SuDS removing pollutants from surface run-off. Construction at the site could release additional pollutants that may be carried by surface runoff to the River Thames, which is located less 5m to the east from the Site. Mixed positive and negative effects have therefore been identified for IIA8 (water quality).

The Site has a high historic value. It is located within the River Strategic Area of Special Character and the Kingston Town Centre Area of Archaeological Significance, as well as being located 100m from the Kingston Old Town Conservation Area to the south, and 150m from the Riverside North Conservation Area to the north. The Site is also within 70m of the Bentall Shopping Centre which is Grade II listed, and the locally listed Bentalls Wood Street / Clarence Street. Both positive and negative effects on IIA4 (historic environment) are likely to occur due to disturbance from construction effects (noise, vibration and dust). Benefits to the to the historic environment and the local landscape can be sought from the use of high quality, sensitive design, especially since the Site is currently vacant. However, the site aims to avoid significant adverse effect on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets.

Due to the Site being on a brownfield area and the provision of more housing, development here will result in significant positive effects on both IIA7 (efficient use of land) and IIA15 (housing). The development of this Site will provide 78 new homes and 800 sqm commercial and business floorspace which will increase job availability and improve connectivity between employment centres and housing markets, especially since the Site is currently more than 800m from Strategic Industrial locations, and Employment sites. Therefore, significant positive effects have been identified for IIA13 (economy). Minor positive effects on IIA14 (crime and safety) are also likely to occur due to developing the vacant Site into residential and commercial dwellings, especially if designing out crime principles are incorporated.

The Site also has good access to most community facilities, including schools, higher education facilities, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. However, new populations are likely to increase demand and pressure on these services. Minor positive effects have been identified for IIA9 (community needs) and IIA11 (health and wellbeing).

The Site has excellent access to public transport (PTAL score between 5 to 6b), with multiple bus stops within walking distance (less than 200m) with services to Kingston Town Centre, Croydon and Tolworth, and Kingston train station located within 300m to the northeast. The Site is also adjacent to the Borough Strategic Cycling and Walking Network, and Turks Pier which provide ferries to and from Richmond and Hampton Court. This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car. Therefore, significant positive effects on IIA12 (sustainable transport) have been determined.

There is likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents. Consideration would need to be given as to how to minimise this disruption, but these effects will be short term. However, minor positive effects were identified for IIA6 (air quality) due to the development incorporating SuDS which can help with air pollution due to carbon sequestration as well as the sites good existing transport links. .

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used are recycled.

Mitigation and Enhancements

- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3. It should be detailed how the SuDS that are to be implemented will contribute to improving flood risk.
- **IIA8:** A Construction Environmental Management Plan (CEMP) should be undertaken to limit the risk of contamination to the River Thames.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA9/11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA11/As** referred to in Policy KI11: Infrastructure and Developer Contributions, the development must be supported by necessary physical, social and economic infrastructure. Further assessment may be required as part of scheme level design to ensure there is adequate provision of healthcare and education, particularly if the main use of the non-residential floorspace is given over to employment uses.

- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA15: Hawks Road Clinic, Hawks Road

Site Allocation Description and Location

The Site is located on Hawks Road on the existing Hawks Road NHS clinic. The Site is surrounded by residential dwellings, with an Asda Supermarket and Kingston University within 200m to the north and northwest respectively. Fairfield Park is within 400m to the west of the Site, and within 300m is the Kingston Cemetery and Crematorium.

The Site is 0.32 ha and has been allocated for 50 residential units and 525 sqm of commercial and business floorspace.

Table C-16 – Assessment of SA15: Hawks Road Clinic, Hawks Road

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+/-	+/-	+/-	+	++	+	?	+	?	++	+	+	++
Magnitude	M		M	H	H	M	H	M		H		M	H	L	H
Nature of effect	D		D	D	D	D	D	D		D		D	D	I	D
Spatial Extent	L		L	R	R	L	R	L		L		L	R	L	R
Reversibility	R		R	I	I	R	I	R		I		I	I	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+/-	+/-	+/-	+	++	+	?	+	?	++	+	+	++
Permanence	P		P	P/T	P/T	P/T	P	P		P		P	P	T	P
Duration	MT		MT	LT	LT	MT	LT	MT		LT		MT	LT	MT	LT

Assessment Summary – SA15: Hawks Road Clinic, Hawks Road

There are likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction, especially since the whole of the Borough is declared as an Air Quality Management Area. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents. Consideration would need to be given as to how to minimise this disruption, but these effects will be short term. However, minor positive effects have been identified for IIA6 (air quality) due to the development incorporating SuDS which can help with air pollution and climate resilience due to carbon sequestration as well as the site’s good sustainable transport access.

SuDS are also likely to alleviate flood risk in the area and help to improve water quality, by removing pollutants from surface water runoff. However, the site is located within flood zone 2 therefore both positive and negative effects have been identified for IIA3 (climate resilience) whilst minor positive effects have been identified for IIA8 (water quality).

The Site has low biodiversity value due to its existing use as a clinic and is located more than 0.8km from any nationally and locally designated sites. Therefore, the requirement for any development to incorporate the use of SuDS will result in an increase in biodiversity and amenity value on site. However, neighbouring habitats are likely to be disturbed from demolition

and construction effects (noise, vibration, visual and dust), resulting in both positive and negative effects on IIA1 (biodiversity) and IIA5 (landscape).

The Site also has limited historic value, however there are multiple locally listed buildings within 150m to the northeast and northwest, and the Albert Road / Victoria Road Local Area of Special Character is located within 130m of the Site. Negative effects on IIA4 (historic environment) are likely to occur due to disturbance from demolition and construction effects (noise, vibration and dust). However, the site aims to avoid significant adverse effect on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets. Both positive and negative effects have therefore been identified for IIA4.

The development of this Site will provide 50 new homes and 525 sqm commercial and business floorspace which will increase job availability and improve connectivity between employment centres and housing markets, especially since the Site is currently more than 800m from Strategic Industrial locations, and Employment sites. Therefore, minor positive effects have been identified for IIA13 (economy) and significant positive effects have been identified for IIA15 (housing).

The Site also has good access to most community facilities, including schools, higher education facilities, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Therefore positive effects will occur due to bringing communities closer to these facilities and services. However, new populations are likely to increase demand and pressure on these services, especially since development here could result in the loss of a healthcare facility, if it is deemed to be surplus to future requirements. Positive effects may result if these new developments provide new community facilities. Therefore, uncertain effects have been identified for IIA9 (community needs) and IIA11 (health and wellbeing).

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA9 and IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.

- **IIA15:** Strategic policy KH1 highlights the need for affordable housing. The new development should incorporate this to ensure it is equitable and does not discriminate against lower income groups.

SA16: Former BT Site, Taverner House and Telephone Exchange, Birkenhead Avenue

Site Allocation Description and Location

The Site is located on an existing British Telecom (BT) office building and telephone exchange on Birkenhead Avenue. The southwestern railway line runs along the north of the Site with high density residential dwellings beyond. Residential dwellings are also situated directly to the west of the site and to the south. To the southwest is Tiffin School and sports centre, and Kingston Town Centre is approximately 500m to the west.

The Site is 1.23 ha and has been allocated for a residential development of 285 residential units.

Table C-17 – Assessment of SA16: Former BT Site, Taverner House and Telephone Exchange, Birkenhead Avenue

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+	?	+/-	+	++	+	+	+	+	++	?	+	++
Magnitude	M		M		M	M	H	L	M	M	M	M	M	L	H
Nature of effect	I		I		D	D	D	D	D	D	D	I	D	I	D
Spatial Extent	L		L		R	L	L	L	L	L	L	L	R	L	R
Reversibility	R		R		I	R	I	R	R	R	R	R	R	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+	?	+/-	+	++	+	+	+	+	++	?	+	++
Permanence	T/P		P		T/P	T/P	P	P	P	P	P	P	P	T	P
Duration	MT		MT		LT	LT	LT	MT	LT	LT	LT	MT	MT	MT	LT

Assessment Summary – SA16: Former BT Site, Taverner House and Telephone Exchange, Birkenhead Avenue

There is likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction. There may be noise and vibration effects from subsequent construction activities, which could effect nearby residents. Consideration would need to be given as to how to minimise this disruption, but these effects will be short term. However, minor positive effects have been identified for IIA6 (air quality) due to the development incorporating SuDS which can help with air pollution and climate resilience due to carbon sequestration as well as the site’s good sustainable transport access.

SuDS are also likely to alleviate flood risk in the area and help to improve water quality, by removing pollutants from surface water runoff. Therefore, minor positive effects have been identified for IIA3 (climate resilience) and IIA8 (water quality).

The Site is situated on an existing BT site containing Taverner House and the Telephone Exchange, and has limited biodiversity value, however the Site is bounded to the east and west (Tithe Barn Close and adjacent carpark) by a high

number of Tree Preservation Orders. These are likely to provide biodiversity and amenity value. Therefore, disturbance from demolition and construction effects (noise, vibration and dust), and potential removal of these trees is likely to result in significant negative effects on IIA1 (biodiversity) and IIA5 (landscape). Any development here, is however required to implement the use of SuDS which is likely to provide ecological and amenity benefits. Therefore, both positive and negative effects have been determined for IIA1 (biodiversity) and IIA5 (landscape).

The Proposed Site has a relatively high historic value. The Telephone Exchange (located within the Site boundary) is locally listed and is immediately adjacent to the Norbiton Hall Estate, of which is locally listed. The Site is also within the Kingston Town Centre Area of Archaeological Significance and less than 10m from Park Road Conservation Area, which was designated due its fine example of Victorian houses and shops dating from 1890 to 1900. Uncertain effects have been identified as it is not clear whether the development of this Site will result in the loss of a locally listed building (Telephone Exchange) if so there is potential for significant negative effects. Development has potential to disturb the historical setting of the Conservation Area, if insensitively designed. Other negative effects on the historical environment may also occur due to disturbance from demolition and construction effects (noise, vibration and dust).

Due to its existing use as a commercial site and the provision of more housing, development here will result in significant positive effects on both IIA7 (efficient use of land) and IIA15 (housing). This will also help to improve connectivity between employment centres and housing markets however, it is not clear whether the development of this Site will result in the loss of the existing business and employment space which will result in negative effects on the local employment offerings within the area. Therefore, uncertain effects have been determined for IIA13 (economy). Positive effects on IIA13 will result from the employment floorspace being re-provided or expanded.

The Site has excellent access to public transport (PTAL score between 5 to 6b), with multiple bus stops surrounding the Site with services to Kingston Town Centre and Kingston train station located within 500m east. The Site is also adjacent to the Borough Strategic Cycling and Walking Network. This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car. Therefore, minor positive effects on IIA10 (inclusivity) and IIA12 (sustainable transport) have been determined.

The Site also has good access to most community facilities, including primary and secondary schools, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). Access to these facilities can provide beneficial mental

and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. However, new populations are likely to increase demand, which may put additional pressures on these services. Therefore, minor positive effects have been identified for IIA9 (community needs), IIA10 (inclusivity and equality) IIA11 (health and wellbeing).

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/ IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.

- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SA17: Station Approach, Norbiton

Site Allocation Description and Location

The Site is located on Railway Station Yard that consists of an existing self-storage facility and commercial units. The Site is adjacent to the Norbiton train station to the northwest, with the railway line running along the south of the Site. The Kingston Care Home and Kingston Hospital are located to the north, with residential dwellings surrounding the Site to the east, south and west. The Site is 0.71 ha and is allocated as a residential development for 100 residential units.

Table C-18 – Assessment of SA17: Station Approach, Norbiton

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+	+/-	+/-	+	++	0	+	+	++	++	?	+	++
Magnitude	M		L	M	M	M	H		M	M	M	M		L	H
Nature of effect	D		I	D	D	D	D		D	D	D	D		I	D
Spatial Extent	L		L	L	L	L	L		L	L	L	L		L	R
Reversibility	R		R	I	I	R	I		I	I	I	I		R	I
Permanence	T/P		T	T/P	P	T/P	P		P	P	P	P		T	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+	+/-	+/-	+	++	0	+	+	++	++	?	+	++
Duration	LT		MT	LT	LT	LT	LT		LT	LT	LT	LT		MT	LT

Assessment Summary – SA17: Station Approach, Norbiton

The Proposed Site is situated on an existing industrial yard with low biodiversity value, therefore the retention of the mature trees along the northeast side of the Site, some of which have Tree Preservation Orders, as part of the development will help to improve habitat connectivity and biodiversity on site. Further biodiversity benefits could be sought from the use of green infrastructure, such as SuDS, and generous tree planting. However, both positive and negative effects for IIA1 (biodiversity) have been identified due to demolition and construction effects (disturbance from noise, vibration and dust), though these are likely to be temporary.

Similar effects are likely going to be felt for the surrounding historic environment. The site itself has minimal historic value however, it is adjacent to the locally listed Norbiton Station, and approximately 70m south of the Wolvertone Avenue Local Area of Special Character, and the Kingston Hill / Coombe Hill Strategic Area of Special Character. Therefore, development of this Site has the potential to disturb the historical setting of this area, if insensitively designed and, demolition and construction effects are not mitigated against. However, the site aims to avoid significant adverse impact on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets. Both positive and negative effects have therefore been identified for IIA4.

The provision of more housing will help the Borough meet its housing targets, resulting in significant positive effects on IIA15 (housing). This will also help to improve connectivity between employment centres and housing markets however, the development of this Site is likely to result in the loss of the existing business park and employment space which will result in negative effects on the local employment offerings within the area. Therefore, uncertain effects have been determined for IIA13 (economy). Positive effects on IIA13 will result from the employment floorspace being re-provided or expanded.

The Site has relatively good access to public transport (PTAL scores between 2- 4) and is located adjacent to the Norbiton train station. The development aims to deliver a new street along the railway line and provide a gateway from Jemmett Close. This will help to improve access to the station, encouraging more people to use public transport alternatives. This has resulted in minor positive effects on IIA10 (inclusivity) and significant positive IIA12 (sustainable transport).

There may be short term negative impacts on air quality during construction, as dust and other airborne pollutants may cause disturbance to nearby receptors (for example, local businesses), however, once construction is complete, the enhancements to green spaces in the area will help to mitigate the effects of air pollution and will contribute to improvements in air quality. Good transport links are also likely to reduce air pollution from traffic, resulting in minor positive effects on air quality (IIA6).

The Site also has good access to most community facilities, including primary and secondary schools, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Therefore positive effects will occur due to bringing communities closer to these facilities and services. However, new populations are likely to increase demand, which may put additional pressures on these services. Positive effects may result if these new developments provide new community facilities. Therefore minor positive have been identified for IIA9 (community needs) and (health and wellbeing).

Due to its existing use as an industrial yard this has resulted in significant positive effects on IIA7 (efficient use of land). The incorporation of green infrastructure within the design has resulted in minor positive effects have been identified for climate resilience (IIA3), as it can help to reduce the urban heat island effect as well as aid with drainage to reduce the risk of surface water flooding.

Uncertain effects have also been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and

ensuring energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3 and IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).

- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SA18: Cocks Crescent, Hobkirk House & Noble Centre

Site Allocation Description and Location

The Site is located in the New Malden District Centre and is split into two sections, with the Blagdon Road playgrounds and open space in between. Directly west of the site is the New Malden High Street and directly east is the Burlington Junior School. Residential areas surround to the site to the north and south.

At present the Site contains a mix of residential, retail, leisure, community and car parking uses, as well as open space. The Site is 2.37 ha and is allocated for a mixed-use development, including 348 residential homes, 14,000 sqm commercial and business floorspace, and a community leisure centre.

Table C-19 – Assessment of SA18: Cocks Crescent, Hobkirk House & Noble Centre

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	++	++	++	++	++	+	++	+	++	++	++	++	++	+	++
Magnitude	M	H	H	M	M	M	H	L	H	H	H	H	H	L	H
Nature of effect	D	D	D	D	D	D	D	D	D	D	D	D	D	I	D
Spatial Extent	L	L	L	L	L	L	L	L	R	R	L	L	R	L	R

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	++	++	++	++	++	+	++	+	++	++	++	++	++	+	++
Reversibility	R	R	R	R	I	R	I	R	I	I	I	R	I	R	I
Permanence	P	P	P	P	P	P	P	P	P	P	P	P	P	T	P
Duration	LT	LT	LT	LT	LT	MT	LT	MT	LT	LT	LT	MT	LT	MT	LT

Assessment Summary – SA18: Cocks Crescent, Hobkirk House & Noble Centre

The Proposed Site is located on a site with mixed commercial and residential uses with relatively low biodiversity value, however, the Site is adjacent to Blagdon Road Open Space with a high number of mature trees and is located less than 200m west from the Malden Golf Course and Thames Water Pipe Track Site of Importance for Nature Conservation. The development is committed to protect and enhance the Blagdon Road Open Space and retain the line of trees parallel to Burlington Road, which will lead to beneficial effects on IIA1 (biodiversity). Further beneficial effects on IIA1 (biodiversity) will result from the use of sustainable design and construction and minimising carbon emissions, as instructed by the adopted

Supplementary Planning Document (SPD)⁶ for this Site. This is likely to involve mitigation against demolition and construction effects (noise, vibration, dust) and green infrastructure, such as SuDS, which provide wider ecological benefits. Sustainable design, like SuDS, will also help to improve climate resilience of the area, especially with the likelihood of increased flooding due to climate change. Therefore significant positive effects have been determined for IIA1 (biodiversity), IIA2 (GHG emissions), and IIA3 (climate resilience).

Mitigating construction and demolition effects will also result in similar positive effects on IIA4 (historic environment). Further benefits will also occur due to the SPD requiring the development to reflect the identity of the local character and history, as well as ensuring the high street frontages remain active. Therefore, significant positive effects have been identified for IIA4 (historic environment) and IIA5 (landscape).

The Site has relatively good access to public transport (PTAL score between 2 – 4) with multiple adjacent bus stops with services to Kingston and Sutton where primary and secondary shopping frontages can be accessed, and New Malden train station located approximately 500m north. The Site is also adjacent to the Borough Strategic Cycling and Walking Network. Development here is required to provide suitable levels of secure cycle storage and provide new pedestrian and cyclist access to Burlington Road, and from Blagdon High Street to the Blagdon Road Open Space. This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car. Therefore, significant positive effects on IIA10 (inclusivity) and IIA12 (sustainable transport) have been determined.

The Site is also in a good location for accessing most community services and facilities, with the New Malden High Street situated adjacent to the Site. Development here is also required to deliver a new council owned community sport and wellbeing hub, including a 25m swimming pool, as well as a flexible public square which flexibility that can cater for community events and markets. This has resulted in significant positive effects on IIA9 (community facilities) and IIA11 (health and

⁶ The Royal Borough of Kingston Upon Thames (2017) Cocks Crescent Supplementary Planning Document
<https://docs.planning.org.uk/20210108/94/QLSK4ENHJ3K00/1n7myovtsanxmb2z.pdf>

wellbeing), as access these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life.

The development of this Site will provide 348 residential homes, 14,000 sqm commercial and business floorspace which will increase job availability and improve connectivity between employment centres and housing markets, especially since the Site is currently more than 800m from Strategic Industrial locations, and Employment sites. Therefore, significant positive effects have been identified for IIA13 (economy) and IIA15 (housing).

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in lien with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.

- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SA19: Kingston Business Park, Fullers Way South

Site Allocation Description and Location

The Site is located on the existing Kingston Business Park on Fullers Way South, and is surrounded by residential dwellings to the east, south and west. Directly opposite the business park is the A3 Kingston Bypass, with more residential dwellings and the Tolworth Girls School and recreation grounds.

The Site is 0.36 ha and is allocated for 44 residential homes. Existing employment floorspaces should also be re-provided as part of any redevelopment on this Site.

Table C-20 – Assessment of SA19: Kingston Business Park, Fullers Way South

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+	+/-	+/-	+	++	+	?	+/-	+	-	?	+	++
Magnitude	H		M	H	H	M	H	L		M	M	M		L	H
Nature of effect	D		D	D	D	D	D	D		D	D	D		I	D
Spatial Extent	L		L	R	L	L	L	L		L	L	L		L	R
Reversibility	R		R	I	I	R	I	R		R	R	R		R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	+	+/-	+/-	+	++	+	?	+/-	+	-	?	+	++
Permanence	T/P		P	P	T/P	T/P	P	P		P	P	P		T	P
Duration	LT		MT	LT	LT	MT	LT	MT		MT	MT	MT		MT	LT

Assessment Summary – SA19: Kingston Business Park, Fullers Way South

The proposed site is located on an existing business park with low biodiversity value, so the implementation of SuDS, high-quality landscaping, and tree planting is likely to lead to positive effects on IIA1 (biodiversity). However, there is likely going to be temporary negative effects on the neighbouring natural environment, such as the two Sites of Importance for Nature Conservation; Kelvin Grove Allotments and Causeway Copse located approximately 600m west and east respectively, due to demolition and construction effects (noise, vibration, dust). Therefore, positive and negative effects have been identified for IIA1 (biodiversity).

Similar effects are likely going to be felt for the surrounding historic environment. The site itself has minimal historic value however, it is adjacent to the Elmcroft Drive Local Area of Special Character which was designated due to being one of the best local examples of an inter-war housing development. Therefore, development of this Site has the potential to disturb the historical setting of this area, if insensitively designed and, demolition and construction effects are not mitigated against.

However, the site aims to avoid significant adverse effect on nearby conservation areas, local areas of special character, locally listed buildings and listed buildings. Public realm improvements will also help to improve the setting of heritage assets. Both positive and negative effects have therefore been identified for IIA4 (historic environment).

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. However, minor positive identified for IIA6 (air quality) due to the development incorporating SuDS and tree planting, which can help with air pollution and climate resilience due to carbon sequestration. SuDS are also likely to alleviate flood risk in the area and help to improve water quality, by removing pollutants from surface water runoff. Therefore, minor positive effects have been identified for IIA3 (climate resilience) and IIA8 (water quality).

The Site is in a good location for accessing most community facilities such as primary and secondary schools, healthcare facilities, parks and open spaces, however, it has low access to public transport (PTAL between 0 – 1b) and is located more than 800m from primary (food, drinks, clothing and household goods) and secondary (restaurants, cinemas, and businesses) shopping frontages. As there are no plans for transport improvements as part of the development, minor negative effects on IIA12 (sustainable transport) have been determined, as the site may encourage private vehicle use which will also negatively affect local air quality.

Even though positive effects will occur on IIA9 (community needs) and IIA10 (inclusivity) due to bringing communities closer to these community facilities and services; the distance from shops may require private car use, which could negatively impact residents that do not have access to a car, such as the elderly and those that are disabled. New populations are also likely to increase demand, which may put additional pressures on these services. Positive effects may result if these new developments provide new community facilities. Therefore, uncertain effects have been identified for IIA9 (community needs) and IIA10 (inclusivity).

The provision of more housing will help the Borough meet its housing targets, resulting in significant positive effects on IIA15 (housing). This will also help to improve connectivity between employment centres and housing markets however, the development of this Site is likely to result in the loss of the existing business park and employment space which will result in negative effects on the local employment offerings within the area. Therefore, uncertain effects have been determined for IIA13 (economy). Positive effects on IIA13 will result from the employment floorspace being re-provided or expanded.

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.

- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SA20: Surbiton Station Car Park, Glenbuck Road

Site Allocation Description and Location

The Site is located within the Surbiton suburban neighbourhood within South West London. It is adjacent to the Surbiton train station and in close proximity of the River Thames to the northwest. The surrounding area of the Site is predominantly residential, with commercial dwellings located primarily along Victoria Road to the north.

The Site is approximately 2.86 ha and is allocated for a mixed-use development

Table C-21 – Assessment of SA20: Surbiton Station Car Park, Glenbuck Road

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	+/-	+/-	?	++	0	+	+	+	++	+	+	++
Magnitude	M			H	H	M	H		M	M	M	M	H	L	H
Nature of effect	D			D	D	D	D		D	D	D	D	D	I	D
Spatial Extent	L			L	L	L	R		R	R	R	R	R	L	R
Reversibility	R			I	I	R	I		R	R	R	R	R	R	R

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	+/-	+/-	?	++	0	+	+	+	++	+	+	++
Permanence	P/T			P/T	P	T/P	P		P	P	P	P	P	T	P
Duration	ST/LT			ST/LT	LT	MT	LT		MT	MT	MT	LT	LT	MT	LT

Assessment Summary – SA20: Surbiton Station Car Park, Glenbuck Road

The Proposed Site is situated on an existing car park serving Surbiton train station with limited biodiversity value; however the Site contains 26 Tree Preservation Orders and within a Green Corridor which are both provide biodiversity and amenity value. Therefore, development here could result in the disturbance and possible removal of these trees as well as parts of the green corridor. There is, however, potential for these to be incorporated into the scheme level design. Minor negative effects have therefore been identified for IIA1 (biodiversity) and IIA5 (landscape). Further negative effects on biodiversity are likely to occur during construction (disturbance from noise, vibration and dust), however, these are likely to be temporary.

The Proposed Site is also within the Surbiton Town Centre Conservation Area which has been designated for its number of notable buildings and different styles that contribute to the unique townscape such the Regency style buildings on Victoria Road and Flemish style buildings on Victoria Road, Claremont Road and Brighton Road. Surbiton Station is also a key landmark feature within the Conservation Area, due to its Art Deco style. The development of this Site has the potential to disturb the historical setting of the Conservation Area, if insensitively designed.

The development of this Site will provide 115 new homes and 4,600 sqm commercial and business floorspace which will increase job availability and improve connectivity between employment centres and housing markets, especially since the Site is currently more than 800m from Locally Significant Industrial Sites, Strategic Industrial locations, and Employment sites. Therefore, minor positive effects have been identified for IIA13 (economy) and IIA15 (housing).

The Site has relatively good access to public transport (PTAL scores between 2- 4) and is located adjacent to the Surbiton train station. The development aims to improve access to the station by providing a new street along the railway line allowing for pedestrian access from the station through to Saxon Close, Glenbuck Road and Oak Hill Grove. This could encourage more people to use public transport alternatives, which will help to reduce emissions from the road network. This has resulted in significant positive effects on IIA10 (inclusivity) and IIA12 (sustainable transport).

The reduction in transport related emissions will help to improve air pollution within the area. However, there is likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction. Part of the existing car park will also be retained; however, the quantum of spaces is yet to be determined. Therefore, uncertain effects have been identified on IIA6 (air quality).

The Site also has good access to most community facilities, including primary and secondary schools, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Therefore positive effects will occur due to bringing communities closer to these facilities and services. However, new populations are likely to increase demand, which may put additional pressures on these services. Positive effects may result if these new developments provide new community facilities. Therefore, minor positive have been identified for IIA9 (community needs) and IIA11 (health and wellbeing).

Due to its existing use as a car park this has resulted in significant positive effects on IIA7 (efficient use of land). As the Site is currently made up of hardstanding surfaces due to its existing use and situated within flood zone 1, flood risk is expected to be minimal. However, flooding is expected to increase due to climate change, meaning the Site may become vulnerable in the future. Therefore, uncertain effects have been identified for IIA3 (climate resilience) as details of the development, such as the implementation of SuDS, are currently unknown.

Uncertain effects have also been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).

- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SA21: John Lewis, Horse Fair, Kingston

Site Allocation Description and Location

The Site is located on an existing John Lewis site on Horse Fair. The Site is adjacent to the Bentalls Shopping Centre to the east and to the River Thames to the west. Directly north and south is more commercial dwellings and to the southeast is Kingston Bridge.

The Site is 0.69 ha in size and has been designated as a longer-term potential development site, meaning residential and non-residential allocations for this Site have not yet been made.

Table C-22 – Assessment of SA21: John Lewis, Horse Fair, Kingston

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	?	?	-	-	?	+	++	-	+	+	+	++	?	+	++
Magnitude			M	M		M	H	M	H	H	M	M	H	L	H
Nature of effect			D	D		D	D	D	D	D	D	D	D	I	D
Spatial Extent			L	R		L	L	L	L	L	L	L	R	L	R
Reversibility			R	I		R	I	R	I	I	I	I	I	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	?	?	-	-	?	+	++	-	+	+	+	++	?	+	++
Permanence			P	P		T/P	P	P	P	P	P	P	P	T	P
Duration			MT	LT		MT	LT	MT	LT	LT	LT	LT	LT	MT	LT

Assessment Summary – SA21: John Lewis, Horse Fair, Kingston

The Site currently has limited biodiversity value due to its existing use of a department store and car park. However it is adjacent to a Green Corridor along the River Thames to the west, and multiple Tree Preservation Orders to the south on Thames Street and Church Street, which are both likely to have significant biodiversity and amenity value. Temporary negative effects on biodiversity are likely to occur during construction (disturbance from noise, vibration and dust), whereas positive effects can be sought from the use of green infrastructure and biodiversity net gain measures. As this will depend on the scheme level design of the development that comes forward, uncertain effects have been determined for IIA1 (biodiversity). The site is also located on a brownfield site, protecting greenbelt land, resulting in minor positive effects on IIA7 (efficient use of land).

The Site has a high historic value. It is located within the River Strategic Area of Special Character and the Kingston Town Centre Area of Archaeological Significance and is adjacent to the Kingston Old Town Conservation Area. The Site is adjacent to the Grade II and locally listed Bentall Shopping Centre, and 40m from the Grade II listed Kingston Bridge. There are also a high number of listed and locally listed buildings located on Thames Street and Church Street to the south of the Site. The

development of this Site has the potential to disturb the historical setting if insensitively designed and due to construction effects (noise, vibration and dust). Benefits to the to the historic environment and the local landscape can be sought from the use of high quality, sensitive design and retention of historic assets. At this time there is no proposed mitigation measures to protect against the potential deterioration of the historic environment, therefore significant negative effects have been identified.

The Site also has good access to most community facilities, including schools, higher education facilities, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Therefore positive effects will occur due to bringing communities closer to these facilities and services. However, new populations are likely to increase demand and pressure on these services. Therefore, minor positive effects have been identified for IIA9 (community needs) and IIA11 (health and wellbeing).

The Site has excellent access to public transport (PTAL score between 5 to 6b), with multiple bus stops within walking distance (less than 200m) with services to Kingston Town Centre, Croydon and Tolworth, and Kingston train station located within 300m to the northeast. The Site is also adjacent to the Borough Strategic Cycling and Walking Network, and Turks Pier which provide ferries to and from Richmond and Hampton Court. This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car. Therefore, minor positive effects on IIA10 (inclusivity) and significant positive effects on IIA12 (sustainable transport) have been determined.

The reduction in transport related emissions will help to improve air pollution within the area. However, there is likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction.. Therefore, minor positive and negative effects have been identified on IIA6 (air quality).

Even through allocations for the Site have not yet been made, development here is likely to provide more housing, helping to meet RBKT's housing targets. Therefore, significant positive effects have been determined for IIA15 (housing). Development of housing here is also likely to improve connectivity between employment centres and housing markets, however, it may result in the loss of shops and restaurants that help to attract visitors into Kensington Town Centre. Therefore, uncertain effects have been identified for IIA13 (economy).

The Site is within flood zone 3 where the risk of flooding is high. With climate, flood risk is only likely to get worse, therefore significant negative effects have been determined for IIA3 (climate resilience). Positive effects can be sought from the use of green infrastructure, such as SuDS, which can help reduce surface run off flooding. Additionally SuDs can also contribute to improving the water environment around the Site, as they can help to remove pollutants from surface run-off. However without these, construction at the Site could release pollutants that may be carried by surface runoff to the River Thames, which is located adjacent to the Site. Therefore, minor negative effects have been identified for IIA8 (water quality).

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.

- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SA22: Kingston University, Kingston Hill Campus, Kingston

Site Allocation Description and Location

The Site is located in an existing office building between Malden Road and Presburg Road in New Malden. The Site is surrounded by predominately residential dwellings.

The Site is 0.27 ha in size and has been designated as a longer-term potential development site, meaning residential and non-residential allocations for this Site have not yet been made.

Table C-23 – Assessment of SA22: Kingston University, Kingston Hill Campus, Kingston

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	?	?	+	++	0	?	+/-	+	-	?	+	++
Magnitude	M					M	H		H	H	M	M	H	L	H
Nature of effect	D					D	D		D	D	D	D	D	I	D
Spatial Extent	L					L	L		L	L	L	L	R	L	R
Reversibility	R					R	I		I	I	I	I	I	R	I

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	?	?	+	++	0	?	+/-	+	-	?	+	++
Permanence	T/P					T/P	P		P	P	P	P	P	T	P
Duration	MT					MT	LT		LT	LT	LT	LT	LT	MT	LT

Assessment Summary – SA22: Kingston University, Kingston Hill Campus, Kingston

The Site has limited biodiversity value due to existing use as office buildings, however the Site is within a Tree Preservation Order Group containing chestnut, sycamore and lime species which are likely to provide biodiversity and amenity value. Temporary negative effects on biodiversity are likely to occur during construction (disturbance from noise, vibration and dust), whereas permanent negative effects will occur if the mature trees are lost and not replaced. Positive effects can be sought from the use of green infrastructure and biodiversity net gain measures, however, as this will depend upon scheme level design minor negative effects have been identified for IIA1 (biodiversity). The site is also located on a brownfield site, protecting greenbelt land, resulting in minor positive effects on IIA7 (efficient use of land).

The Site is within 100m of Presburg Road Conservation Area located to the south, as well as 60m from the Grade II listed Grounds of the New Malden United Reformed Church and within 40m of the locally listed Fountain Hotel on Malden Road. The development of this Site has the potential to disturb the historical setting if insensitively designed and due to construction effects (noise, vibration and dust). Benefits to the to the historic environment and the local landscape can be sought from the

use of high quality, sensitive design. As details on this will depend on the scheme level design of the development that comes forward, uncertain effects have been determined for IIA4 (historic environment) and IIA5 (landscape).

The Site has relatively good access to public transport (PTAL score between 2- 4) with a number of adjacent bus stops with services to Kingston, Ham, Heathrow Central, Sutton, Croydon and Tolworth. The Site is also adjacent to the Borough Strategic Cycling and Walking Network and located approximately 600m south of New Malden train station.

However, the site has poor access to some community services such as healthcare and leisure facilities, but has good access to primary schools, social services and parks and open spaces. There currently aren't any plans to improve provision on the site through the development which could result in residents needing to travel further to access community facilities. This is likely to result in minor negative effects on IIA12 (sustainable transport), and both positive and negative effects on inclusivity and equality. New populations are also likely to increase demand on these limited services. Therefore, uncertain effects have been identified for IIA9 (community needs) and minor positive effects on IIA11 (health and wellbeing).

The reduction in transport related emissions will also help to improve air pollution within the area. However, there is likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction. Therefore, minor positive effects have been identified on IIA6 (air quality).

Even though allocations for the Site have not yet been made, development here is likely to provide more housing, helping to meet RBKT's housing targets. Therefore, significant positive effects have been determined for IIA15 (housing). Development of housing here is also likely to improve connectivity between employment centres and housing markets, however, it may result in the loss of non-residential floorspace. Positive effects will result if this non-residential floorspace is retained or expanded. Therefore, uncertain effects have been identified for IIA13 (economy).

As the Site is currently made up of primarily hardstanding surfaces due to its existing use and situated within flood zone 1, flood risk is expected to be minimal. However, flooding is expected to increase due to climate change, meaning the Site may become vulnerable in the future. Therefore, uncertain effects have been identified for IIA3 (climate resilience) as details of the development, such as the implementation of SuDS, are currently unknown.

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring

energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancement

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).

- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SA23: 2-4 Kingston Road and 2 Presburg Road, New Malden

Site Allocation Description and Location

The Site is located in an existing office building between Malden Road and Presburg Road in New Malden. The Site is surrounded by predominately residential dwellings. The Site is 0.27 ha in size and has been designated as a longer-term potential development site, meaning residential and non-residential allocations for this Site have not yet been made.

Table C-24 – Assessment of SA23: 2-4 Kingston Road and 2 Presburg Road, New Malden

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	?	?	?	?	?	+	++	0	+	+	+	++	?	+	++
Magnitude						M	H		H	H	M	M	H	L	H
Nature of effect						D	D		D	D	D	D	D	I	D
Spatial Extent						L	L		L	L	L	L	R	L	R
Reversibility						R	I		I	I	I	I	I	R	I
Permanence						T/P	P		P	P	P	P	P	T	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	?	?	?	?	?	+	++	0	+	+	+	++	?	+	++
Duration						MT	LT		LT	LT	LT	LT	LT	MT	LT

Assessment Summary – SA23: 2-4 Kingston Road and 2 Presburg Road, New Malden

The Site has limited biodiversity value due to existing use as office buildings, however the Site is within a Tree Preservation Order Group containing chestnut, sycamore and lime species which are likely to have significant biodiversity and amenity value. Temporary negative effects on biodiversity are likely to occur during construction (disturbance from noise, vibration and dust), whereas permanent negative effects will occur if the mature trees are lost and not replaced. Positive effects can be sought from the use of green infrastructure and biodiversity net gain measures. As this will depend on the scheme level design of the development that comes forward, uncertain effects have been determined for IIA1 (biodiversity). The site is also located on a brownfield site, protecting greenbelt land, resulting in minor positive effects on IIA7 (efficient use of land).

The Site is within 100m of Presburg Road Conservation Area located to the south, as well as 60m from the Grade II listed Grounds of the New Malden United Reformed Church and within 40m of the locally listed Fountain Hotel on Malden Road. The development of this Site has the potential to disturb the historical setting if insensitively designed and due to construction effects (noise, vibration and dust). Benefits to the to the historic environment and the local landscape can be sought from the use of high quality, sensitive design. As details on this will depend on the scheme level design of the development that comes forward, uncertain effects have been determined for IIA4 (historic environment) and IIA5 (landscape). The Site has relatively good access to public transport (PTAL score between 2- 4) with a number of adjacent bus stops with services to Kingston,

Ham, Heathrow Central, Sutton, Croydon and Tolworth. The Site is also adjacent to the Borough Strategic Cycling and Walking Network and located approximately 600m south of New Malden train station. Residents will also be able to access most community services inclusively due to being less than 60m from New Malden High Street, where shops, healthcare facilities, sports facilities and open space can be accessed. This is likely to result in minor positive effects on IIA10 (inclusivity) and significant positive effects IIA12 (sustainable transport), due to encouraging residents to use sustainable transport modes and reduce the need of a private car.

Access to these facilities will also provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Therefore positive effects will occur due to bringing communities closer to these facilities and services. However, new populations are likely to increase demand and pressure on these services. Therefore, minor positive have been identified for IIA9 (community needs) and IIA11 (health and wellbeing).

The reduction in transport related emissions will also help to improve air pollution within the area. However, there is likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction, especially since the whole of the Borough is declared as an Air Quality Management Area. There may be noise and vibration effects from subsequent construction activities, which could impact nearby residents. Therefore, both positive and negative effects have been identified on IIA6 (air quality).

Even through allocations for the Site have not yet been made, development here is likely to provide more housing, helping to meet RBKT's housing targets. Therefore, significant positive effects have been determined for IIA15 (housing). Development of housing here is also likely to improve connectivity between employment centres and housing markets, however, it may result in the loss of non-residential floorspace. Positive effects will result if this non-residential floorspace is retained or expanded. Therefore, uncertain effects have been identified for IIA13 (economy).

As the Site is currently made up of primarily hardstanding surfaces due to its existing use and situated within flood zone 1, flood risk is expected to be minimal. However, flooding is expected to increase due to climate change, meaning the Site may become vulnerable in the future. Therefore, uncertain effects have been identified for IIA3 (climate resilience) as details of the development, such as the implementation of SuDS, are currently unknown.

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this Site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring

energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).

- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SA24: Burlington Retail Park, Burlington Road, New Malden

Site Allocation Description and Location

This 1.24ha site is located in the east of the Borough, on a site currently utilised for business use. The site is bordered by the A3 running south to east, with residential areas to the north and west.

Table C-25 – Assessment of SA24: Burlington Retail Park, Burlington Road, New Malden

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	0	?	?	++	0	+	+	+	-	?	+	++
Magnitude	M		H				H		M	M	M	M		L	H
Nature of effect	D		D				D		D	I	I	I		I	D
Spatial Extent	L		L				L		L	L	L	L		L	L
Reversibility	I		I				I		I	I	I	R		R	I
Permanence	T/P		P				P		P	P	P	P		T	P
Duration	ST/LT		LT				LT		MT	MT	MT	MT		MT	LT

Assessment Summary – SA24: Burlington Retail Park, Burlington Road, New Malden

The site includes the provision of new homes. Increasing the quantity of housing within the Borough will contribute to meeting the Borough's housing target. Therefore, significant positive effects have been identified for IIA15 (housing). However it is unclear if the housing provision will include affordable or specialist housing. Improving the provision of housing also helps to meet wellbeing needs of the local population. The site is also located close to healthcare facilities, contributing to likely positive effects on IIA10 (inclusivity and equality) and IIA11 (health and wellbeing). Additionally, as the site is located on brownfield land, significant positive effects have been identified for IIA7 (efficient use of land). The site is also well located in close proximity to community facilities. This presents minor positive effects for IIA9 (community needs).

Minor negative effects have been identified for IIA1 (biodiversity) due to the site's location bordering the site of importance for nature conservation at Beverley Brook. The proximity of this site close to the development area results in possible increased disturbance upon the habitats and species present, particularly through construction related noise and vibration. The proximity of the site of importance to the proposed site also increases the risk of damage during construction. These effects are considered to be short term and temporary. It is currently not clear whether there will be any incorporation of green infrastructure at the sites. Negligible effects have been identified for IIA4 (historic environment) due to the location of the site away from heritage assets or areas of conservation.

The area surrounding the site has a crime rate in line with the national average. The development of the site, and subsequent improvements to the public realm contribute to improving the feeling of safety within the area. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

The site has a medium PTAL score (2, 3, 4), meaning the transport connectivity from the site is average. However, the site is located approximately 800m from New Malden railway station, reducing the walkability of this neighbourhood. There are two bus stops located within 200m of the site, these are served by the 131, 152, 265, and N87 services. The close proximity of bus transport is likely to encourage sustainable transport modes, however, the distance from the railway station may discourage the use of sustainable transport modes. Therefore, minor negative effects have been identified for IIA12 (sustainable transport). Additionally, due to the uncertainty surrounding the uptake of public transport from the site, uncertain effects have been identified for IIA6 (air quality) as it is currently unclear whether the lack of connectivity from the site will reduce the likelihood of a modal shift away from private car use.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. It is currently also unknown if the proposed site will involve multiple storeys, or sensitive landscaping. Therefore, uncertain effects have also been identified for IIA5 (landscape).

Additional uncertain effects have been identified for IIA13 (economy and employment). It is currently unclear whether the current business use of the site will be retained within the proposed site. Construction at the site is also likely to disturb the business at the site, resulting in negative effects. However, the magnitude of this is currently unclear. The site is also more than 800m away from the closest employment site, and it is unclear if the proposed development will include additional employment opportunities.

Significant negative effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include drainage measures to mitigate against flood risk. The site is located within flood zone 3 and therefore has a high probability of flooding.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA1:** Development should, where possible, protect designated sites of nature conservation in line with policy KN1.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.

- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA13:** Development should protect existing business and employment space where possible, in line with policy KE2.

SA25: Travis Perkins, 165 King Charles Road, Tolworth

Site Allocation Description and Location

The 0.39ha site is located on the current Travis Perkins site. The site is bordered by residential uses to the south, east and west, with Alexandra Park and allotments located to the north.

Table C-26 – Assessment of SA25: Travis Perkins, 165 King Charles Road, Tolworth

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	?	?	+	++	0	+	+	+	+	?	+	++
Magnitude	M					M	H		M	M	M	M		L	H
Nature of effect	I					I	D		D	D	D	I		I	D
Spatial Extent	L					L	L		L	L	L	L		L	L
Reversibility	R					R	I		I	I	I	R		R	I
Permanence	T					T	P		P	P	P	P		T	P
Duration	ST					MT	LT		MT	MT	LT	MT		MT	LT

Assessment Summary – SA25: Travis Perkins, 165 King Charles Road, Tolworth

The site includes the provision of new homes. Increasing the quantity of housing within the Borough will contribute to meeting the Borough's housing target. Therefore, significant positive effects have been identified for IIA15 (housing). However it is unclear if the housing provision will include affordable or specialist housing. Improving the provision of housing also helps to meet wellbeing needs of the local population.

The site is also located close to healthcare facilities, contributing to likely positive effects. However, the site is located more than 800m from leisure services. The lack of proximity to these services contributes to likely mixed positive and negative effects on IIA10 (inclusion and equality) and IIA11 (health and wellbeing). Additionally, as the site is located on brownfield land, significant positive effects have been identified for IIA7 (efficient use of land). The site is, however, well located in close proximity to community facilities. Additionally, the site is in close proximity to both allotments and open space. This presents minor positive effects for IIA9 (community needs).

Uncertain effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing and damaging undiscovered archaeological artifacts. Benefits to the to the historic environment and the local landscape can be sought from the use of high quality, sensitive design. As details on this will depend on the scheme level design of the development that comes forward.

Minor negative effects have been identified for IIA1 (biodiversity) due to the site's location bordering both allotments and Alexandra Park. There is also a tree preservation order located at the site. The proximity of these assets results in possible increased disturbance upon these habitats and species present, particularly through construction related noise and vibration.

The area surrounding the site has a crime rate in line with the national average. The development of the site, and subsequent improvements to the public realm contribute to improving the feeling of safety within the area. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

The site has a medium PTAL score (2, 3, 4), meaning there is transport connectivity from the site. However, the site is located more than 800m from Tolworth railway station, reducing the walkability of this neighbourhood. The closest bus stops to the site are located within 100m, on the A240 and Ewell Road, these are served by the 281, 406, 418, 662, K1 and 265 services. The

close proximity of bus transport is likely to encourage sustainable transport modes, therefore, minor effects have been identified for IIA12 (sustainable transport) and air quality (IIA6)

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures to minimise overheating and flooding.

It is currently also unknown if the proposed site will involve multiple storeys, or sensitive landscaping. Therefore uncertain effects have also been identified for IIA5 (landscape).

Additional uncertain effects have been identified for IIA13 (economy and employment). It is currently unclear whether the current business use of the site will be retained within the proposed site. Construction at the site is also likely to disturb the business at the site, resulting in negative effects. However, the magnitude of this is currently unclear.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA1:** The removal of protected trees (including those with a tree preservation order) should be resisted where possible, in line with Policy KN4.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.

- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.
- **IIA13:** Development should protect existing business and employment space where possible, in line with policy KE2.

SA26: Tolworth Station, Kingston Road, Surbiton

Site Allocation Description and Location

This 1.32ha site is located in the central band of the Borough. The site is currently utilised for industrial activities, as well as commercial uses. Areas of the site are also vacant. The Signal Park development is located to the north of the site, with the A240 bordering the site to the east, with residential and leisure uses beyond this. Tolworth Railway station is located immediately east of the site, with the railway line running from west to east.

Table C-27 – Assessment of SA26: Tolworth Station, Kingston Road, Surbiton

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	+/-	?	++	0	?	+/-	+/-	-	++	+	++
Magnitude	M				M		H			M	M	M	M	L	H
Nature of effect	I				I		D			D	D	I	D	I	D
Spatial Extent	L				L		L			L	L	L	L	L	L
Reversibility	R				I		I			I	I	R	R	R	I
Permanence	T				P		P			P	P	P	P	T	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	+/-	?	++	0	?	+/-	+/-	-	++	+	++
Duration	ST				LT		LT			LT	LT	MT	MT	MT	LT

Assessment Summary – SA26: Tolworth Station, Kingston Road, Surbiton

The site includes the provision of new homes. Increasing the quantity of housing within the Borough will contribute to meeting the Borough’s housing target. Therefore, significant positive effects have been identified for IIA15 (housing). Improving the provision of housing also helps to meet wellbeing needs of the local population. The site is also located close to healthcare facilities, contributing to likely positive effects.

However, the site is located more than 800m from both leisure and social services. The lack of proximity to these services contributes to likely mixed positive and negative effects on IIA10 (inclusion and equality) and IIA11 (health and wellbeing). Additionally, the site is well located close to employment sites. Therefore, minor positive effects have been identified for IIA13 (economy and employment). It is currently unclear if the proposed development will include space for business use, encouraging investment into the area.

The site is located along a green corridor, towards the south of the site along the railway line and within 200m of priority habitats. Construction at the site therefore risks increasing the disturbance to this habitat through noise and vibration. Minor negative effects have therefore been identified for IIA1 (biodiversity). The proposed site development is also likely to improve the landscape and townscape of the area through high quality design and public frontages. However, the location of the site

adjacent to a green corridor result in the proposed development likely changing the character of this landscape. Mixed positive and negative effects have therefore been identified for IIA5 (landscape). Additionally, as the site is located on brownfield land, significant positive effects have been identified for IIA7 (efficient use of land).

The site has a low PTAL score (0-1b), meaning there is low transport connectivity from the site. However, the site is located next to both Tolworth railway station, with services to London Waterloo and Chessington South, and a bus stop served by the 406, 418, 613, and K2 services. The close proximity of the site to rail and bus transport is likely to encourage sustainable transport modes, however, the lack of PTAL connectivity from the site may discourage the use of sustainable transport modes. Therefore, minor negative effects have been identified for IIA12 (sustainable transport). Additionally, due to the uncertainty surrounding the uptake of public transport from the site, uncertain effects have been identified for IIA6 (air quality) as it is currently unclear whether the lack of connectivity from the site will reduce the likelihood of a modal shift away from private car use.

The area surrounding the site has a crime rate worse than the national average. The development of residential uses on higher floors increases overlooking onto streets, acting as a deterrent for crime. Additionally, improvements to the public realm contribute to the feeling of safety within the area. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures to minimise overheating and flooding.

Uncertain effects have also been identified for IIA10 (inclusivity and equality) as it is unclear if the housing provision will include affordable or specialist housing. Uncertain effects have also been identified for IIA9 (community needs) as it is unclear if the proposed development at the site will include additional space for community facilities.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.

Alternative Sites

AL01: Worcester Park Nursery, Old Malden Lane, Worcester Park

Site Allocation Description and Location

Located 60m south of Rokeby Sports Ground and immediately north of Hogsmill River, the site is in the Old Malden ward, to the south east of the Borough. The 1.81ha site is currently undeveloped and is within an area of designated Metropolitan Open Land (MOL). The site contains broadleaved deciduous woodland recorded within the Priority Habitat Inventory.

Table C-28 – Assessment of AL01: Worcester Park Nursery, Old Malden Lane, Worcester Park

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	+/-	-	+/-	-	+/-	?	?	?	?	+/-	?	+	?
Magnitude	H		M	M	M	M	M					M		M	
Nature of effect	D		D	I	D	I	D					I		I	
Spatial Extent	L		L	L	L	L	L					L		L	
Reversibility	I		I	I	I	R	I					R		R	

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	+/-	-	+/-	-	+/-	?	?	?	?	+/-	?	+	?
Permanence	P		P	P	P	P	P					P		P	
Duration	LT		LT	LT	LT	LT	LT					LT		LT	

Assessment Summary – AL01: Worcester Park Nursery, Old Malden Lane, Worcester Park

There are currently a number of different options for this site, but it is currently unclear what options will come forward. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. However, if the development of the primary school at the site were to come forward, there will be no development of housing. Therefore, uncertain effects have been identified for IIA15 (housing).

Mixed positive and negative effects have been identified for IIA5 (landscape) and IIA7 (efficient use of land) as the site is located within an area of designated MOL, therefore areas of land take may be required. However, the designated housing provision at the site is to be located on brownfield land, preserving the MOL where possible. Additionally, the proposed site is surrounded by existing woodland..

Significant negative effects on IIA1 (biodiversity) have been identified as the site is an area of designated as MOL. The site also contains broadleaved deciduous woodland recorded within the Priority Habitat Inventory, which will both be lost as a result of the development.

Minor negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing undiscovered archaeological artifacts.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could impact nearby residents and users of Rokeby Sports Ground. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. The site is located outside of the vehicle restriction zone and the surrounding area has a Public Transport Accessibility Level (PTAL) score of 1a and 1b, showing poor connectivity to public transport. Therefore, the poor transport connections will encourage journeys in private vehicles or taxis, reducing the air quality in the local area during the operational phase. Less than 16 - 28 μ /m³ NO₂ and PM₁₀ have been recorded on the site, therefore minor negative effects have been identified for IIA6 (air quality). Due to the poor connectivity to public transport, potential negative effects are anticipated on IIA12 (sustainable transport). However, the proposed design includes the re-instatement of the tow path river walk, running across the south eastern boundary of the site. The reinstatement of this path is likely to encourage walking and cycling within the area. Mixed positive and negative effects have been identified for IIA12.

Hogsmill River is located at the southern boundary of the site and is designated as a main river. There is the potential for negative effects during the construction phase due to pollution in surface water runoff from local plant, and spills, which could be mitigated through best practise measures. Plans showing anticipated drainage during the operational phase not available for this site, and therefore there is insufficient information to assess the overall effects on water quality from this site.

Uncertain effects on IIA9 (community needs), IIA10 (inclusion and equality) and IIA11 (health and wellbeing) have been identified as it is not clear whether development of this site will provide additional community services and facilities, such as the primary school. Similar effects have been identified for IIA13 (economy and employment) as it is not clear whether employment and commercial space will be included with the proposed development.

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Mixed positive and negative effects have been identified for climate resilience (IIA3) as the site is proposed within flood zone 3 which has a high potential for flooding. However, a flood risk assessment has been undertaken for the site to ensure that flood risk is mitigated within the proposed developments.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.

- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

AL02: The River Club, Old Malden Lane, Worcester Park

Site Allocation Description and Location

Bounded on the west by Rokeby Sports Ground, and to the south by Hogsmill River, the site is in the Old Malden ward, to the south east of the Borough. The 2.35ha site currently contains a gym, amenities including a car park and a coffee shop, open space and is designated MOL. The site contains broadleaved deciduous woodland recorded within the Priority Habitat Inventory.

Table C-29 – Assessment of AL02: The River Club, Old Malden Lane, Worcester Park

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	--	?	--	-	+/-	-	+/-	?	++	+	++	+/-	+	+	++
Magnitude	H		H	M	M	M	M		M	M	M	M	M	M	M
Nature of effect	D		D	I	D	I	D		I	I	I	I	I	I	D
Spatial Extent	L		L	L	L	L	L		L	L	L	L	L	L	L
Reversibility	I		I	I	I	R	I		R	R	R	R	R	R	I
Permanence	P		P	P	P	P	P		P	P	P	P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	-	+/-	-	+/-	?	++	+	++	+/-	+	+	++
Duration	LT		LT	LT	LT	LT	LT		LT	LT	LT	LT	LT	LT	LT

Assessment Summary – AL02: The River Club, Old Malden Lane, Worcester Park

Increasing housing within this area will contribute to meeting the required housing provision for the Borough, including providing affordable or specialist housing. Therefore, significant positive effects have been identified for IIA15 (housing). The inclusion of affordable or specialist housing will also contribute to minor positive effects on IIA10 (inclusivity and equality).

Mixed positive and negative effects have been identified for IIA5 (landscape) and IIA7 (efficient use of land) as the site is located within an area of designated MOL, therefore areas of land take may be required. However, the designated housing provision at the site is to be located on brownfield land, preserving the MOL where possible. Additionally, the proposed housing developments would be limited to 3-storey developments, preserving the visual landscape.

Significant negative effects on IIA1 (biodiversity) have been identified as the site is an area of designated MOL. The site also contains broadleaved deciduous woodland recorded within the Priority Habitat Inventory, which may be lost or disturbed as a result of the development and its construction activities.

Minor negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing undiscovered archaeological artifacts.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents and users of Rokeby Sports Ground. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term.

The site is located outside of the vehicle restriction zone and the surrounding area has a PTAL score of 1a and 1b, showing poor connectivity to public transport. Therefore, the poor transport connections will encourage journeys in private vehicles or taxis, reducing the air quality in the local area during the operational phase. Less than 16 - 28 μ /m³ NO₂ and PM₁₀ have been recorded on the site, therefore minor negative effects have been identified for IIA6 (air quality). Due to the poor connectivity to public transport, negative effects are anticipated on IIA12 (sustainable transport). However, the proposed development includes foot and cycle path connection into the wider area, resulting in mixed positive and negative effects on IIA12.

Hogsmill River is located at the southern boundary of the site and is designated as a main river. There is the potential for negative effects during the construction phase due to pollution in surface water runoff from local plant, and spills, which could be mitigated through best practise measures. Plans showing anticipated drainage during the operational phase not available for this site, and therefore there is insufficient information to assess the overall effects on water quality from this site.

Significant positive effects are anticipated for IIA9 (community needs) and IIA11 (health and wellbeing) as local shopping centres and main employment areas are located over 800m from the site. The site currently contains a gym, amenities including a car park and a coffee shop, and is also designated MOL. These amenities are to be preserved and enhanced, with a children's centre and additional recreation facilities. The development of the site preserves existing businesses and provides additional economic opportunities; however, these are likely to be small scales. Minor positive effects have, therefore, been identified for IIA13 (economy and employment). The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Significant negative effect have been identified for climate resilience (IIA3) as the site is located within flood zones 2 and 3 which has a high potential for flooding. At this stage, incorporation of SuDs and other flood

prevention measures are not known as this will be determined following a flood risk assessment prior to construction of the development.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in lien with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough should be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.

- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

AL05: Central Nursery, Old Kingston Road, Worcester Park

Site Allocation Description and Location

Located 250m north east of Tolworth train station, 175m south west of Knollmead Primary School, and immediately north of Kingston University Tolworth Court Sports Ground, the site is in King George's and Sunray Ward, to the south of the Borough. The 2.24ha site currently contains unused land, Court Farm Garden Centre and associated parking and storage facilities. The site is designated MOL.

Table C-30 – Assessment of AL05: Central Nursery, Old Kingston Road, Worcester Park

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	-	?	?	?	?	-	?	+	+
Magnitude	H			M	H	M	H					M		M	M
Nature of effect	D			I	D	I	D					I		I	D
Spatial Extent	L			L	L	L	L					L		L	L
Reversibility	I			I	I	R	I					R		R	I
Permanence	P			P	P	P	P					P		P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	-	?	?	?	?	-	?	+	+
Duration	LT			LT	LT	LT	LT					LT		LT	LT

Assessment Summary – AL05: Central Nursery, Old Kingston Road, Worcester Park

Detailed plans are not available for this site, therefore some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

Significant negative effects on IIA1(biodiversity), IIA5 (landscape) and IIA7 (efficient use of land), have been identified as the site is an area of designated MOL, which will be lost as a result of the site allocation. Minor negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing undiscovered archaeological artifacts.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents and users of Kingston University Tolworth Court Sports Ground. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. The site is located outside of the vehicle restriction zone and the surrounding area has a PTAL score of 1a and 2, with an area with a score of 3 located 50m west of the site, showing poor

connectivity to public transport. Therefore, the poor transport connections will encourage journeys in private vehicles or taxis, reducing the air quality in the local area during the operational phase. Less than 16 - 28 μ /m³ NO₂ and PM₁₀ have been recorded on the site, therefore minor negative effects have been identified for IIA6 (air quality). Due to the poor connectivity to public transport, minor negative effects are anticipated on IIA12(sustainable transport).

Uncertain effects on IIA9 (community needs), IIA10 (inclusion and equality), IIA11 (health and wellbeing) and IIA13 (economy and employment) have been identified as it is not clear whether development of this site will provide additional community services and facilities or commercial and employment floorspace. The site currently contains Court Farm Garden Centre and associated parking and storage facilities and is also designated MOL which will be lost as a result of the site allocation.

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures to minimise overheating and flooding.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views

- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

AL11: Tolworth Court, Old Kingston Road, Tolworth

Site Allocation Description and Location

Bounded in the south by Hogmill River, in the north by the railway line between Tolworth Station and Malden Manor Station, and to the east by Surbiton Town Sports Club, the site is in King George's and Sunray Ward in the south of the Borough. This 22.56ha site currently contains Kingston University Tolworth Court Sports Ground and associated fields and is within an area of designated MOL. Electricity overhead lines run diagonally through the site, from the south west corner to the north east. The site contains broadleaved deciduous woodland recorded within the Priority Habitat Inventory, and immediately south of the site is Hogsmill Local Nature Reserve.

Table C-31 – Assessment of AL11: Tolworth Court, Old Kingston Road, Tolworth

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	-	+/-	-	+/-	?	-	?	-	-	?	+	+
Magnitude	H		H	M	H	M	M		M		M	M		M	M
Nature of effect	D		D	I	D	I	D		I		I	I		I	D
Spatial Extent	L		L	L	L	L	L		L		L	L		L	L

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	-	+/-	-	+/-	?	-	?	-	-	?	+	+
Reversibility	I		I	I	I	R	I		R		R	R		R	I
Permanence	P		P	P	P	P	P		P		P	P		P	P
Duration	LT		LT	LT	LT	LT	LT		LT		LT	LT		LT	LT

Assessment Summary – AL11: Tolworth Court, Old Kingston Road, Tolworth

Detailed plans are not available for this site, therefore some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

Significant negative effects on IIA1 (biodiversity) have been identified as the site is an area of designated MOL and contains broadleaved deciduous woodland recorded within the Priority Habitat Inventory, which will both be lost as a result of the development. Immediately south of the site is Hogsmill Local Nature Reserve, which could be affected by dust and noise generated during the construction phase.

Mixed positive and negative effects on IIA5 (landscape) and IIA7 (efficient use of land) have also been identified as the site is an area of designated MOL, which will be lost as a result of the development. However, areas of the site also include brownfield land, which will be utilised where possible within the site.

Minor negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing undiscovered archaeological artifacts.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents and users of Surbiton Town Sports Club. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. The site is located outside of the vehicle restriction zone and the surrounding area has a PTAL score of 1a, 1b and 2, showing poor connectivity to public transport. Therefore, the poor transport connections will encourage journeys in private vehicles or taxis, reducing the air quality in the local area during the operational phase. Less than 16 - 28 μ /m³ NO₂ and PM₁₀ have been recorded on the site, therefore minor negative effects have been identified for IIA6 (air quality). Due to the poor connectivity to public transport, minor negative effects are anticipated on IIA12 (sustainable transport).

Hogsmill River is located at the southern boundary of the site and is designated as a main river. There is the potential for negative effects during the construction phase due to pollution in surface water runoff from local plant, and spills, which could be mitigated through best practise measures. Plans showing anticipated drainage during the operational phase are not available for this site, and therefore there is insufficient information to assess the overall effects on water quality from this site.

Minor negative impacts on IIA9 (community needs) and IIA11 (health and wellbeing) are as the site contains Kingston University Tolworth Court Sports Ground and associated fields and is also designated MOL which will be lost as a result of the site allocation. It is not clear whether employment and commercial floorspace will be incorporated into the development, therefore uncertain effects have been identified for IIA13 (economy and employment).

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Significant negative effects have been identified for climate resilience (IIA3) as the site is proposed within flood zone 3 which has a high potential for flooding. At this stage, incorporation of SuDs and other flood prevention measures are not known.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).

- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

BV07: St John’s Industrial Estate, Kingston Road, New Malden

Site Allocation Description and Location

Bounded in the west by the A2043, and in the south by the railway line between Berrylands Station and New Malden Station, this site is in the Green Land and St James ward in the centre of the Borough. The 9.22ha site currently contains an industrial estate including commercial businesses, parking facilities and New Maldon ambulance station. This area has been identified as a Locally Significant Industrial site.

Table C-32 – Assessment of BV07: St John’s Industrial Estate, Kingston Road, New Malden

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	?	0	+	-	-	?	?	?	?	-	-	+	++
Magnitude	M				M	H	H					M	H	M	H
Nature of effect	D				D	I	D					I	D	I	D
Spatial Extent	L				L	L	L					L	L	L	L
Reversibility	R				R	R	I					R	I	R	I
Permanence	P				P	P	P					P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+	?	?	0	+	-	-	?	?	?	?	-	-	+	++
Duration	LT				LT	LT						LT	LT	LT	LT

Assessment Summary – BV07: St John’s Industrial Estate, Kingston Road, New Malden

Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, significant positive effects have been identified for IIA15 (housing).

The site is currently used for industrial purposes, with few areas of dedicated landscaping. Although detailed plans are not available for this site, there is potential for this development to include planted areas of landscaping and open space, along with a 10% biodiversity net gain, therefore providing a minor positive effect on IIA1 (biodiversity) and IIA5 (landscape).

The site is currently used for industrial purposes and has been identified as a strategic Industrial Location. This site allocation would result in the loss of this amenity, employment space and potential jobs, therefore significant negative effects have been identified for IIA13 (economy and employment). Minor negative effects have been identified for IIA7 (efficient use of land) as although it will protect MOL and greenbelt land, the proposed site does not make the best use of existing brownfield and could result in the loss of valuable industrial land.

Uncertain effects on IIA9 (community needs), IIA10 (inclusion and equality) and IIA11 (health and wellbeing) have been identified as it is not clear whether development of this site will provide additional community services and facilities.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. The site is located outside of the vehicle restriction zone and has a PTAL score of 1b and 2, showing poor connectivity to public transport. Therefore, the poor transport connections will encourage journeys in private vehicles or taxis, reducing the air quality in the local area during the operational phase. Greater than $43\mu/m^3$ PM₁₀ have been recorded on the site, therefore significant negative effects have been identified for IIA6 (air quality). Due to the poor connectivity to public transport, minor negative effects are anticipated on IIA12 (sustainable transport).

The area of the site currently has a higher level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (Crime and Safety) are anticipated.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures for overheating and flooding.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views

- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

CH04: Robin Hood Farm, Robin Hood Way, Kingston Vale

Site Allocation Description and Location

Located 100m east of Coombe Hill Golf Club, bounded to the west by Kingston Vale Leisure Gardener’s Association allotments, and to the east by Robin Hood Way, the site is in Coombe Hill Ward in the north east of the Borough. This 0.86ha site currently contains open grassland, industrial buildings and a car park. The site is designated as Metropolitan Open Space.

Table C-33 – Assessment of CH04: Robin Hood Farm, Robin Hood Way, Kingston Vale

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	-	-	-	?	?	?	?	-	?	+	+
Magnitude	H				H	M	H					M		M	M
Nature of effect	D				D	I	D					I		I	D
Spatial Extent	L				L	L	L					L		L	L
Reversibility	I				I	R	I					R		R	I
Permanence	P				P	P	P					P		P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	-	-	-	?	?	?	?	-	?	+	+
Duration	LT				LT	LT	LT					LT		LT	LT

Assessment Summary – CH04: Robin Hood Farm, Robin Hood Way, Kingston Vale

Currently, the design of the site is unknown. Therefore, it is unclear what development may come forward and some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

Significant negative effects on IIA1(biodiversity), IIA5 (landscape) and IIA7 (efficient use of land), have been identified as the site is an area of designated MOL, which will be lost as a result of the site allocation. There is a small area of brownfield land at the site, however it is currently unclear if this will be utilised within the proposed development.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. The site is located outside of the vehicle restriction zone and has a PTAL score of 1b and 2, showing poor connectivity to public transport. Therefore, the poor transport connections will encourage journeys in private vehicles or taxis, reducing the air quality in the local area during the operational phase. Levels between 28-43µ/m³ PM₁₀ have been recorded on the site,

therefore minor negative effects have been identified for IIA6 (air quality). Due to the poor connectivity to public transport, minor negative effects are also anticipated on IIA12 (sustainable transport).

Uncertain effects on IIA9 (community needs), IIA10 (inclusion and equality) and IIA11 (health and wellbeing) are anticipated as local shopping centres, main employment areas and health and community services are located over 800m from the site. Coombe Hill Golf Club is located 100m west of the site, and Kingston University London Kingston Hill Campus is located 400m north east, both offering employment opportunities for the site allocation. It is not clear whether development of this site will provide additional community services. Similarly it is not known whether employment and commercial floorspace will be provided as part of this development, therefore uncertain effects have also been identified for IIA13 (economy and employment).

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures for overheating and flooding.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.

- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

CN01: Land at Clayton Road, Chessington

Site Allocation Description and Location

Bounded to the west by the A3 and to the south by Clayton Road, the site is located in the Hook and Chessington North ward in the western edge of the Borough. The 22.9ha site currently comprises open grassland with commercial space on the western border containing car traders, Chessington Equestrian Centre and a timber yard. The south of the site contains broadleaved deciduous woodland recorded within the Priority Habitat Inventory, and the area is designated Green Belt land.

Table C-34 – Assessment of CN01: Land at Clayton Road, Chessington

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	--	?	?	0	--	--	--	?	.	?	?	?	--	+	++
Magnitude	H				H	H	H		H				H	M	H
Nature of effect	D				D	I	D		D				D	I	D
Spatial Extent	L				L	L	L		L				L	L	L
Reversibility	I				I	R	I		I				I	R	I
Permanence	P				P	P	P		P				P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	-	-	-	?	-	?	?	?	-	+	++
Duration	LT				LT	LT	LT		LT				LT	LT	LT

Assessment Summary – CN01: Land at Clayton Road, Chessington

Detailed plans are currently unavailable for this site, therefore some effects are not known at this stage. Although the exact provision at this site is not known, the site has the potential to contribute large quantities of housing, contributing to meeting the required housing provision for the Borough. Additionally, the site would provide a mix of housing types, including specialist and affordable housing. Therefore, significant positive effects have been identified for IIA15 (housing).

Significant negative effects on IIA1 (biodiversity), IIA5 (landscape) and IIA7 (efficient use of land), have been identified as the site is an area of designated greenbelt land. The site also contains broadleaved deciduous woodland recorded within the Priority Habitat Inventory, which both could be lost as a result of the development.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. The site is located outside of the vehicle restriction zone and has a PTAL score of 0, 1a, 1b and 2, showing poor connectivity to public transport. Therefore, the poor transport connections will encourage journeys in private vehicles or taxis, reducing the air quality in the local area during the operational phase. Greater than 43µ/m³ PM₁₀ have been recorded on the site, therefore

significant negative effects have been identified for IIA6 (air quality). The site's poor connectivity to public transport contributes to negative effects on IIA12 (sustainable transport). However, there is potential for new bus stops to be included within the site, improving connectivity and services. As it is not clear if this connectivity will come forward, uncertain effects have been identified for IIA12 (sustainable transport) at this stage.

Local shopping centres and main employment areas are located over 800m from the site. The site currently contains commercial space including car traders, a timber yard, and Chessington Equestrian Centre which would be lost as a result of the site allocation. Therefore, minor negative effects on IIA9 (community needs) and significant negative effects on IIA13 (economy and employment) are anticipated.

Uncertain effects have been identified for IIA10 (inclusivity and equality) and IIA11 (health and wellbeing) at is not currently known whether development will include additional community facilities which will help to bring communities together and promote healthy lifestyles.

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures for overheating and flooding.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views

- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

CS01: Land adjacent to Rushett Lane, Malden Rushett

Site Allocation Description and Location

Bounded in the north by Rushett Lane, and in the south by Silverglade Business Park, the site is located in the Chessington South and Malden Rushett ward, in the south of the Borough. This 1.54ha site is currently wooded and is designated as Green Belt land.

Table C-35 – Assessment of CS01: Land adjacent to Rushett Lane, Malden Rushett

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	-	-	-	?	?	?	?	-	-	+	+
Magnitude	H				H	M	H					M	M	M	M
Nature of effect	D				D	I	D					I	I	I	D
Spatial Extent	L				L	L	L					L	L	L	L
Reversibility	I				I	R	I					R	I	R	I
Permanence	P				P	P	P					P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	-	-	-	?	?	?	?	-	-	+	+
Duration	LT				LT	LT	LT					LT	LT	LT	LT

Assessment Summary – CS01: Land adjacent to Rushett Lane, Malden Rushett

Detailed plans are not available for this site, therefore some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

Significant negative effects on IIA1 (biodiversity, IIA5 (landscape) and IIA7 (efficient use of land), have been identified as the site is an area of designated greenbelt land, which will be lost as a result of the development.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. The site is located outside of the vehicle restriction zone and has a PTAL score of 1a, showing poor connectivity to public transport. Therefore, the poor transport connections will encourage journeys in private vehicles or taxis, reducing the air quality in the local area during the operational phase. Less than 16 - 28µ/m³ NO₂ and PM₁₀ have been recorded on the site, therefore

minor negative effects have been identified for IIA6 (air quality). Due to the poor connectivity to public transport, significant negative effects are anticipated on IIA12: (sustainable transport).

Uncertain effects have been identified for IIA9 (community needs), IIA10 (inclusion and equality) and IIA11 (health and wellbeing) as local shopping centres and main employment areas and healthcare services are located over 800m from the site. Uncertain effects have been identified for IIA10 (inclusivity and equality) and IIA11 (health and wellbeing) as it is not currently known whether development will include additional community facilities which will help to bring communities together and promote healthy lifestyles.

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

The site is currently used for industrial purposes and has been identified as a Locally Significant Industrial site (LSIS). This site allocation would result in the loss of this amenity, employment space and potential jobs, therefore significant negative effects have been identified for IIA13 (economy and employment).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include energy efficiency measures and resilience measures for overheating and flooding.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views

- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

CS02: Mellow Stocks, Leatherhead Road, Chessington

Site Allocation Description and Location

The 2.43ha site is located in the south of the Borough. The site is located on currently vacant land, utilised as grazing land. Chessington World of Adventures is located west of the site, with Chessington Hook United Football Club located to the east. To the south of the site is an area of open land, and business uses are located to the north.

Table C-36 – Assessment of CS02: Mellow Stocks, Leatherhead Road, Chessington

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	+/-	-	+/-	-	0	?	?	?	-	+	+	++
Magnitude	H			M	H	M	H					M	M	L	H
Nature of effect	D			I	D	I	D					D	D	I	D
Spatial Extent	L			L	L	L	L					L	L	L	L
Reversibility	I			I	I	I	I					I	I	I	I
Permanence	P			P	P	P	P					P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	--	?	?	+/-	--	+/-	--	0	?	?	?	-	+	+	++
Duration	LT			MT	LT	MT	LT					MT	LT	MT	LT

Assessment Summary – CS02: Mellow Stocks, Leatherhead Road, Chessington

Detailed plans are not available for this site, therefore some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, significant positive effects have been identified for IIA15 (housing).

Improving the provision of housing also helps to meet wellbeing needs of the local population. However, the site is located more than 800m from healthcare, social and leisure services. The lack of proximity to these services and the removal of greenbelt land contributes to uncertain effects on IIA11 (health and wellbeing). The site is also located more than 800m from community facilities, however it is uncertain if the proposed development will include additional facilities and services. This presents uncertain effects for IIA9 (community needs) and IIA10 (inclusion and equality) and IIA11 (health and wellbeing).

The site is currently used for industrial purposes and bounds a Significant Industrial Location (SIL) to the north. The site is currently vacant, therefore any potential mixed use development may improve the employment space and potential jobs within the area, therefore minor positive effects have been identified for IIA13 (economy and employment).

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Significant negative effects have been identified for IIA7 (efficient use of land) as the location of the site is on greenbelt land. This also contributes to significant negative effects on IIA1 (biodiversity) and landscape (IIA5). Additionally, there are a number of tree preservation orders located at the site.. Development is therefore likely to risk disturbing both habitats and species as well as the setting of the Borough's unique landscape.

The proposed site is also located approximately 30m from a grade II listed building. During construction of the development, there is potential for increased disturbance on this heritage asset, particularly through noise, vibration and construction emissions. However, there is potential for quality design to enhance the setting of this heritage asset. Both positive and negative effects have therefore been identified for IIA4 (historic environment).

The site is located approximately 650m from Chessington South railway station, with services to London Waterloo. The site is also located opposite bus stops at Chessington World of Adventure. These are served by the 71, 465, and N65 services. The close proximity to these sustainable public transport modes contributes to encouraging public transportation use. Additionally, the site is located along both a strategic walking network and strategic cycling network. Despite these services the site has a low PTAL which indicates that accessibility to these services is low. Minor negative effects have been identified for IIA12 (sustainable transport).

As the site is currently not utilised by residential or business uses, any increase in vehicle transport is likely to increase emissions in the local area of the site and along the A243. Therefore, mixed positive and negative effects have been identified for IIA6 (air quality).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include drainage measures to mitigate against flood risk and overheating.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in lien with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

CS04: 1 Virginia Cottage, Land and Buildings, Chessington

Site Allocation Description and Location

The 1.46ha site is located in the south of the Borough on land currently utilised by both residential and grazing uses. The site is greenfield and surrounded by further open space to the north and south. Mixed residential and open space borders the site to the east, with the A3, open land and residential uses bordering the site to the west.

Table C-37 – Assessment of CS04: 1 Virginia Cottage, Land and Buildings, Chessington

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	-	0	?	?	?	-	+	+	+
Magnitude	H			M	M	M	H					M	M	L	H
Nature of effect	D			D	I	I	D					D	D	I	D
Spatial Extent	L			L	L	L	L					L	L	L	L
Reversibility	I			I	R	R	I					I	I	I	I
Permanence	P			P	P	P	P					P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	-	0	?	?	?	-	+	+	+
Duration	LT			LT	MT	MT	LT					MT	MT	MT	LT

Assessment Summary – CS04: 1 Virginia Cottage, Land and Buildings, Chessington

Detailed plans are currently unavailable for this site, therefore some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

Improving the provision of housing also helps to meet wellbeing needs of the local population. However, the site is located more than 800m from healthcare, social and leisure services. It is uncertain if the proposed development will include additional community space. This presents uncertain effects for IIA9 (community needs) and IIA10 (inclusion and equality) and IIA11 (health and wellbeing).

The site is currently used for residential and grazing purposes and has no economic use. It is however located 300m west of a Strategic Industrial Location (SIL). Therefore minor positive effects have been identified for IIA13 (economy and employment).

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Significant negative effects have been identified for IIA7 (efficient use of land) as the location of the site is on greenfield land, as well as being located within greenbelt land. This also contributes to significant negative effects on IIA1 (biodiversity). Additionally, there are a number of tree preservation orders bordering the site to the south, as well as the site's location around further greenbelt land. Development is therefore likely to risk disturbing both habitats and species through noise and vibration, as well as resulting in the loss of trees.

The proposed site intersects with an area of archaeological significance. During construction of the development, digging into the ground presents a risk for disturbance or damage of buried archaeological assets in this area. Minor negative effects have therefore been identified for IIA4 (historic environment).

Significant negative effects have also been identified for IIA12 (sustainable transport). The site is located approximately 500m from the closest bus stop, and approximately 800m from Chessington South railway station. The distance between the proposed development and public transport accessibility reduces the walkability of neighbourhoods and discourages the use of public transport. The site is however located along a strategic walking network, encouraging active travel. Therefore, significant negative effects have been identified due to lack of accessibility of public transport modes. Subsequently, a lack of public transport is likely to increase private car use from the site, increasing transport related emissions, reducing air quality. Therefore, minor negative effects have been identified for IIA6 (air quality).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. It is currently also unknown if the proposed site will involve multiple storeys, or sensitive landscaping. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include drainage measures to mitigate against flood risk and overheating.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the borough to become net zero carbon, and effectively mitigate against overheating and flood risk.

- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in lien with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

CS05: Chessington Golf Course, Garrison Lane, Chessington

Site Allocation Description and Location

This site is 10.61ha, and is located on a currently vacant plot, previously used as a golf course. The site is bounded by residential uses to the north and east, and commercial uses to the west. Areas of greenbelt open space are located south of the site.

Table C-38 – Assessment of CS05: Chessington Golf Course, Garrison Lane, Chessington

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	?	-	-	0	?	?	+	+/-	+	+	++
Magnitude	H					M	H				M	M	M	L	H
Nature of effect	D					D/I	D				I	D	D	I	D
Spatial Extent	L					L	L				L	L	L	L	L
Reversibility	I					R	I				I	I	I	I	I
Permanence	P					T/P	P				P	P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	?	-	-	0	?	?	+	+/-	+	+	++
Duration	ST					ST/MT	LT				MT	LT	LT	MT	LT

Assessment Summary – CS05: Chessington Golf Course, Garrison Lane, Chessington

Although the exact provision of housing at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the borough. Therefore, significant positive effects have been identified for IIA15 (housing).

Improving the provision of housing will also help to meet wellbeing needs of the local population. The site is also located within close proximity to healthcare services, schools and leisure facilities therefore minor positive effects have been identified for IIA11 (health and wellbeing). There are uncertain effects for IIA9 (community needs) as it is uncertain if the development will include additional community space.

The site is currently utilised by a derelict golf course, with vacant building structures. The site is located next to an area of SIL located at Barwell Business Park. This provides opportunities for employment and potential jobs, therefore minor positive effects have been identified for IIA13 (economy and employment).

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Mixed positive and negative effects have been identified for IIA12 (sustainable transport) as the site is served by Chessington South railway station, and one bus stop (routes 71, 467, 671, and N65 services) located on the northern border of the site. However, the site has low PTAL scores, ranging between 0 -2 indicating poor accessibility. The site does however, have good access to the borough strategic walking and cycling network.

There will be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents. Consideration would need to be given as to how to minimise this disruption, but these effects will all be short term. Poor transport connectivity may result in an increase in private vehicle usage, increasing levels of air pollution in the local area. Minor negative effects have therefore been identified for IIA6 (air quality).

Significant negative effects have been identified for IIA7 (efficient use of land) as the location of the site is within greenbelt land. This also contributes to significant negative effects on IIA1 (biodiversity). Additionally, the site is bordered to the west and south by areas of priority habitat. Development is therefore likely to risk disturbing both habitats and species at the site, and in the open space south of the site, through construction noise and vibration.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. It is currently also unknown if the proposed site will involve multiple storeys, or sensitive landscaping. Therefore, uncertain effects have also been identified for IIA5 (landscape). Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include drainage measures to mitigate against flood risk and overheating.

Mitigation and enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA1:** Development should, where possible, protect designated sites in line with policy KN1.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA7:** Where possible, development on greenbelt land should be resisted.

- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.

CS06: Barwell Court, Leatherhead Road, Chessington

Site Allocation Description and Location

The site is located in the south of the Borough and is 14.32ha. The site is currently utilised for agricultural use and is bordered by open land to the north, and mixed open space and residential use to the south. The A3 borders the site to the west, with residential uses to the east.

Table C-39 – Assessment of CS06: Barwell Court, Leatherhead Road, Chessington

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	-	0	?	?	+	-	?	+	++
Magnitude	H			M	H	M	H				M	M		L	H
Nature of effect	D			I	D	I	D				D	D		I	D
Spatial Extent	L			L	L	L	L				L	L		L	L
Reversibility	I			I	I	I	I				R	I		I	I
Permanence	P			P	P	P	P				P	P		P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	-	0	?	?	+	-	?	+	++
Duration	LT			MT	LT	MT	LT				MT	MT		MT	LT

Assessment Summary – CS06: Barwell Court, Leatherhead Road, Chessington

The exact provision of housing at this site, including provision for affordable housing, is currently not known. However, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, significant positive effects have been identified for IIA15 (housing). However, it is also currently uncertain if the proposed development will include additional community space. This presents uncertain effects for IIA9 (community needs) and IIA10 (inclusivity and equality).

The site is located within 300m of healthcare facilities, as well as open space. The provision of both open space and facilities improves both physical and mental wellbeing. Minor positive effects have therefore been identified for IIA11 (health and wellbeing). The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Significant negative effects have been identified for IIA7 (efficient use of land) and IIA5 (landscape) as the location of the site is within greenbelt land. This also contributes to significant negative effects on IIA1 (biodiversity). The site bounds a sites of

Importance for Nature Conservation (SINC) to the north and has two tree preservation orders located within its boundary. Development is therefore likely to risk losing and disturbing both habitats and species through noise and vibration.

Minor negative effects have also been identified for IIA12 (sustainable transport). The site is located approximately 550m from Chessington South railway station and 300m from the closest bus stop. Additionally, the site is located along a strategic walking network. The proximity of the site to sustainable transport modes is likely to improve the uptake of sustainable transport. However, there is a lack of wider connectivity from these transport modes, resulting in potential negative effects on sustainable transport as residents may favour car use to wider destinations. Subsequently, minor negative effects have been identified for IIA6 (air quality) as the uptake in public transport is likely to reduce transport related emissions. However, any increase private car use from the site and construction emissions contribute to reducing air quality.

The site is located 300m west of the Barwell Business Park SIL. This provides opportunities for employment and jobs. However, it is currently unclear if the proposed development will include mixed use, and additional employment opportunities. Therefore, uncertain effects have been identified for IIA13 (economy and employment). Minor negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing undiscovered archaeological artifacts.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include drainage measures to mitigate against flood risk and overheating.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA1:** The removal of protected trees (including those with a tree preservation order) should be resisted where possible, in line with Policy KN4.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA7:** Where possible, development on greenbelt land should be resisted.

- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.

CS08: Rushett Stables, Leatherhead Road, Chessington

Site Allocation Description and Location

The 1.67ha site is located in the south of the Borough, adjacent to the A234. The site is bounded by woodland to the north and east, and open space to the south.

Table C-40 – Assessment of CS08: Rushett Stables, Leatherhead Road, Chessington

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	-	0	?	?	?	-	?	+	+
Magnitude	H			M	H	M	H					H		L	H
Nature of effect	D			D	D	D/I	D					D		I	D
Spatial Extent	L			L	L	L	L					L		L	L
Reversibility	I			I	I	I	I					I		I	I
Permanence	P			P	P	P	P					P		P	P
Duration	LT			LT	LT	ST/MT	LT					LT		MT	LT

Assessment Summary – CS08: Rushett Stables, Leatherhead Road, Chessington

Details of housing provision, including affordable housing, within proposed development at the site are currently unavailable. However, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

Improving the provision of housing also helps to meet wellbeing needs of the local population. The site is also located in close proximity to open space, which also contributes to improving wellbeing. However, the site is located approximately 1.5km from the nearest healthcare facilities. This results in lack of accessibility and potential negative effects. The site is also located approximately 1.5km from a town centre and lacks a number of facilities within walking distance. However, it is currently uncertain if the proposed development will include additional community space to remove this negative effect. This presents uncertain effects for IIA9 (community needs), IIA10 (inclusivity and equality) and IIA11 (health and wellbeing).

Significant negative effects have been identified for IIA7 (efficient use of land) and IIA5 (landscape) as the location of the site is within greenbelt land. This also contributes to significant negative effects on IIA1 (biodiversity). Additionally, the site borders Chessington Wood, an area of woodland priority habitat, as well as the site's location around further greenbelt land. Development is therefore likely to risk disturbing both habitats and species through noise and vibration, as well as result in a loss of open space.

The site is located within 300m of a LSIS at Silverglade Business Park. This provides opportunity for potential jobs, however it is currently uncertain if the proposed site will include any additional employment space. Therefore, uncertain effects have been identified for IIA13 (economy and employment).

Minor negative effects have also been identified for IIA12 (sustainable transport) as the site is located approximately 1.4km from Chessington South railway station, this reduces the likelihood of utilisation of rail transport. Additionally, there is a bus stop located on the western boundary of the site, however this is only served by the 465 service. The site is therefore not well connected to the wider Borough. This reduces the likelihood of sustainable transport use through lack of connectivity. Subsequently, minor negative effects have been identified for IIA6 (air quality) as any increase private car use from the site, and construction emissions, contribute to reducing air quality.

The area of the site currently has a lower level of crime than the Borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Minor negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing undiscovered archaeological artifacts.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include drainage measures to mitigate against flood risk and overheating.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA1:** Development should, where possible, protect designated sites in line with policy KN1.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA7:** Where possible, development on greenbelt land should be resisted.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.

CS12: Green Lane Farm Kennels, Green Lane, Chessington

Site Allocation Description and Location

The 0.43ha site is located in the south of the Borough, on a brownfield site currently utilised by mixed use residential and business use. The site is bordered by open space to the east, and mixed residential and open space to the north, south and west.

Table C-41 – Assessment of CS12: Green Lane Farm Kennels, Green Lane, Chessington

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	+/-	0	+	+	+	-	0	+	+
Magnitude	H			M	H	M	M		L	L	M	M		L	H
Nature of effect	D			D	D	I	D		I	I	D/I	D		I	D
Spatial Extent	L			L	L	L	L		L	L	L	L		L	L
Reversibility	I			I	I	I	I		I	I	I	I		I	I
Permanence	P			P	P	P	P		P	P	P	P		P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	-	+/-	0	+	+	+	-	0	+	+
Duration	LT			LT	LT	MT	LT		MT	MT	MT	MT		MT	LT

Assessment Summary – CS12: Green Lane Farm Kennels, Green Lane, Chessington

The exact provision of housing at this site, including provision for affordable housing is not known. However, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

The site is located on the outskirts of Chessington town centre and is in close proximity to community facilities and Churchfields recreational ground. Minor positive effects have therefore been identified for IIA9 (community facilities). The site is also located in close proximity to open space, which contributes to improving wellbeing, as well as its location within 1km of healthcare facilities, including doctor’s surgeries and pharmacies. This contributes to improving physical health accessibility. Minor positive effects have therefore been identified for IIA11 (health and wellbeing) and IIA10 (inclusivity and equality).

Minor negative effects have also been identified for IIA12 (sustainable transport). The site is located approximately 550m from Chessington South railway station and 400m from the closest bus stop. The proximity of the site to sustainable transport modes is likely to improve the uptake of sustainable transport. However, there is a lack of wider connectivity from these transport modes and low PTAL scores, results in minor negative effects on IIA12 (sustainable transport) as residents may favour car use to wider destinations.

Subsequently, minor negative effects have been identified for IIA6 (air quality) as the uptake in public transport is likely to reduce transport related emissions but any increase private car use for journeys with limited connectivity is likely to increase the local vehicular emissions. Additionally, construction emissions contribute to reducing air quality.

Mixed positive and negative effects have been identified for IIA7 (efficient use of land), with significant negative effects identified for IIA5 (landscape) as the site is located within greenbelt land. This also contributes to significant negative effects on IIA1 (biodiversity). In addition to its location within greenbelt land, the site is also bordered by an area of woodland priority habitat and SINC. Development is therefore likely to result in the loss and disturbance of habitats and species through noise and vibration. However, the site also contains brownfield land that may be utilised in the proposed development, minimising greenbelt land take.

The area of the site currently has a lower level of crime than the borough average. As a result of the development at the site, there are anticipated improvements to the public realm. This is likely to contribute to an improved feeling of safety within the area. Therefore, minor positive effects on IIA14 (crime and safety) are anticipated.

Minor negative effects have been identified for IIA4 (historic environment) due to the location of the site within an area of archaeological significance. Therefore, any construction and digging at the site risks disturbing undiscovered archaeological artifacts.

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include drainage measures to mitigate against flood risk and overheating.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, hedges, roofs and incidental vegetation.
- **IIA1:** Development should, where possible, protect designated sites in line with policy KN1.
- **IIA4:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced. Development within areas of archaeological significance, will need to be fully investigated prior to construction.
- **IIA7:** Where possible, development on greenbelt land should be resisted.
- **IIA9/11:** Further assessment as part of scheme level design, could incorporate an evaluation of the provision of healthcare and education, to ensure that the current supply is sufficient in supporting the new community.
- **IIA10/15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.
- **IIA3:** Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site, in line with Policy KC3.
- **IIA14:** Development should incorporate the designing out crime principles identified in Policies KD2, KD4 and KD8.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met.

CS21: 419 Leatherhead Road, Chessington

Site Allocation Description and Location

The 0.45ha site is located within deciduous woodland on Leatherhead Road. The site is adjacent to the Silverglade Business Park and Bp garage to the north and residential dwellings and agricultural land to the south. Agricultural land also surrounds the site to the east and west.

Table C-42 – Assessment of CS21: 419 Leatherhead Road, Chessington

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	-	-	-	0	0	0	?	-	0	+	+
Magnitude	H				H	M	H					M		M	M
Nature of effect	D				D	D	D					D		D	D
Spatial Extent	L				L	L	R					L		L	R
Reversibility	I				I	R	I					R		I	I
Permanence	T/P				P	P	P					P		P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	0	-	-	-	0	0	0	?	-	0	+	+
Duration	LT				LT	LT	LT					MT		LT	LT

Assessment Summary – CS21: 419 Leatherhead Road, Chessington

The site has proposed plans for eight dwellings, contributing to minor positive effects on IIA15 (housing). Significant negative effects have been identified for IIA1 (biodiversity), IIA5 (landscape) and IIA7 (efficient use of land) due to the site being within the greenbelt. The site is also contains deciduous woodland priority habitat and is adjacent to the Rushett Farm SINC. Therefore, development here is likely to result in the loss and disturbance of these sites. Further negative effects on biodiversity are also likely to occur during construction (disturbance from noise, vibration and dust), however these are temporary.

The site has relatively poor access to public transport (PTAL score between 0-1b). It is located adjacent to one bus with services to Kingston and Dorking and adjacent to the Borough Strategic Cycling Network, but the site is located more than 2.5km from the nearest train station (Chessington South). The site is well located to open space however, it lacks good access to schools, shops, healthcare facilities, or leisure services (more than 800m). Therefore, development here may encourage private vehicle use which will negatively affect residents that do not have access to a car, such as the elderly and those that are disabled, as well as negatively impact local air quality, resulting in significant negative effects on IIA12 (sustainable transport) and minor negative effects on IIA6 (air quality). New populations are also likely to increase demand, which may put additional pressures on these services.

Developing the land from its existing use and providing housing is likely to help to reduce crime and create a safer community, particularly if designing out crime principles are applied. Therefore, minor positive effects have been identified for IIA14 (crime).

Uncertain effects have been identified for IIA2 (GHGs and energy efficiency) as it is currently unclear if the new site will include energy efficiency measures. Additionally, there are likely to be construction related emissions and embodied carbon associated with development. Similar uncertain effects have been identified for IIA3 (climate resilience) as it is currently unclear if the new site will include drainage measures to mitigate against flood risk and overheating.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the Borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in lien with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.

- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

NR07: Croner House and Clarendon House, London Road, Kingston

Site Allocation Description and Location

The 0.51ha site is located on an existing office building site; Clarendon House on London Road. The site is adjacent to the Norbiton Hall Estate to the north, residential dwellings and St Peters Church to the south. Farfield Park is located to the south west and Tiffin School is located to the north west.

Table C-43 – Assessment of NR07: Croner House and Clarendon House, London Road, Kingston

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	?	?	?	-	?	+	+	?	+	+	+	++	-	+	+
Magnitude				H		M	H		M	M	M	M	M	M	H
Nature of effect				D		D	D		D	D	D	D	D	D	D
Spatial Extent				L		L	R		L	L	L	L	L	L	R
Reversibility				I		R	I		R	I	I	R	I	I	I
Permanence				P		T/P	P		P	P	P	P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	?	?	?	-	?	+	+	?	+	+	+	++	-	+	+
Duration				LT		LT	LT		LT	LT	LT	MT	LT	LT	LT

Assessment Summary – NR07: Croner House and Clarendon House, London Road, Kingston

Detailed plans are not available for this site, therefore some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

The site itself has limited biodiversity value, however it is adjacent to green corridor. Therefore, development here may cause temporary negative effects on the local biodiversity and landscape during demolition and construction (disturbance from noise, vibration, visual effects and dust). However, positive effects can be sought from green space provisions, the use of green infrastructure and biodiversity net gain measures. These design details aren't currently known, therefore uncertain effects have been identified for IIA1 (biodiversity) and IIA5 (landscape).

The site is within Kingston Town Centre Area of Archaeological Significance, meaning that any construction and digging at the site risks disturbing undiscovered archaeological artifacts. The site is also adjacent to Norbiton Hall Estate which is locally listed. Therefore, development at the site has the potential to temporarily disturb the unique historical setting of these assets, from factors such as noise, dust and vibration. Permanent disturbance to the setting of these assets may arise through

insensitive design, however, good design could improve the setting of these assets. Therefore minor negative effects on IIA4 (historic environment) have been identified.

Due to the site's existing use as an industrial estate this has resulted in minor positive effects on IIA7 (efficient use of land). However, development here is likely to result in the loss of a LSIS which is likely to result in significant negative effects on the local economy and availability of jobs IIA13 (economy).

The site has excellent access to public transport (PTAL score between 5 – 6b), with multiple bus stops within walking distance on London Road with services to Norbiton, Putney Bridge, Morden, Sutton, Kingston Esher and Hook. The nearest train station is also within 500m (Norbiton). The site is also within walking distance to most community facilities, including schools, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car. Therefore, minor positive effects on IIA10 (inclusivity) and significant positive effects on IIA12 (sustainable transport) have been determined.

Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Therefore positive effects will occur due to bringing communities closer to these facilities and services. Therefore, minor positive effects have been identified for IIA9 (community needs) and minor positive effects on IIA11 (health and wellbeing).

The reduction in transport related emissions will help to improve air pollution within the area. However, there is likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction. There may be noise and vibration effects from subsequent construction activities, which could affect nearby residents, however this will be temporary. Therefore, minor positive effects have been identified on IIA6 (air quality).

Developing the land from its existing use and providing housing is also likely to help to reduce crime and create a safer community, particularly if designing out crime principles are applied. Therefore, minor positive effects have been identified for IIA14 (crime).

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring

energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the Borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).

- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

NR14: Land at the Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton

Site Allocation Description and Location

The site is located within the Hampden Road Industrial Estate between Hampden Road and Cambridge Road. The site is surrounded by a high number of residential dwellings to the north, east and west. Kingsmeadow Pre-school, Kingstonian Football Club Grounds and Chelsea Football Women’s Club are located to the south of the site, and Kingston Cemetery and Crematorium is located to the west. Hogsmill River also runs along south of the site.

Table C-44 – Assessment of NR14: Land at the Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	+	+	?	+	+	+	+	-	+	+
Magnitude	H			H	H	M	H		M	M	M	M	M	M	H
Nature of effect	D			D	D	D	D		D	D	D	D	D	D	D
Spatial Extent	L			L	L	L	R		L	L	L	L	L	L	R
Reversibility	I			I	I	R	I		R	I	I	R	I	I	I
Permanence	T/P			P	P	T/P	P		P	P	P	P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	?	-	-	+	+	?	+	+	+	+	-	+	+
Duration	LT			LT	LT	LT	LT		LT	LT	LT	MT	LT	LT	LT

Assessment Summary – NR14: Land at the Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton

Detailed plans are not available for this site; therefore, some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the borough. Therefore, minor positive effects have been identified for IIA15 (housing).

The site itself has limited biodiversity value, however it is adjacent to a Tree Preservation Group contain oak species along Hampden Road and 150m of Kingston Cemetery SINC and MOL. Therefore, development here may cause temporary negative effects on the local biodiversity and landscape during and construction (disturbance from noise, vibration, visual effects and dust). Therefore, minor negative effects have been determined for IIA1 (biodiversity) and IIA5 (landscape).

The site is within Hogsmill Valley Area of Archaeological Significance, meaning that any construction and digging at the site risks disturbing undiscovered archaeological artifacts. Therefore, minor negative effects on IIA4 (historic environment) has been identified.

Due to the site's existing use as an industrial estate this has resulted in minor positive effects on IIA7 (efficient use of land). As the site is currently made up of hardstanding surfaces due to its existing use and situated within flood zone 1, flood risk is expected to be minimal. However, flooding is expected to increase due to climate change, meaning the site may become vulnerable in the future. Therefore, uncertain effects have been identified for IIA3 (climate resilience) as details of the development, such as the implementation of SuDS, are currently unknown.

The site has relatively good access to public transport (PTAL score between 2 – 4), with multiple bus stops within walking distance on Cambridge Road with services to Kingston and Tooting Broadway. The nearest train station is also within 500m (Norbiton). The site is also within walking distance to most community facilities, including schools, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car.

Therefore, minor positive effects on IIA10 (inclusivity), and IIA12 (sustainable transport) have been determined. Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Positive effects are likely to occur due to bringing communities closer to these facilities and services. However, new populations are likely to increase demand and pressure on these services. Therefore, minor positive effects have been identified for IIA9 (community needs) and IIA11 (health and wellbeing).

The reduction in transport related emissions will help to improve air pollution within the area. However, there is likely to be temporary negative effects on air quality in the immediate vicinity of the site, due to dust generated from demolition and construction. There may be noise and vibration effects from subsequent construction activities, which could impact nearby residents. Therefore, minor positive effects have been identified on IIA6 (air quality).

Developing the land from its existing use and providing housing is also likely to help to reduce crime and create a safer community, particularly if designing out crime principles are applied. Therefore, minor positive effects have been identified for IIA14 (crime). However, development here is likely to result in the loss of a LSIS which is likely to result in significant negative effects on the local economy and availability of jobs - IIA13 (economy).

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring

energy efficiency will be more influenced by local planning policy than site allocation. Positive effects will also result if the existing buildings on site are re-used or recycled.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the Borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in line with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).

- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

OM01: Gasholder, West Barnes Lane, Motspur Park

Site Allocation Description and Location

The site is 2.22ha and is located within Motspur Park. The site is adjacent to Motspur Park Football Club and Sir Joseph Hood Memorial Fields Playground to the east, and residential dwellings directly to the south. Fulham FC Training Ground is located to the north west of the site and Motspur Park Train Station is to the north.

Table C-45 – Assessment of OM01: Gasholder, West Barnes Lane, Motspur Park

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	?	-	+	+/-	?	+/-	+	+/-	+	?	+	+
Magnitude	H		H		H	M	M		M	M	M	M		M	H
Nature of effect	D		D		D	D	D		D	D	D	D		D	D
Spatial Extent	L		L		L	L	R		L	L	L	L		L	R
Reversibility	I		R		I	R	I		R	I	I	R		I	I
Permanence	P		P		P	P	P		P	P	P	P		P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	?	-	+	+/-	?	+/-	+	+/-	+	?	+	+
Duration	LT		MT		LT	LT	LT		LT	LT	LT	MT		LT	LT

Assessment Summary – OM01: Gasholder, West Barnes Lane, Motspur Park

Detailed plans are not available for this site; therefore some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the Borough. Therefore, minor positive effects have been identified for IIA15 (housing).

Significant negative effects have been identified for IIA1 (biodiversity) and IIA5 (landscape), with mixed positive and negative effects identified for IIA7 (efficient use of land) due to the site being designated as MOL, a SINC and a Local Nature Reserve. The site is also adjacent deciduous woodland recorded within the Priority Habitat Inventory Development and Tree Preservation Order groups. This is likely to have both significant biodiversity and amenity value. Therefore, development here is likely to result in the loss of this habitat and MOL. Further negative effects on biodiversity are also likely to occur during construction (disturbance from noise, vibration and dust), however these are temporary. However there is an area of existing hard standing at the site, accounting for a portion of brownfield land that if redeveloped, would reduce MOL land take.

The site and its surroundings do not have any significant historic value. There are no conservation areas or listed buildings within or around the site. Benefits to the to the historic environment and the local landscape can be sought from the use of

high quality, sensitive design. However, as details on this will depend on the scheme level design of the development that comes forward, uncertain effects have been determined for IIA4 (historic environment).

The site is within flood zone 3 where the risk of flooding is high due to being situated on the floodplain of a statutory main river; Beverly Brook (Motspur Park to the Thames). Therefore, significant negative effects have been determined for IIA3 (climate resilience). Positive effects can be sought from the use of green infrastructure, such as SuDS, which can help reduce surface run off flooding. Additionally negative effects on water quality may occur during the construction phase due to pollution in surface water run-off from local plant and spills. However, this could be mitigated through best practise measures. Therefore, uncertain effects for IIA8 (water quality) have been identified.

The site has relatively good access to public transport (PTAL score between 2 – 4), with bus stops within walking distance along West Barnes Lane with services to Ham and Morden. The nearest train station is also within 450m (Motspur Park). The site is also within walking distance to most community facilities, including schools, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car. Therefore, minor positive effects on IIA10 (inclusivity) and minor positive effects on IIA6 (air quality), and IIA12 (sustainable transport) have been determined.

Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Therefore, positive effects will occur due to bringing communities closer to these facilities and services. However, development here will result in the loss of open green space where residents can use for recreational and physical activity new populations are likely to increase demand and pressure on these services. Therefore, both positive and negative effects have been identified for IIA9 (community needs) and IIA11 (health and wellbeing).

Uncertain effects have been identified for IIA13 (economy and employment) as it is not clear whether development will include commercial or employment space.

Developing the land from its existing use and providing housing is likely to help to reduce crime and create a safer community, particularly if designing out crime principles are applied. Therefore, minor positive effects have been identified for IIA14 (crime).

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the Borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in lien with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).

- **IIA13:** Development that results in the net loss of employment floorspace in all locations within the Borough will be resisted. Developments proposing at least 1,000 square metres of net additional employment floorspace (GIA) should have at least 10 percent of the net additional employment floorspace to be provided as affordable workspace
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

SM06: Seething Wells Filter Beds, Portsmouth Road, Surbiton

Site Allocation Description and Location

The site is 6.38ha in size is on the existing site of 19th century waterworks located in Surbiton. The site is adjacent to the River Thames and Hampton Court Palace Golf Club to the west, and a high number of residential dwellings to the east.

Table C-46 – Assessment of SM06: Seething Wells Filter Beds, Portsmouth Road, Surbiton

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	+/-	?	-	-	+/-	+	-	?	+	+	+	+	?	?	++
Magnitude	H		H	H	H	M	M		M	M	M	M			H
Nature of effect	D		D	D	D	D	D		D	D	D	D			D
Spatial Extent	L		L	L	L	L	R		L	L	L	L			R
Reversibility	I		R	I	I	R	I		R	I	I	R			I
Permanence	P		P	P	P	P	P		P	P	P	P			P
Duration	LT		MT	LT	LT	LT	LT		LT	LT	LT	MT			LT

Assessment Summary – SM06: Seething Wells Filter Beds, Portsmouth Road, Surbiton

Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the borough. This site will also likely include provision of affordable, including elderly, accommodation. Therefore, significant positive effects have been identified for IIA15 (housing).

Uncertain effects have been identified for IIA7 (efficient use of land) due to the site being designated as MOL and a SINC. However, the site also includes areas of hardstanding that do not contribute to MOL. It's not currently clear how much of this land will be utilised.

The site contains the largest area of standing open water within the borough and provides habitat for a range of species including wintering wildfowl, bats and reptiles, all which are legally protected within this area. Development here could result in the loss of this habitat and MOL, resulting in negative effects on IIA1 (biodiversity). However, the site also includes areas of hardstanding that do not contribute to MOL. Further negative effects on biodiversity are also likely to occur during construction (disturbance from noise, vibration and dust), however these are temporary. Despite the removal of MOL, the site provides opportunities for new open space. Mixed positive and negative effects have been identified for IIA5 (landscape). There is also potential for the retention of an area of filter bed and green connection, contributing to potential positive effects on IIA1 (biodiversity).

The site also has high historic value containing locally listed buildings (Former Chelsea/ Works Railings and Former Drainage Pumping House) and is within Riverside South Conservation Area (designated for its fine examples of Victorian Seething Wells Water Work), Thames Side Strategic Area of Local Character, and adjacent to the Cleaveland Road / The Mall Local Area of Special Character. Therefore, development at the site has the potential to temporarily disturb the unique historical setting of these assets, from factors such as noise, dust and vibration. Permanent disturbance to the setting of these assets may arise through insensitive design of the site and loss of these heritage assets. Therefore significant negative effects have been identified for IIA4 (historic environment).

The site is within flood zone 3 where the risk of flooding is high due to being situated on the floodplain of the River Thames. With climate change, flood risk is only likely to get more frequent and the introduction of more hard standing surfaces is likely to escalate the issue. Therefore, significant negative effects have been determined for IIA3 (climate resilience). Positive effects can be sought from the use of green infrastructure, such as SuDS, which can help reduce surface run off flooding. Additionally

negative effects on water quality may occur during the construction phase due to pollution in surface water run-off from local plant and spills. However, this could be mitigated through best practise measures. Therefore, uncertain effects for IIA8 (water quality) have been identified.

The site has relatively good access to public transport (PTAL score between 2 – 4), with multiple bus stops within walking distance on Portsmouth Road with services to Brooklands, Staines, Downside, Hershams, and Kingston. The nearest train station is also within 700m (Surbiton). The site is also within walking distance to most community facilities, including schools, higher education facilities, healthcare facilities, sports facilities, and parks and open spaces (less than 800m walk). This is likely to help access to community services inclusively by encouraging residents to use sustainable transport modes and reduce the need of a private car. Therefore, minor positive effects on IIA10 (inclusivity) and IIA12 (sustainable transport) have been determined.

Access to these facilities can provide beneficial mental and physical health outcomes, such as social cohesion, reduced loneliness and depression, and enhanced quality of life. Therefore positive effects will occur due to bringing communities closer to these facilities and services. However, new populations are likely to increase demand and pressure on these services. Therefore, minor positive effects have been identified for IIA9 (community needs) and minor positive effects on IIA11 (health and wellbeing).

The site is more than 800m away from employment sites, meaning that connectivity between employment centres and housing markets is not likely to improve from developing this site, however, the development could include provision of commercial and industrial space. Therefore, uncertain effects on IIA13 have been determined.

Developing the land from its existing use and providing housing is likely to help to reduce crime and create a safer community, particularly if designing out crime principles are applied. Crime is likely to be more affected by policy rather than this housing allocation. As the finer details of the development are currently unknown, uncertain effects have been identified for IIA14 (crime).

Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the Borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in lien with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

TH01: Southborough High School Playing Fields, Love Lane, Surbiton

Site Allocation Description and Location

The site is 1ha in size and is currently playing field used by the Southborough High School. The site is bounded by residential dwellings to the to the east and south and more playing fields to the west and north. The A309 Kingston Bypass and the A3 run along the south of the site.

Table C-47 – Assessment of TH01: Southborough High School Playing Fields, Love Lane, Surbiton

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	?	-	-	+/-	?	-	+	+/-	-	+	+	++
Magnitude	H		H		H	M	H		M	M	M	M	M	M	H
Nature of effect	D		D		D	D	D		D	D	D	D	D	D	D
Spatial Extent	L		L		L	L	R		L	L	L	L	L	L	R
Reversibility	I		R		I	R	I		R	I	I	R	I	I	I
Permanence	P		P		P	P	P		P	P	P	P	P	P	P

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and	IIA3: Climate Resilience	IIA4: Historic Environment	IIA5: Landscape	IIA6: Air Quality	IIA7: Efficient use of land	IIA8: Water Quality	IIA9: Community Needs	IIA10: Inclusivity and Equality	IIA11: Health and Wellbeing	IIA12: Sustainable Transport	IIA13: Economy and Employment	IIA14: Crime and Safety	IIA15: Housing
Sig. of effect	-	?	-	?	-	-	+/-	?	-	+	+/-	-	+	+	++
Duration	LT		MT		LT	LT	LT		LT	LT	LT	MT	LT	LT	LT

Assessment Summary – TH01: South High School Playing Fields, Love Lane, Surbiton

Detailed housing provision plans are not available for this site, therefore some effects are not known at this stage. Although the exact provision at this site, including provision for affordable housing is not known, an increase in housing within this area will contribute to meeting the required housing provision for the borough. Therefore, significant positive effects have been identified for IIA15 (housing).

Significant negative effects have been determined for IIA1 (biodiversity) and IIA5 (landscape), with mixed positive and negative effects for IIA7 (efficient use of land) due to the site being situated within the greenbelt. Development here is likely to result in the loss of land within the greenbelt. Further negative effects on biodiversity are also likely to occur during construction (disturbance from noise, vibration and dust), however these are temporary. Additionally, there are areas of existing hardstanding at the site, resulting in the utilisation of brownfield land alongside greenfield.

The site is located 140m south of Southborough Conservation Area and 270m north of Elmcroft Drive Local Area of Special Character. Therefore, development at the site has the potential to temporarily disturb the unique historical setting of these assets, from factors such as noise, dust and vibration. Permanent disturbance to the setting of these assets may arise through

insensitive design of the site, however, the proposed site could also contribute positively to the to the historic environment if it is supported with high-quality design policies. Therefore, uncertain effects have been identified for IIA4 (historic environment).

The site is within flood zone 3 where the risk of flooding is high due to a statutory main river running through the site (tributary of the River Thames). With climate change, flood risk is only likely to get more frequent and the introduction of more hard standing surfaces is likely to escalate the issue. Therefore, significant negative effects have been determined for IIA3 (climate resilience). Positive effects can be sought from the use of green infrastructure, such as SuDS, which can help reduce surface run off flooding. Additionally negative effects on water quality may occur during the construction phase due to pollution in surface water run-off from local plant and spills. However, this could be mitigated through best practise measures. Therefore, uncertain effects for IIA8 (water quality) have been identified.

The site has poor access to public transport (PTAL score between 0 – 1b). The site is within walking distance to bus stops along Hook Road with services to Kingston, Kingston Hospital, Hook, Dorking and Chessington World of Adventures, however the nearest train station (Tolworth) is located 1.8km to the east. The close proximity to the A309 Kingston Bypass and the A3 and distance to the train station is likely to encourage private car use which will negatively impact residents that do not have access to a car, such as the elderly and those that are disabled, as well as negatively impact local air quality. Therefore, minor negative effects have been identified for IIA6 (air quality) and significant negative effects on IIA12 (sustainable transport).

The site is within walking distance (less than 800m) from most community services such as healthcare facilities, leisure services, and schools. This will result in positive effects on IIA9 (community needs) due to bringing more residents closer to these services. However, development here will result in the loss of open green space where residents can use for recreational and physical activity (including loss of school facilities), and new populations are likely to increase demand and pressure on these services. Therefore, negative effects have been identified for IIA9 (community needs) and both positive and negative effects for IIA11 (health and wellbeing).

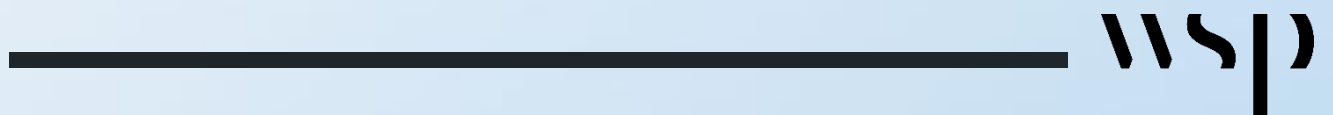
Uncertain effects have been identified for IIA2 (GHG, energy and resources). The development of this site is likely to result in an increase in demand for energy uses, however reducing the use of energy, minimising reliance on fossil fuels, and ensuring energy efficiency will be more influenced by local planning policy than site allocation.

Mitigation and Enhancements

- **IIA1:** Design should incorporate green infrastructure (in line with Policy KN1) and create spaces for wildlife to support biodiversity net gain. This could include natural elements including green walls, roofs and sustainable drainage systems.
- **IIA1:** It is assumed that given the size of the site a site-specific Ecological Impact Assessment will be undertaken in line with Policy KN3.
- **IIA2/IIA3:** Development will be supported where they are resilient to climate change, help the Borough to become net zero carbon, and effectively mitigate against overheating and flood risk.
- **IIA4/IIA5:** Policy could implement design requirements to ensure the setting of nearby heritage assets is enhanced (Policy KD12). New development should follow the design and heritage policies.
- **IIA5:** KD10 require development proposals to positively contribute to the characteristics and composition of strategic and local views
- **IIA6:** All development is required to meet or exceed the Air Quality Neutral standard and accord with all relevant actions of Kingston's Air Quality Action Plan. An air quality impact assessment, based on current best practice, is also required as part of a planning application in line with Policy KC2.
- **IIA3/IIA8:** Development should reduce the risk of surface water flooding by demonstrating how water run-off and discharge from the site is minimised by appropriate water reuse and sustainable drainage systems techniques in lien with Policy KC4.
- **IIA9/IIA11:** All developments should contribute towards the provision of social infrastructure in their area, in line with relevant service strategies and infrastructure delivery plans.
- **IIA10/IIA11/IIA12:** New specialist housing accommodation should be sited in locations that are well-connected to public transport and local amenities, including healthcare facilities.
- **IIA11:** A scheme level health impact assessment should be undertaken (as per the London Plan) which will outline key ways to incorporate health into the development, ensuring the health and wellbeing needs of the population are met (Policy KS2).
- **IIA14:** Development should deliver well-functioning and safe places identified in Policy KD2.
- **IIA15:** There is a need to allocate affordable housing, so the new development is equitable and does not discriminate against lower income groups.

Appendix D

Health Impact Assessment





The Royal Borough of Kingston Upon Thames

New Local Plan

IIA Appendix D - Health Impact Assessment

Type of document (version) Public

Project no. 70093878

Our Ref. No. 001

Date: November 2022

WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for RBKT	For Regulation 18 Consultation		
Date				
Prepared by	L Ives	L Ives		
Signature				
Checked by	C Beard	C Beard		
Signature				
Authorised by	N Macmillan	N Macmillan		
Signature				
Project number	70093878	70093878		
Report number				
File reference				

Contents

1	Introduction	1
1.1	Overview	1
1.2	Local Plans	1
1.3	Integrated Impact Assessment	1
2	Scope and Methodology	1
2.1	Introduction	1
2.2	Scope	1
2.3	Assumptions and Limitations	2
3	Health Impact Assessment	3
3.1	Health Impact Assessment Description	3
3.2	Function of a Health Impact Assessment	3
3.3	Objective of a Health Impact Assessment	3
3.4	Socio-Environmental Model of Wellbeing	4
3.5	Overall aim of this HIA	4
4	Community Profile and Baseline	5
4.1	Introduction	5
4.2	Baseline	5
5	Assessment of Policies	19
5.1	Introduction	19
5.2	Sustainable Development Strategy	19
5.3	Climate Change and Environmental Sustainability	23
5.4	Design and Heritage	28

5.5	Housing Delivery	32
5.6	Economy and Town Centres	36
5.7	Social Infrastructure	40
5.8	Natural Environment and Green Infrastructure	44
5.9	Transport and Connectivity	48
5.10	Implementation and Monitoring	51

Tables

Table 4-1 - Ethnicity of RBKT Population, 2011	7
Table 4-2 - Principal Religious Groups Across Population of RBKT in Comparison with England, 2011	7
Table 4-3 - Life Expectancy by ward in RBKT (years), 2016-2020	11
4.2.12 Table 4-4 - Emergency hospital admissions due to COPD in RBKT, 2019	13
Table 4-5 - Employment by occupation in RBKT, 2021-2022	15
Table 4-6 - Qualification levels in RBKT in 2021	16
Table 4-7 - Average Gross and Weekly Earnings of Residents in RBKT	17
Table 5-1 - Assessment of policies within the Sustainable Development Strategy theme	20
Table 5-2 - Assessment of Climate Change and Environmental Sustainability Policies	24
Table 5-3 - Assessment of Design and Heritage Policies	29
Table 5-4 - Assessment of Policies within Housing Delivery	33
Table 5-5 - Assessment of Economy and Town Centres Policies	37
Table 5-6 - Assessment of Social Infrastructure policies	41
Table 5-7 - Assessment of Natural Environment and Green Infrastructure policies	45
Table 5-8 - Assessment of Transport and Connectivity policies	49

Figures

Figure 3-1 - Socio-Environmental Model of Health and Wellbeing	4
Figure 4-1 - Population age profile of RBKT in 2020	10

1 Introduction

1.1 Overview

- 1.1.1 The Royal Borough of Kingston upon Thames (here in referred to as RBKT) is in the process of preparing a new Local Plan for the borough. The new Local Plan will set out how development will be planned and managed across the borough through to 2041.
- 1.1.2 The Local Plan will set out how the borough can sustainably develop, identifying the number of new homes, jobs and facilities needed to support the growing and changing population, as well as protecting all the features that the borough's communities cherish, such as town centres, parks and open spaces, waterways, cultural and historic buildings.

1.2 Local Plans

- 1.2.1 Section 3 of the National Planning Policy Framework (NPPF)¹ requires that each local planning authority should prepare a local plan for its area, which guides decisions on future development proposals and addresses the needs and opportunities of the area.
- 1.2.2 Topics that local plans usually cover include housing, employment and commercial uses, and they also identify where development should take place and areas where development should be restricted. Once in place, local plans become part of the statutory development plan, which is the starting point for determining local planning applications.
- 1.2.3 The NPPF states that the '*planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities*'.

1.3 Integrated Impact Assessment

- 1.3.1 An Integrated Impact Assessment (IIA) has been undertaken to ensure that sustainability aspects are incorporated into the Local Plan. The IIA enables synergies and cross-cutting impacts to be identified, avoids the need to undertake and report on separate assessments, and seeks to reduce any duplication of assessment work. This process also helps to simplify outcomes and recommendations for policymakers.
- 1.3.2 As part of the IIA, a Health Impact Assessment (HIA) has been undertaken to assess the impacts of the Local Plan on human health in the RBKT and the likely effects on health outcomes in the local population.
- 1.3.3 The outcomes of the HIA have informed the IIA.

¹ Ministry of Housing, Communities and Local Government Framework, National Planning Policy Framework, 2021 [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

2 Scope and Methodology

2.1 Introduction

A rapid desktop HIA was undertaken in October 2022. The key tasks for this HIA were as follows:

- Develop a summary health and wellbeing baseline and profile of the population situated within the geographical area of RBKT'S jurisdiction;
- Identify relevant evidence from literature; and
- Assess the potential health and wellbeing impacts of the Local Plan, and the nature and likelihood of such impacts.

2.2 Scope

Study Area

This is a rapid, desk-based assessment of the direct and indirect health effects on local communities anticipated to result from the implementation of the 9 themes and 65 proposed policies of the Local Plan. The geographic study area of this HIA is therefore the Royal Borough of Kingston-upon-Thames.

Study Population

The population scope of this HIA includes the RBKT resident population.

The main vulnerable groups within the population that have been considered in this assessment are listed below. These populations have been determined based on professional judgement and experience of undertaking similar assessments.

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

For the purpose of the assessment it has been assumed that these vulnerable groups are distributed throughout the resident population. Where it is determined that effects are likely to disproportionately impact a particular group listed above, this is identified in the assessment text.

Determinants of Health

The key determinants of health and wellbeing that have been considered for this assessment are listed below. These have been determined based on professional judgement and experience of undertaking similar assessments:

- Air Quality;
- Noise;
- Housing and Homelessness;
- Economy and employment;
- Skills and education;
- Social cohesion and community safety;
- Access to services;
- Physical activity;
- Green Infrastructure; and
- Climate change resilience.

Baseline and Health Profile

The baseline and health profile of the RBKT area have been compiled using existing, publicly available data, including:

- Office for Health Improvement & Disparities (OHID) Local Authority Health Profiles;
- Office for National Statistics Labour Market Profiles (Nomis);
- Kingston Upon Thames Joint Strategic Needs Assessment data; and
- OHID “Local Health” datasets.

Appraisal

The proposed 7 key policy themes were considered and assessed against each of the identified determinants of health, looking first at the baseline conditions of the study area population, evidence of how each determinant impacts human health, and the effect that the themes and proposed policies of the Local Plan are likely to have on the health of the study area population, as presented in **Section 5**.

2.3 Assumptions and Limitations

Census data collected in 2011 has been used in limited instances to inform the baseline of this assessment. All data gathered from the 2021 census has yet to be released and therefore Census 2021 data has been reported where available, otherwise the best available data has been used to inform the baseline. No significant changes or limitations in these datasets have been identified that would affect the robustness of the HIA.

3 Health Impact Assessment

3.1 Health Impact Assessment Description

HIA is a systematic approach to identifying the differential health and wellbeing impacts, both positive and negative, of policies, projects, plans or strategies.

3.2 Function of a Health Impact Assessment

HIA can use both qualitative and quantitative evidence, including public and other stakeholders' perceptions and experiences, as well as public health knowledge. It is particularly concerned with the distribution of effects within a population, as different groups are likely to be affected in different ways, and therefore looks at how health and social inequalities might be reduced or increased by a proposed policy, project or plan.

3.3 Objective of a Health Impact Assessment

The objective of a HIA is to support and add value to the decision-making process by providing a systematic analysis of the potential impacts, as well as recommending opportunities, where appropriate, to enhance positive impacts, mitigate negative impacts and reduce health inequalities.

HIA has been defined as:

"...a combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population"².

In this context, 'health' is defined by the World Health Organisation as:

"...a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity"³.

Health determinants are the personal, social, cultural, economic and environmental factors that influence the health of individuals or populations. These include a range of factors such as income, employment, education and social support.

² World Health Organisation, (n/a). Definition of health assessment (HIA). Available online at: <http://www.euro.who.int/en/health-topics/environment-and-health/health-impact-assessment/definition-of-health-impact-assessment-hia>

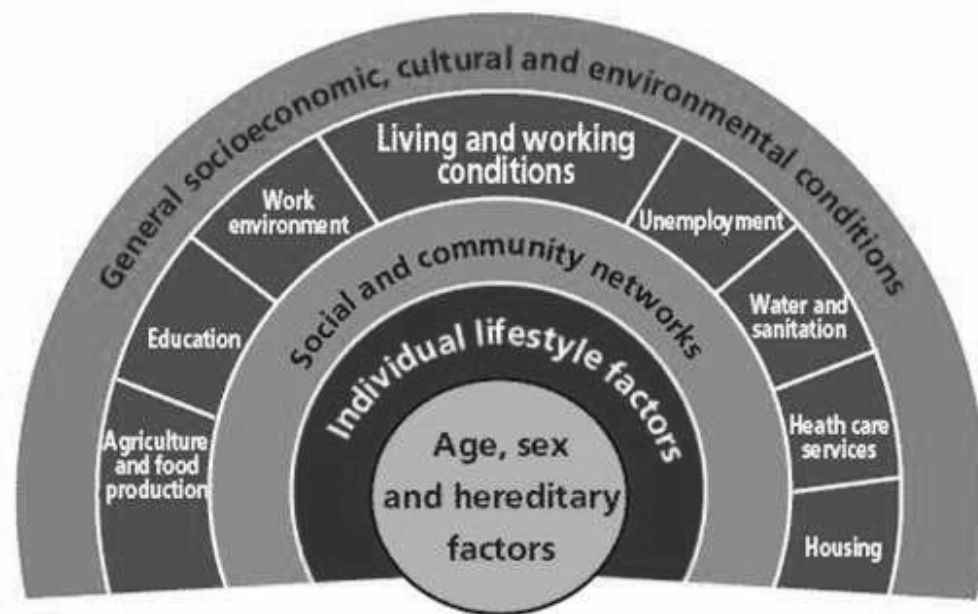
³ World Health Organisation (n/a). Constitution. Available online at: <https://www.who.int/about/who-we-are/constitution>

Health inequality can be defined as the difference in either health status, or the distribution of health determinants, between different population groups. Some health inequalities are unavoidable, others are not so and may well be unjust and unfair.

3.4 Socio-Environmental Model of Wellbeing

HIAs apply the below model of health and wellbeing (**Figure 3-1**). The Socio-Environmental Model of Wellbeing considers that health and wellbeing are a result of external influences, where an individual or population experiences a combination of adverse external factors which could result in health inequality.

Figure 3-1 - Socio-Environmental Model of Health and Wellbeing⁴



3.5 Overall aim of this HIA

The overall aim of this HIA will be to identify the aspects of the Local Plan which have the potential to affect people’s health, both directly and indirectly. Some effects may be positive, others could be negative.

⁴ Dahlgren, G. and Whitehead, M. (1991) Policies and Strategies to Promote Social Equity in Health. Stockholm, Sweden: Institute for Futures Studies

4 Community Profile and Baseline

4.1 Introduction

Amongst the communities living in RBKT and directly affected by any changes brought about by the key themes or proposed policies of the new Local Plan, the proportion and profile of the resident population, including the vulnerable groups identified in **Section 2.2** above, has been outlined below using publicly available data.

Community profile data has been used to express the status of vulnerable groups with respect to their vulnerable health status and / or deprivation. In some cases, Health Profile Indicators are implicit rather than explicit, where direct Health Profile Indicators were not available.

4.2 Baseline

This section summarises the socio-economic and community baseline conditions for the spatial scope of the HIA. The most recent publicly available information has been used to create these profiles.

Population

The 2021 Census population estimates for RBKT was 168,000. Of this population, 81,000 (48.2%) were male, and 87,000 (51.8%) were female⁵. The population density of the borough is 4,509 people per square kilometre⁶.

The 2011 Census data indicates that the majority of RBKT's population is composed of groups which are defined as ethnically White (74.7%), which is 10.7% lower than the national average. The proportion of RBKT's population which is composed of non-white ethnic groups is 25.3%, significantly higher than the national average of 14.6%. This is outlined in Table 4-1 overleaf.

⁵ ONS (2022) Population and Household Estimates, England and Wales; Census 2021 [online] Available at: <https://www.ons.gov.uk/releases/initialfindingsfromthe2021censusinenglandandwales>

⁶ Nomis (2011) Kingston upon Thames Local Authority Area Report <https://www.nomisweb.co.uk/reports/localarea?compare=E35000944>

Table 4-1 - Ethnicity of RBKT Population, 2011⁷

Ethnicity	RBKT (%)	England (%)
White	74.7	85.4
Mixed / multiple ethnic groups	3.9	2.3
Asian / Asian British	16.2	7.8
Black / African / Caribbean / Black British	2.5	3.5
Other Ethnic Groups	2.7	1.0

Table 4-2 uses 2011 Census data to present the principal religious groups reflected in the population of RBKT, and how their proportions compare amongst the borough’s residents. The population of RBKT is principally Christian (53.0%), with the second largest group identifying as of no religion (25.8%), which both reflect the trend in England.

Table 4-2 - Principal Religious Groups Across Population of RBKT in Comparison with England, 2011⁸

Religion	RBKT (%)	England (%)
Christian	53.0	59.4
Buddhist	1.1	0.5
Hindu	4.6	1.5
Jewish	0.5	0.5
Muslim	5.8	5.0
Sikh	0.8	0.8

⁷ Nomis (2011) Kingston upon Thames Local Authority Area Report <https://www.nomisweb.co.uk/reports/localarea?compare=E35000944>

⁸ Nomis (2011) Kingston upon Thames Local Authority Area Report <https://www.nomisweb.co.uk/reports/localarea?compare=E35000944>

Religion	RBKT (%)	England (%)
Other Religion	0.5	0.4
No Religion	25.8	24.7
Religion not stated	7.9	7.2

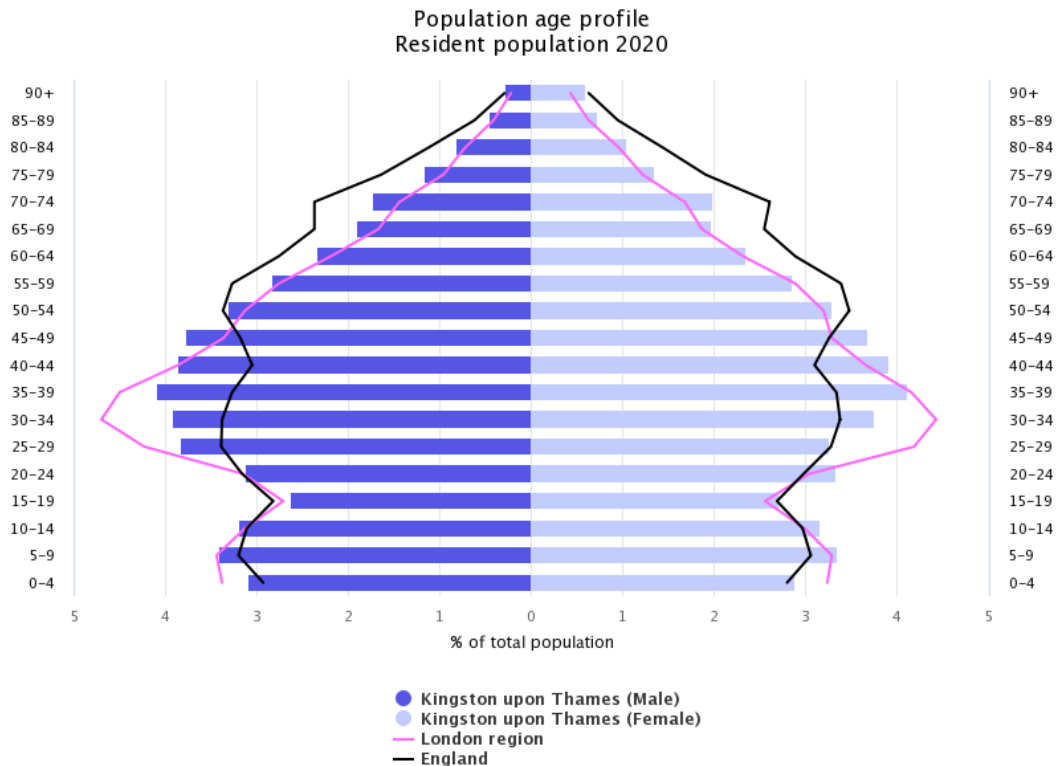
Age

The age profile of residents within RBKT indicates that the population is predominantly aged between 25 to 49 years, with these age groups being over-represented in comparison to the national average. In contrast, female age groups between 50 to 85 and male age groups between 55 to 85 were much less represented in RBKT than the national average. This demonstrates that RBKT has a predominantly working age population⁹.

⁹ Nomis (2020) Official Labour Market Statistics for the North West Region [online] Available at [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/)

Figure 4-1 shows the population profile of the RBKT population in 2020.

Figure 4-1 - Population age profile of RBKT in 2020¹⁰



Life Expectancy

- 4.2.1 Life expectancy is the measure of the average number of years a person would expect to live in good health based on contemporary mortality rates and prevalence of self-reported good health. The prevalence of good health is derived from responses to a survey question on general health.
- 4.2.2 Life expectancy in RBKT is higher than the national average. For males in RBKT, life expectancy is 81.6 years, higher than the London average of 79.0 years and higher than the England average of 78.7 years. For females in RBKT, life expectancy is 85.1 years, higher than the London average of 83.5 years and higher than the England average of 82.6 years¹¹.

¹⁰ Office for Health Improvement & Disparities (2020) Local Authority Health Profile for Kingston upon Thames [online] Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/12/gid/1938132696/pat/6/ati/402/are/E09000021/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yr/3/cid/4/tbm/1>

¹¹ Office for Health Improvement & Disparities (2019) Local Authority Health Profile for Kingston upon Thames [online] Available at: <https://fingertips.phe.org.uk/profile/health->

4.2.3 However, despite a higher life expectancy than the national average, within RBKT there is significant variation between life expectancy in different wards for both males and females. **Table 4-3** details average life expectancy at birth for specific wards in the borough, from 2016 - 2020.

Table 4-3 - Life Expectancy by ward in RBKT (years), 2016-2020¹²

Ward	Life Expectancy (Males)	Life Expectancy (Female)
Tudor	82.7	89.3
Canbury	85.1	87.1
Coombe Hill	81.4	84.1
Grove	81.8	85.4
Norbiton	77.9	81.8
Coombe Vale	82.6	86.7
Beverley	80.6	84.7
St Mark's	81.7	86.3
Berrylands	80.7	84.7
St James	79.9	82.8
Surbiton Hill	80.5	82.0
Alexandra	83.2	87.6
Old Malden	83.5	86.5
Tolworth and Hook Rise	81.9	86.6
Chessington North and Hook	81.6	84.1

[profiles/data#page/12/gid/1938132696/pat/6/ati/402/are/E09000021/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yr/3/cid/4/tbm/1](https://www.localhealth.org.uk/#bbox=502573,174932,33668,19934&c=indicator&i=t4.le_f_v&view=map12)

¹² Public Health England (2022) Local Health [online] Available at: https://www.localhealth.org.uk/#bbox=502573,174932,33668,19934&c=indicator&i=t4.le_f_v&view=map12

Ward	Life Expectancy (Males)	Life Expectancy (Female)
Chessington South	81.0	85.8

4.2.4 The variation in life expectancy for both males and females within RBKT is indicative of significant variations in health and wellbeing between wards. For males in RBKT, the variation in life expectancy between wards is 7.2 years (with the lowest expectancy in Norbiton and the highest in Canbury). Similarly, for females, the variation in life expectancy between wards is 7.5 years (with the lowest expectancy again in Norbiton and the highest in Tudor).

Weight and Physical Activity

4.2.5 The proportion of adults (aged 18+) in RBKT who are categorised as overweight or obese is 57.6%. This is slightly higher than the London regional average of 56.0%, and lower than the average in England which is 63.5% of the population¹³.

4.2.6 The proportion of the adult population describing themselves as physically active within RBKT is 68.2%. This is higher¹⁴ than the proportion of the adult population describing themselves as physically active across London as a whole (64.9%), and higher than for the rest of England (65.9%)¹⁵.

4.2.7 Obesity amongst children is measured through the National Child Measurement Programme (NCMP), which measures the weight and obesity level of both reception children (aged 4-5 years) and year 6 children (aged 10-11 years).

4.2.8 The prevalence of overweight children among year 6 children in RBKT was 27.8%, which is significantly lower than the England average of 34.6%. The prevalence of obesity among children in year 6 was 15.4%, which is significantly lower than the England average of 20.4%. Among reception children, the percentage of children deemed overweight was 15.3%, which was significantly lower than the England average of 22.6%. The proportion of those deemed to be obese amongst in reception children was 5.8%, which was significantly lower than the England average of 9.7%¹⁶.

¹³ Public Health England (2022) Obesity Profile [online] Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132694/pat/6/par/E12000007/ati/402/are/E09000021/yr/1/cid/4/tbm/1>

¹⁴ Statistical significance as determined by OHID/PHE.

¹⁵ Public Health England (2022) Obesity Profile [online] Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132694/pat/6/par/E12000007/ati/402/are/E09000021/yr/1/cid/4/tbm/1>

¹⁶ Office for Health Improvement & Disparities (2020) Local Authority Health Profile for RBKT, Available at: https://www.localhealth.org.uk/#bbox=486967,185399,65092,38540&c=indicator&i=t2.y6_xw_v&selcodgeo=E09000021&view=map10

Lifestyle

- 4.2.9 Smoking is a major risk factor for many diseases, such as lung cancer, chronic obstructive pulmonary disease (COPD) and heart disease, as well as being linked to cancers in other organs, including lip, mouth, throat, bladder, kidney, stomach, liver and cervix.
- 4.2.10 Smoking prevalence among adults in RBKT in 2020 was lower than both the London and England averages. The prevalence of current smokers in Kingston upon Thames was 8.7%, compared to 11.1% in London and 12.1% in England.
- 4.2.11 The number of COPD emergency hospital admissions in RBKT in 2019 varied significantly by ward. **Table 4-4** shows the number of emergency hospital admission for the condition, with only 1 out of 16 wards a having higher hospitalisation rates than the England average of 100 Standardised Admission Ratio (SAR).

4.2.12 Table 4-4 - Emergency hospital admissions due to COPD in RBKT, 2019¹⁷

Ward	RBKT Hospital Admissions (SAR)
Bramhall North	59.6
Bramhall South and Woodford	33.0
Tudor	35.7
Canbury	53.2
Coombe Hill	71.0
Grove	82.3
Norbiton	115.3
Coombe Vale	45.3
Beverley	71.1
St Mark's	28.8
Berrylands	81.8

¹⁷ Public Health England (2022) Smoking prevalence [online] Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132694/pat/6/par/E12000007/ati/402/are/E09000021/yr/3/cid/4/tbm/1>

Ward	RBKT Hospital Admissions (SAR)
St James	46.4
Surbiton Hill	33.8
Alexandra	70.1
Old Malden	29.9
Tolworth and Hook Rise	76.4
Chessington North and Hook	73.2
Chessington South	83.2

- 4.2.13 Alcohol misuse can be directly attributed to deaths from certain types of disease such as alcoholic liver disease, certain types of cancer and cirrhosis and remains a challenge for many Local Authorities in England.
- 4.2.14 In RBKT, hospital admissions for alcohol-related conditions were 295 per 100,000 population. This is lower than the average for the London of 348 per 100,000 and is significantly lower than the England average of 456 per 100,000¹⁸.

Unemployment / Economy

- 4.2.15 According to data collated for 2021 – 2022, in RBKT, 105,400 people are considered to be economically active (aged 16-64 years), or 85.3% of the population. Of this economically active population, 3.9% are unemployed. Unemployment in RBKT is lower than the average in London of 5.4%, and slightly lower than the Great Britain average of 4.1%¹⁹.
- 4.2.16 Of those considered economically inactive in RBKT, 36.2% are students, 20.3% are looking after family / home, 16.2% are retired and 13.1% fall in the category of “other”. The sample size for long-term sickness was too small and therefore unable to provide a reliable estimate.
- 4.2.17 RBKT has a higher-than-average proportion of workers in high value occupations when compared to the London and Great Britain. **Table 4-5** outlines the percentage of people employed in RBKT, within 2021 and 2022, according to occupation compared to both the

¹⁸ Public Health England (2022) Admission Episodes for Alcohol related conditions [online] Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/qid/1938132694/pat/6/par/E12000007/ati/402/are/E09000021/yr/1/cid/4/tbm/1>

¹⁹ Nomis (2022) Official Labour Market - RBKT [online] Available at [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/labour-market-profile)

London and Great Britain averages. The data is collated according to the Standard Occupation Classification 2010 (SOC 2010) descriptions used by the Office for National Statistics.

Table 4-5 - Employment by occupation in RBKT, 2021-2022²⁰

Employment Group	RBKT (%)	London (%)	Great Britain (%)
1 Managers, Directors and Senior Officials	11.6	9.6	10.5
2 Professional Occupations	28.1	22.5	23.7
3 Associate Professional and Technical	14.3	14.6	15.3
4 Administrative and Secretarial	11.9	10.4	10.2
5 Skilled Trades Occupations	5.4	8.8	8.8
6 Caring, Leisure and Other Service Occupations	7.8	9.5	9.2
7 Sales and Customer Service Occupations	9.0	7.9	6.9
8 Process Plant and Machine Operatives	3.3	5.9	5.5
9 Elementary Occupations	8.0	10.5	9.6

Education

- 4.2.18 The proportion of the population of RBKT who have gained formal qualifications is higher at all NVQ levels, compared to both London and Great Britain. The proportion of people in Kingston upon Thames who have other formal qualifications is lower than the London and the Great Britain averages. There is no data available for the proportion of people who have no qualifications in RBKT as the sample size is too small. **Table 4-6** shows the percentages of the population in RBKT with qualifications compared to the London and Great Britain averages.

²⁰ Nomis (2022) Official Labour Market - RBKT [online] Available at [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/labour-market-profile)

Table 4-6 - Qualification levels in RBKT in 2021²¹

Qualification Level	RBKT (%)	London (%)	Great Britain (%)
NVQ 4 and above	65.2	59.0	43.6
NVQ 3 and above	77.6	71.4	61.5
NVQ 2 and above	87.3	81.5	78.1
NVQ 1 and above	92.9	87.1	87.5
Other Qualifications	4.1	7.4	5.9
No Qualifications	*	5.5	6.6

* Sample size too small for reliable estimate

Health

- 4.2.19 The average percentage of the population in England with a long-term illness or health condition is 17.6%. The proportion of residents within RBKT living with a long-term illness or health condition is mostly consistent between wards. All 16 wards in the borough have a lower proportion of people with a long-term illness or health condition compared to England. Of these, St James and Chessington North and Hook wards have the highest percentage within the borough, (15.5% and 14.7% respectively)²².
- 4.2.20 Suicide rates within areas can provide an indication of the current state of mental health of residents. The suicide rate within RBKT is 9.1 per 100,000 people. This rate is higher than the London rate of 8.0 per 100,000, and it is lower than the England average of 10.4 per 100,000²³.
- 4.2.21 Self-assessed health from the 2011 Census within RBKT indicates that the resident population consider themselves to be a healthy population. In RBKT in 2011, 86.3% of the population rated their health as ‘very good’ or ‘good’, with 10.2% stating they have ‘fair’

²¹ Nomis (2022) Official Labour Market - RBKT [online] Available at [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/)

²² Office for Health Improvement & Disparities (2019) Local Authority Health Profile for RBKT, Available at: https://www.localhealth.org.uk/#bbox=506389,173899,26247,15540&c=indicator&i=t3.l_term_ill&view=map12

²³ Public Health England (2022) Suicide rate, 2018 - 2020 [online] Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/qid/1938132696/pat/6/par/E12000007/ati/402/are/E09000021/yr/1/cid/4/tbm/1/page-options/car-do-0>

health. Additionally, 2.7% of the population stated they had ‘bad’ health, and 0.8% as ‘very bad’²⁴.

Income

4.2.22 In RBKT, the proportion of children (under 16 years) in relative low-income families was 8.8%, which was significantly lower than both the London average, at 16.6%, and the England average of 18.5%. This shows that RBKT has a significantly lower than average number of children living in low-income families²⁵.

Table 4-7 below presents the average gross hourly and weekly wages of residents in full-time employment within RBKT, compared to both London and Great Britain averages. Average wages of RBKT residents in full-time employment are higher both per hour and per week compared to both the London average and are significantly higher than the average for Great Britain. This may be linked to the type of employment available in the borough (see **Table 4-5**).

Table 4-7 - Average Gross and Weekly Earnings of Residents in RBKT²⁶

	RBKT (£)	London (£)	Great Britain (£)
Gross Weekly Pay	766.6	728.4	613.10
Hourly Pay (Excluding Overtime)	20.97	19.24	15.65

Deprivation

4.2.23 The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small neighbourhoods in England²⁷. IMD is used by local governments to focus programmes in the most deprived areas and develop strategies, such as the IIA in RBKT.

²⁴ Nomis (2021) Local Area Report – RBKT [online] Available at: <https://www.nomisweb.co.uk/reports/localarea?compare=E35000944>

²⁵ Public Health England (2022) Children in low income families (under 16) 2020/2021 data. Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/3007000/pat/6/par/E12000007/ati/402/are/E09000021/yr/1/cid/4/tbm/1/page-options/car-do-0>

²⁶ Nomis (2021) Labour Market Profile – RBKT [online] Available at: [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/labour-market-profile)

²⁷ Department for Communities and Local Government (2016) The English Index of Multiple Deprivation (IMD) 2015 – Guidance

- 4.2.24 Of the 98 Lower Super Output Areas (LSOAs) across RBKT, in 2019, 3 were ranked within the 20 - 30% most deprived neighbourhoods, with 0 in the top 10% most deprived neighbourhoods²⁸. There were 8 LSOAs are within the 40-50% of most deprived neighbourhoods, 33 LSOAs are within the 40-50% least deprived neighbourhoods, with 41 LSOAs within the 30-20% least deprived neighbourhoods, and 13 LSOAs in RBKT within the 10% least deprived neighbourhoods.
- 4.2.25 The most deprived LSOAs in RBKT are located in the centre of the borough, largely located in the wards of Norbiton, Berrylands (to the south and east of the ward) and Beverley.
- 4.2.26 The least deprived LSOAs in RBKT are largely located to the north and centre of the borough, within the wards of Coombe Vale, Tudor, and in the west of Berrylands.

²⁸ Indices of Deprivation (2019) Indices of Deprivation: 2019 and 2015 [online] Available at: https://dclgapps.communities.gov.uk/imd/iod_index.html

5 Assessment of Policies

5.1 Introduction

The policies of the Local Plan have been reviewed and assessed against the key determinants of health (outlined in **Section 2.2**) to identify potential effects within the study area population.

Policies have been split into the following themes for ease of assessing, as follows:

- Sustainable Development Strategy;
- Climate Change and Environmental Sustainability;
- Design and Heritage;
- Housing Delivery;
- Economy and Town Centres;
- Social Infrastructure;
- Natural Environment and Green Infrastructure;
- Transport and Connectivity; and
- Implementation and Monitoring.

5.2 Sustainable Development Strategy

Assessment Summary

5.2.1 The assessment identified the following population groups that could be affected by the Sustainable Development Strategy policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The policies within the Sustainable Development Strategy look at RBKT's overarching aims in relation to sustainable development. For this reason, they do not include as much detail as the other policies and are unlikely to have direct impacts on noise, skills and education and community safety.

The policies state that RBKT aims to ensure the Town, District and Local Centres meet the needs of the growing population by protecting employment space, ensuring that new community facilities are created and introducing spaces for biodiversity in new developments. Promoting alternative forms of transport such as walking and cycling will not only improve air quality in the borough, but will provide opportunities for the local population to incorporate physical activity in their daily lives.

Sustainable Development Strategy

Table 5-1 presents the assessment of policies within the Sustainable Development Strategy theme.

Table 5-1 - Assessment of policies within the Sustainable Development Strategy theme

Determinant of Health	Assessment
Air Quality	Policy K2 states that walking, cycling and the use of public transport will be promoted, although there are few details on how this will be achieved. Promoting these methods of transport and active travel will help to improve air quality around the borough as air pollution from individual car journeys will be reduced. The association between health effects and exposure to air pollutants is now well established, with distinct health risks associated with exposure to particulates available at a local level ²⁹ . Older people (75+), infants (0-5) and those with long term health conditions, are the most likely to be vulnerable to the effects of air pollution. The ward of Norbiton has the highest rates of COPD in the borough, so residents here are likely to experience the most benefit from measures resulting in improved air quality in their ward.
Noise	The policies within the Sustainable Development Strategy are unlikely to directly impact upon noise within RBKT.
Housing and Homelessness	Policies K1 and K2 state that development will be directed towards site allocations which have a range of residential and mixed used developments in accessible locations and connections to the local transport network. Policy K2 also highlights that there will be an emphasis on supporting development on smaller sites (less than 0.25 hectares) within Kingston Town Centre. This will

²⁹ 105 COMEAP 2010 The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom. A report prepared by the Committee on the Medical Effects of Air Pollutants. Available at: <http://www.comeap.org.uk/>

Determinant of Health	Assessment
	mean there is a positive impact on the overall availability of housing in the borough, however there is no specific reference to homelessness or the affordability of these homes.
Economy and Employment	<p>Policy K1 highlights that the District Centres of New Malden, Surbiton and Tolworth will continue to be key retail, employment and leisure centres. RBKT will also ensure that designated employment locations are protected and enhanced, and employment floorspace is maximised. As part of policy K1, industrial areas will be protected and better integrated with the local areas. This will ensure that people with a variety of skills and experience will be able to find employment in the area, contributing to the local economy.</p> <p>Policy K2 refers specifically to Kingston Town Centre and the important role it plays in the local economy. There will be continued diversification of the Town Centre and improvements in the night-time economy. This will increase opportunities for investment in RBKT and provide further employment opportunities.</p>
Skills and education	The policies within the Sustainable Development Strategy are unlikely to directly impact upon skills and education within RBKT.
Social cohesion and community safety	<p>Policy K2 aims to encourage the creation of new social infrastructure, for example through community facilities such as gardens and play areas. In Kingston Town Centre, this will be achieved through regeneration of the Cambridge Road Estate. This will help to foster inclusive communities and provide new opportunities for people to interact, therefore having a positive impact on social cohesion.</p> <p>The policies within the Sustainable Development Strategy theme are unlikely to directly impact upon community safety within RBKT.</p>
Access to services	The policies within the Sustainable Development Strategy theme are likely to have a positive impact upon access to services within RBKT. By ensuring new developments are as self-sufficient as possible, local services will be easy to access for local residents. Allocating sites within Kingston Town Centre for a mix of uses will also ensure that the services provided make

Determinant of Health	Assessment
	<p>use of the existing transport links and are therefore accessible to a wide proportion of the population, particularly those reliant on public transport. This may help to reduce social isolation within the community as services are easier to access.</p>
Physical activity	<p>Within the borough, the number of adults who are obese is 57.6%, which is slightly higher than the London regional average of 56.0%, but still lower than the England average (63.5%). Policy K2 aims to promoting greater travel through walking and cycling. By supporting these modes of active transport, the population of RBKT have greater opportunities to incorporate physical activity in their daily lives.</p> <p>Policy K1 also seeks to protect the borough’s Green Belt, Metropolitan Open Land and other open spaces. These areas will provide local residents with spaces where they can exercise and spend time outdoors. This will help improve the mental and physical health of residents in the borough.</p>
Green Infrastructure	<p>Policy K1 states that development will be encouraged to support improvements to biodiversity. Although there are few details on how this will be achieved, this will encourage the creation of green infrastructure where biodiversity can be supported.</p> <p>Policy K1 seeks to protect the borough’s Green Belt, Metropolitan Open Land and other open spaces, which provide key areas of Green Infrastructure. The introduction of green infrastructure and protection of existing spaces will allow residents of the borough to use open spaces for leisure and sports activities. This will help improve the mental and physical health of residents in the borough.</p>
Climate change resilience	<p>Policy K1 is likely to have a positive impact on climate change resilience as it aims to encourage development which is self-sufficient and includes carbon reduction, improvements in energy usage and spaces for biodiversity. Addressing Net Zero targets and delivering biodiversity net gain would also help with the adaptation to climate change, and increase resilience.</p>

5.3 Climate Change and Environmental Sustainability

Assessment Summary

5.3.1 The assessment identified the following population groups that could be affected by the Climate Change and Environmental Sustainability policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions; and
- Unemployed and low-income groups.

The policies within the Climate Change and Environmental Sustainability theme mostly relate to how buildings and future development can contribute towards climate change resilience and improvement of the environment. For this reason, there is little impact on some of the health determinants, such as the economy and employment, skills and education, and physical activity.

The policies are most directly linked to improving climate change resilience as they encourage sustainable building design. This includes improving energy efficiency within homes and ensuring the circular economy is considered during construction of new developments. These measures, alongside connections to decentralised energy networks would reduce fuel poverty, which may benefit those on lower incomes and older people. As some areas of the borough are prone to surface water flooding, the implementation of sustainable drainage systems would help to reduce flood risk and increase climate change resilience. Using green infrastructure as a means of tackling the urban heat island effect would help to not only create more green space, but help to reduce the effects of high temperatures on the most vulnerable groups in society.

Climate Change and Environmental Sustainability

Table 5-2 presents the assessment of the policies within the Climate Change and Environmental Sustainability theme.

Table 5-2 - Assessment of Climate Change and Environmental Sustainability Policies

Determinants of Health	Assessment
Air Quality	<p>An Air Quality Management Area has been declared across the entire borough for monitored exceedances of the annual mean objective for NO₂ and modelled exceedances of the short term exposure limit for PM₁₀³⁰. Exposure to air pollution has been recognised as a contributing factor in heart disease and cancer, with the most vulnerable (including children and older people) being more adversely affected.</p> <p>Policy KC2 specifically addresses air quality across the borough, and outlines the approach for improvement. Measures are outlined to minimise and mitigate the air quality impacts of developments, including but not limited to: new EIA development should achieve an Air Quality Positive Approach status, all development is required to meet or exceed to Air Quality Neutral standard, and an air quality impact assessment is required for all new build developments (apart from householder extensions).</p> <p>The development and introduction of these policies is likely to improve the air quality within the Borough and minimise the negative effects upon those in the most vulnerable social groups.</p>
Noise	<p>The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon noise within RBKT.</p>
Housing and Homelessness	<p>The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon housing and homelessness within RBKT.</p>

³⁰ RBKT (2021) Air Quality Action Plan 2021-2026 Available at: <https://www.kingston.gov.uk/downloads/file/984/air-quality-action-plan-2021-2026>

Determinants of Health	Assessment
Economy and Employment	The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon economy and employment within RBKT.
Skills and education	The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon skills and education within RBKT.
Social cohesion and community safety	The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon social cohesion and community safety within RBKT.
Access to services	The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon access to services within RBKT.
Physical activity	The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon physical activity within RBKT.
Green Infrastructure	<p>The policies within the Climate Change and Environmental Sustainability theme incorporate green infrastructure methods to achieve other aims. Policy KC6 will ensure that new development proposals will minimise the urban heat island effect by incorporating green infrastructure into their design. Policies KC4 and KC3 also refer to the use of Sustainable Drainage Systems (SuDS) and flood mitigation measures, and how they could be used to increase biodiversity.</p> <p>The incorporation of green infrastructure within new developments means that green space creation and enhancement will continue within the borough, which allows residents to use the space for exercise or to help improve their mental wellbeing. This also has the benefit of contributing positively to other determinants, including Climate Change Resilience.</p>

Determinants of Health	Assessment
Climate change resilience	<p>There are numerous impacts of climate change, both acute and chronic, that may be felt within RBKT. Most notably, it is likely that increased temperatures may be experienced, in addition to potential flooding.</p> <p>The policies proposed within this theme will attempt to limit the flood risk impacts of developments, therefore improving the resilience of all new developments within the Borough. Policy KC4 also refers to sustainable drainage, which may help to alleviate surface water flood risk for some existing properties.</p> <p>Excess heat is also mitigated against and addressed within the proposed policies, in relation to new developments. The aim is to reduce the risks associated with overheating through Policy KC6. This will help to reduce the urban heat island effect, which is the phenomenon where temperatures are higher in cities due to urban surfaces and anthropogenic heat sources³¹. In 2003, 600 people died in the London heatwave³². As heatwaves are likely to become more common in the future, reducing the urban heat island effect will reduce health impacts associated with higher temperatures. Older people, young children, those with existing health conditions and the homeless are more vulnerable to these higher temperatures.</p> <p>Policy KC7 is concerned with minimising greenhouse gas emissions. Measures which help achieve this include but are not limited to: Ensuring all development have reduced greenhouse gas emissions in operation in line with the London Plan Energy hierarchy; all development (including conversions and changes of use) that results in the creation of at least one dwelling complies with net-zero carbon targets; and all non-residential developments and conversions should achieve the BREEAM 'Outstanding' rating. This means that developments are resilient to changes in climate as they use sustainable techniques such</p>

³¹ Greater London Authority (2016) London's Urban Heat Island - During a Warm Summer. Available at: <https://data.london.gov.uk/dataset/london-s-urban-heat-island>

³² Greater London Authority (2022) Climate Adaptation - Heat. Available at: <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/climate-change/climate-adaptation/heat>

Determinants of Health	Assessment
	<p>as Sustainable Drainage Systems to mitigate flood risk or low carbon building materials, for example. These measures also apply to conversions and changes of use.</p> <p>Policy KC8 also ensures that new development that is located near planned decentralised energy networks will be connected to the network once operational. This will help to reduce fuel poverty, especially for those on low incomes, as there will be greater energy self-sufficiency within the community.</p> <p>Policy KC10 concerns construction and the circular economy, and aims to ensure that the construction process of new developments reduces waste, keeps materials and products in use for as long as possible and minimises embodied carbon. This policy also emphasises the reuse and retrofit of existing buildings where possible as a means to achieve these aims.</p>

5.4 Design and Heritage

Assessment Summary

5.4.1 The assessment identified the following population groups that could be affected by the Design and Heritage policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The policies within the Design and Heritage theme mostly relate to how buildings and future development can be designed to create safe spaces that incorporate green infrastructure and contribute to community cohesion. They are unlikely to directly impact skills and education in the borough.

The policies include measures which ensure that new developments do not produce nuisances (including noise and odours) for local residents. The creation and enhancement of public realm and amenity space are also emphasised within the policies. These areas provide spaces for local people to meet and socialise. Coupled with increased green infrastructure and an increased emphasis on walking and cycling, this allows opportunities for physical activity.

For new residential developments, the policies ensure that there is sufficient internal space and access to private amenity space as well, which has benefits for mental and physical wellbeing. These policies only apply to new developments however, so it will be important to ensure residents in existing homes also have adequate access to open spaces.

Design and Heritage

Table 5-3 presents the assessment of the policies within the Design and Heritage theme.

Table 5-3 - Assessment of Design and Heritage Policies

Health Determinant	Assessment
Air Quality	The policies within this theme aim to ensure that new development does not have a detrimental effect on amenity, including air quality. KD3 ensures that occupants are not exposed to unacceptable levels of odour from new developments. The policies also aim to create walkable neighbourhoods which will reduce reliance on vehicles and reduce air pollution.
Noise	The policies within this theme aim to ensure that new development does not have a detrimental effect on amenity, including impacts from noise and vibration. KD3 ensures that occupants are not exposed to unacceptable levels of noise from new developments, whilst KD6 ensures that residential extensions and alterations mitigate against noise and vibration which may disturb other residents. Noise exposure can result in psychological stress and sleep disorders, so reducing noise in this way provides a quiet environment for nearby residents to rest.
Housing and Homelessness	<p>Policy KD5 sets out housing standards for new development. This will ensure that there is sufficient living space within new dwellings and also that they are accessible and inclusive for all. This will ensure that those with specific needs, for example mobility problems, will be able to access homes within the new developments. Having sufficient space within a home is important for physical and mental wellbeing.</p> <p>The policies within this theme do not refer to affordability of homes or homelessness.</p>
Economy and Employment	Policies KD12 and KD13 aim to preserve historic assets, particularly when they are located near new development. This will ensure that any economic opportunities arising as a result of these assets (for example employment opportunities or tourism) will be preserved. Kingston-upon-Thames

Health Determinant	Assessment
	was historically an important medieval market town and is near the historical royal estates at Hampton Court, Bushy Park and Richmond Park.
Skills and education	The policies within the Design and Heritage theme are unlikely to directly impact upon skills and education within RBKT.
Social cohesion and community safety	<p>Policies KD2, KD4, KD5 and KD8 will all help to increase community safety through design. The orientation and form of new developments and how they support a sense of safety will be considered by the Council as part of policy KD2. Policy KD8 ensures that commercial frontages and signage will not adversely impact public safety or pedestrian access, including for those with visual impairments or reduced mobility.</p> <p>Policy KD4 ensures that the public realm design creates not only safe spaces, but spaces where communities can meet. This means that there are more opportunities for residents to interact, which increases mental wellbeing and reduces loneliness. Policy KD2 will also help to foster a sense of social cohesion as it encourages the creation of community spaces in new developments.</p>
Access to services	<p>Policy KD9 will positively impact access to services as it aims to ensure that new major developments benefit from the installation of the most up-to-date digital technology. This will allow local residents to access services online where necessary. Despite this, some groups (such as older people) may not feel confident when using the internet, so additional support could be provided to assist them in basic digital skills.</p> <p>Policy KD2 encourages the creation of community spaces as part of new developments, including libraries, markets, and leisure centres. This has a positive effect on this health determinant as it will ensure that residents near these new developments have access to a range of services within walking distance.</p>
Physical activity	The policies within this theme aim to create walkable and cyclable neighbourhoods, which will offer local residents more opportunities to incorporate physical activity in their daily routines. Policy KD2

Health Determinant	Assessment
	<p>also encourages provision for cycle parking and measures to reduce vehicle dominance. As part of KD4, walking and cycling will be incorporated into the public realm, as will play spaces which will benefit children and young people in the local area.</p> <p>In relation to new homes, policy KD7 seeks to provide every dwelling with private amenity space. For each dwellinghouse this will be 50 sqm, and for each flat this will be 5 sqm per bedspace. This will ensure that residents have the opportunity for play, exercise and socialising, which in turn will improve mental and physical wellbeing.</p>
Green Infrastructure	<p>The policies in this theme use green infrastructure as a way of ensuring positive impacts on other health determinants, including physical exercise, social cohesion and air quality. KD2 aims to ensure that landscaping around buildings can improve community spaces whilst delivering benefits to the environment. Having natural spaces for local people to use will help to improve mental wellbeing across all groups.</p>
Climate change resilience	<p>The policies within the Design and Heritage theme are unlikely to directly impact upon climate change resilience within RBKT.</p>

5.5 Housing Delivery

Assessment Summary

5.5.1 The assessment identified the following population groups that could be affected by the Sustainable Development Strategy policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The policies proposed within the Housing Delivery theme may have disproportionate effects on population groups. There is the potential for this theme to result in positive health effects upon multiple social groups, primarily through improving housing provision within RBKT. Homes policies are likely to contribute to positive health effects for those who are homeless, gypsies and travellers, low-income groups, young adults, and those with existing health conditions.

This theme focuses on providing adequate housing provision for the borough, ensuring adequate housing size and standards, and ensuring community housing developments. This option is likely to result in positive impacts upon housing and homelessness in RBKT, improving the availability of community housing for those on low-incomes, or who are homeless.

Adequate specialist housing is also outlined within this theme. This will ensure that supported housing is available for older people, or those who have long-term health conditions or disabilities, as well as preserve existing specialist housing facilities.

The affordability of community housing within RBKT may not be truly affordable for those who are currently homeless or on very low incomes, and therefore some beneficial effects may be limited in their distribution.

Proposed housing improvements will also likely have a positive impact on accommodation for Gypsies and Travellers. The allocation of sites for these social groups, away from flood zones, will aid in improving the resilience of these communities to climate change effects and flooding events.

Housing Delivery

Table 5-4 presents the assessment of the policies within the Housing Delivery theme.

Table 5-4 - Assessment of Policies within Housing Delivery

Health Determinant	Assessment
Air Quality	Additional housing in RBKT could result in a higher number of cars on the borough’s roads, which could contribute to a worsening of air quality, particularly given a borough-wide Air Quality Management Area (AQMA) is already in place.
Noise	An increase in housing in RBKT will result in higher levels of residential occupation and the associated increase in ambient noise levels, as well as an increase in the number of residents’ cars, contributing to increased road traffic noise in the area. Additionally, construction related noise from new housing developments may negatively impact upon the tranquillity for existing residents of the borough.
Housing and Homelessness	<p>This theme of policies specifically focuses on the provision of housing within the borough. Policy KH2 outlines the thresholds for affordable housing within new developments, with 50% of homes on public sector owned land designated as affordable housing.</p> <p>Homelessness within the borough increased from 2.59 households per 1000 in 2012 to 3.04 in 2014³³. Increasing the standards and quantity of community housing will benefit those needing this kind of provision, and could also help in reducing the level of homelessness. Policy K2 aims to maximise the provision of social rented and London Affordable Rent housing with two bedrooms or</p>

³³ Royal Borough of Kingston Upon Thames (2017) Joint Strategic Needs Assessment 2017-2019. Available at: <https://data.kingston.gov.uk/jsna/your-kingston-your-health/>

Health Determinant	Assessment
	<p>more, meaning more families are able to live in the area. Proposed community housing developments will also be made accessible for those with long term health disabilities, and older people. As highlighted in policy KH5, they will be well-connected to local amenities and public transport.</p> <p>Reflecting the high proportion of student population in RBKT, a specific focus has been given to student accommodation. Policy KH6 outlines the development of new purpose-built student accommodation within the borough, specifying affordability of any new student accommodation buildings and that these developments will not compromise the need for general housing in RBKT. The development of such purpose-built accommodation would increase the residential capacity in the borough, allowing new student accommodation to free-up the available housing provision of within the borough.</p> <p>Policy KH7 also supports designated sites used by Gypsies and Travellers and ensures they will be protected for their existing use. It also states that new sites will have good access to local services including healthcare and education.</p>
Economy and Employment	The policies within the Housing Delivery theme are unlikely to directly impact upon the economy and employment within RBKT.
Skills and education	The policies within the Housing Delivery theme are unlikely to directly impact upon skills and education within RBKT.
Social cohesion and community safety	<p>The policies within the Housing Delivery theme are unlikely to directly impact upon community safety within RBKT.</p> <p>Improvements to community housing RBKT, as proposed within this theme, and specifically policy KH2, are likely to improve social cohesion through improving the quantity of housing, living standards and access to local services. However, the magnitude of this positive impact depends upon the true affordability of the housing within the borough, enabling those who are homeless and on low incomes to afford housing.</p>

Health Determinant	Assessment
Access to services	Policies KH5, KH6 and KH7 all seek to ensure that new developments for student housing, supported housing and Traveller sites are all within easy access to local services. This will improve mental and physical wellbeing as services will be within easy access, and may help to reduce social isolation.
Physical activity	The policies within the Housing Delivery theme are unlikely to directly impact upon physical activity within RBKT.
Green Infrastructure	The policies within the Housing Delivery theme are unlikely to directly impact upon green infrastructure within RBKT.
Climate change resilience	Policy KH7 relates to the location of Gypsy and Traveller designated sites ensures that sites are not located in areas of high flooding risk, improving the resilience to climate change.

5.6 Economy and Town Centres

Assessment Summary

5.6.1 The assessment identified the following population groups that could be affected by the Economy and Town Centres policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The policies within the Economy and Town Centres theme aim to improve provision of local services and the vitality of town centres such as Kingston Town Centre, Surbiton District Centre and Tolworth District Centre. Due to the nature of these policies, there is very little direct impact on some of the health determinants, such as skills and education and climate change resilience.

Business development within RBKT and urban development in the Borough is likely to contribute to the improvement in wellbeing of those within the Borough, through the provision of increased employment opportunities. The inclusion of retail and commercial provision as well as leisure facilities within the policies would positively impact the economy and employment health determinant as there will be more opportunities available in the local area. In terms of social cohesion, the creation of new open spaces will provide opportunities for social interaction, for example through outdoor events, which will help to reduce loneliness within the community.

However, there may be a limitation in the reach and impact of this policy, should a high proportion of businesses locating to these employment zones require highly skilled or specialist roles that are beyond those typically held by currently unemployed or low income groups.

Economy and Town Centres

Table 5-5 presents the assessment of the policies within the Economy and Town Centres theme.

Table 5-5 - Assessment of Economy and Town Centres Policies

Health Determinant	Assessment
Air Quality	The policies included within the Economy and Town Centres theme are unlikely to have a direct impact on air quality within RBKT.
Noise	<p>Policies KE1 and KE4 highlight support for town centres and their diversification, including the night-time economy. The inclusion of evening economy facilities such as bars and restaurants may result in negative impacts on noise at anti-social hours (11pm – 7am). This may impact those who live nearby and cause a nuisance to those in the area.</p> <p>To mitigate this, as part of the licensing regime, the Council could consider noise impacts upon neighbours when granting planning permission and licenses for new restaurants, pubs, etc. within town centres. This may help to minimise the negative impacts of a new commercial development upon nearby neighbours.</p>
Housing and Homelessness	Policy KE4 aims to support residential-led mixed-use development in town centres. This will help to increase the provision of housing in the borough and will also ensure that residential developments have good access to local services. Despite this, this policy does not mention the affordability of these homes or the quantity to be made available.
Economy and Employment	The policies within this theme all set out to support economic growth in the town centres, through the creation of floorspace (for example office space, industrial spaces and distribution uses). This will encourage business investment in the borough and support the creation of jobs in the local area. The policies within this theme also promote affordable workspaces, which will be attractive for smaller businesses. Subsequently this could increase the number of small businesses locating to within the borough, provide further employment opportunities to the residents of RBKT. However, some of these job

Health Determinant	Assessment
	<p>opportunities may require specialist skills and therefore may not be suitable for unemployed or low income groups.</p> <p>RBKT is a key tourist destination owing to its proximity to the historic royal palaces of Hampton Court and Richmond. Policy KE8 supports the growth of visitor accommodation, which will increase revenues from tourism and hospitality services.</p>
Skills and education	<p>The policies included within the Economy and Town Centres theme are unlikely to have a direct impact on skills and education within RBKT.</p>
Social cohesion and community safety	<p>The policies in this theme are likely to have a positive impact on social cohesion within the borough. Policy KE5 supports the use of town centres for street markets and outdoor events which provides the opportunity for local people to meet and socialise, whilst supporting local businesses.</p> <p>The diversification and investment in improving Town Centres in RBKT could improve the safety of town centres in the borough. The improvement of town centres could contribute to the improvement in social cohesion through the development of townscapes, including a diverse range of shop types and encouraging different social groups' usage.</p> <p>Through policy KE5 the public realm will be improved, and the enhancement of open spaces will increase the attractiveness of those using the town centre. This may help to increase footfall and with increased town centre business activity this will improve safety for local residents.</p> <p>However, increasing the number of night-time economy venues within town centres may have negative impacts on social cohesion and safety as there may be subsequent increases in alcohol and drug related anti-social behaviour associated with users of these venues.</p>
Access to services	<p>The policies within this theme are likely to have a positive impact on access to services within RBKT. The policies all aim to support the development of town centres as mixed-use, with both retail and social infrastructure.</p>

Health Determinant	Assessment
	Policy KE6 also aims to support the creation of town centre uses outside of the main town centres with areas that have poor accessibility. This means that small convenience shops (less than 280sq m) will be supported in areas that are currently 400m walking distance from the nearest shop. The policy also supports new development for medical or health services outside town centres.
Physical activity	The policies included within the Economy and Town Centres theme are unlikely to have a direct impact on physical activity within RBKT.
Green Infrastructure	The policies included within the Economy and Town Centres theme are unlikely to have a direct impact on green infrastructure within RBKT.
Climate change resilience	The policies included within the Economy and Town Centres theme are unlikely to have a direct impact on climate change resilience within RBKT.

5.7 Social Infrastructure

Assessment Summary

5.7.1 The assessment identified the following population groups that could be affected by the Social Infrastructure policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

Social infrastructure policies aim to ensure the protection and enhancement of social and community facilities throughout the borough, including supporting new developments. These policies will have predominantly positive effects upon the community of RBKT. These policies are anticipated to benefit children and young people, elderly people, people with disabilities, people with health conditions, unemployed or low income groups, and socially excluded groups.

The provision of social infrastructure and facilities ensures that there will be adequate provision of education facilities within the borough. This could potentially have positive effects for children and young people through increasing education levels and improving skills. Increasing levels of education among children in RBKT is likely to contribute to higher employability and an improved quality of life for children. The Local Plan also acknowledges the importance of Kingston University and Kingston College in supporting the local economy and providing opportunities for further and higher education in the borough.

The improvement of social infrastructure such as parks and sports centres will also increase social cohesion and safety within the borough. This will benefit many social groups, through improving the safety of public areas, as well as providing areas for the community to interact. This could also provide a greater opportunity for an increase in physical activity rates among children and young people and adults within RBKT, due to the increase and accessibility of facilities.

Social Infrastructure

Table 5-6 presents the assessment of the policies within the Social Infrastructure theme.

Table 5-6 - Assessment of Social Infrastructure policies

Health Determinant	Assessment
Air Quality	By ensuring that new social infrastructure has good walking, cycling and public transport connections, the policies in this theme (particularly KS4) encourage alternative modes of transport which will reduce the number of individual car journeys. In turn, this will reduce air pollution and improve air quality.
Noise	<p>Policy KS8 aims to prevent the loss of public houses, which may result in negative impacts on noise at anti-social hours. This may impact those who live nearby and cause a nuisance to those in the area. This may be the case where developments involving the redevelopment or replacement of a building used as a public house ensure adequate floorspace is retained or re-provided to ensure that the continued use as a public house would be financially viable.</p> <p>To mitigate this, as part of the licensing regime, the Council could consider noise impacts upon neighbours when granting planning permission and licenses. This may help to minimise the negative impacts of a new commercial development upon nearby neighbours.</p>
Housing and Homelessness	The policies included within the Social Infrastructure theme are unlikely to have a direct impact on housing and homelessness within RBKT.
Economy and Employment	<p>The improvement of social infrastructure establishments, and supporting school, college and university facilities (Policy KS3), are likely to provide additional high quality employment opportunities within RBKT. Services related to child care may also enable more women and/or carers to enter the employment market.</p> <p>However, the ability for local residents to take up these jobs will be dependent on the available skills in the resident population of RBKT. Where these skills are not available within current residents,</p>

Health Determinant	Assessment
	roles may be filled with out of borough residents limiting the distributions of any employment opportunities.
Skills and education	Policy KS3 supports the provision of further education opportunities, through the expansion of the existing school provision where required. The Council will also continue to work with Kingston University and Kingston College (both key providers of higher and further education) to ensure they can continue to meet the needs of the student population.
Social cohesion and community safety	<p>This theme has the potential to benefit social cohesion amongst the population. The policies proposed within this theme include the preservation and enhancement of recreation facilities, parks, cultural facilities and other developments used as social hubs, such as public houses. The development of such facilities may improve social cohesion and encourage those who are socially isolated to utilise facilities.</p> <p>The improvement of community and recreational facilities could contribute to an improvement in community safety through providing an alternative and focus away from antisocial activities, particularly for those who may be vulnerable and susceptible to becoming involved in antisocial activities. Policy KS5 also encourages the use of vacant buildings and land for inclusive cultural and arts events, which will improve footfall and increase community safety.</p>
Access to services	<p>The policies proposed within this theme focus on improving and preserving access to services to all communities. This access to services could assist in improving the quality of life of a number of vulnerable groups, including the disabled, young people, old people, socially isolated, or those who have existing health conditions.</p> <p>The provision of social infrastructure facilities will ensure that health and social care facilities, sports facilities, education facilities and cultural facilities are all preserved and are accessible by pedestrian, cycling and public transport connections. This could improve access to services for those who may have previously struggled, without compromising those who already are able to access these areas.</p>

Health Determinant	Assessment
Physical activity	<p>Participation in physical activity is lower in older people (75+), more deprived groups, unemployed or workless groups, routine and manual workers, and disabled people. This trend could be improved through the proposed social infrastructure policies, which aim to improve access to play and recreational facilities, including sports facilities. The improvement of access to such areas is likely to improve uptake in physical activity within the borough.</p> <p>Additionally, the close proximity of facilities such as education and health facilities may encourage young people to uptake active travel methods when accessing these facilities, improving overall physical activity among this group.</p>
Green Infrastructure	<p>The policies included within the Social Infrastructure theme are unlikely to have a direct impact on green infrastructure within RBKT.</p>
Climate change resilience	<p>The policies included within the Social Infrastructure theme are unlikely to have a direct impact on climate change resilience within RBKT.</p>

5.8 Natural Environment and Green Infrastructure

Assessment Summary

- 5.8.1 The assessment identified the following population groups that could be affected by the Natural Environment and Green Infrastructure policies:
- Children and young people;
 - Older people;
 - People with disabilities and mobility impairment;
 - People with existing health conditions;
 - Unemployed and low-income groups; and
 - Socially excluded or isolated groups.
- 5.8.2 In general, Natural Environment and Green Infrastructure policies results in positive impacts upon health determinants. There are a number of resulting beneficial health effects, particularly upon residents in areas of planned growth, older people (65+), children and young people (0-16 years), and socially isolated groups.
- 5.8.3 Natural Environment and Green Infrastructure policies provide positive impacts upon air quality within the borough, benefitting all residents. The improvement of air quality can have particularly beneficial effects for young people, older people, and those with long-term health conditions.
- 5.8.4 This theme of policies also aims to improve flooding and climate change resilience throughout the borough. Improved resilience to climate change impacts through flooding resilience will ensure the preservation of housing and developments in the borough for those living in areas at high-risk of flooding.
- 5.8.5 Preservation and improvements to parks and open spaces will provide vital open space to the urban borough. The development of additional open spaces will result in positive effects for children and young people, older people, and socially isolated groups. It will also benefit adult residents living local to park developments. Preservation of green space will also help to strengthen climate change resilience, as green spaces have been shown to help mitigate the impacts of the urban heat island effect, which adversely affects children, older people, and those with existing health conditions.

Natural Environment and Green Infrastructure

Table 5-7 presents the assessment of the policies within the Natural Environment and Green Infrastructure theme.

Table 5-7 - Assessment of Natural Environment and Green Infrastructure policies

Health Determinant	Assessment
Air Quality	Policy KN2 supports the protection of open spaces, which play an important role in mitigating the effects of air pollution. This will have a positive impact on air quality in the borough and may help those who suffer from respiratory conditions.
Noise	The policies included within the Natural Environment and Green Infrastructure theme are unlikely to have a direct impact on noise within RBKT.
Housing and Homelessness	The policies included within the Natural Environment and Green Infrastructure theme are unlikely to have a direct impact on housing and homelessness within RBKT.
Economy and Employment	The policies included within the Natural Environment and Green Infrastructure theme are unlikely to have a direct impact on the economy and employment within RBKT.
Skills and education	The policies included within the Natural Environment and Green Infrastructure theme are unlikely to have a direct impact on skills and education within RBKT.
Social cohesion and community safety	<p>The proposed policies within Natural Environment and Green Infrastructure are likely to contribute to improving social cohesion within the community, particularly Policies KN2 and KN5. Policy KN5 encourages spaces to be used for urban agriculture and community gardens. This provides an opportunity for local residents to meet and socialise whilst producing food and spending time outdoors. This may help to improve mental wellbeing and reduce social isolation.</p> <p>However, the policies in this theme are unlikely to directly affect crime or community safety, with no specificity to improving the safety of current areas.</p>

Health Determinant	Assessment
Access to services	The policies included within the Natural Environment and Green Infrastructure theme are unlikely to have a direct impact on access to services within RBKT.
Physical activity	<p>Within the borough, the number of adults who are obese is 57.6%, which is slightly higher than the London regional average of 56.0%, but still lower than the England average (63.5%). The proposed policies, specifically Policies KN2 and KN6 will contribute to the improvement and protection of existing parks and open spaces within RBKT. This will encourage the continuation of high levels of physical activity in the borough and encourage increased levels of physical activity among those with lower rates of activity.</p> <p>The provision of parks, gardens and open spaces encourages physical activity among borough residents, particularly children, allowing access to space and recreation areas for activity. Policies will also encourage new developments to provide play spaces for children, which will improve activity rates among children and contribute to lowering the obesity rate among children (under 16 years) in RBKT, which is currently above the England average.</p>
Green Infrastructure	<p>The policies in the Natural Environment and Green Infrastructure theme would all have a positive impact on green infrastructure. They set out how the natural environment can be protected and enhanced through biodiversity net gain (a minimum of 30% on new developments); the protection of trees and urban greening; and limiting development on Green Belt land. These measures will help to enhance open spaces that already exist within the borough, and protect those that are home to important species.</p> <p>This means that green space creation and enhancement will continue within the borough, which allows residents to use the space for exercise or to help improve their mental wellbeing. There may also be indirect impacts on air quality, as green infrastructure may help to mitigate the effects of air pollution.</p>
Climate change resilience	There are numerous impacts of climate change, both acute and chronic, that may be felt within RBKT. Most notably, it is likely that increased temperatures may be experienced, in addition to potential flooding.

Health Determinant	Assessment
	<p>Policy KN4 will attempt to limit the flood risk impacts of developments, by introducing infrastructure such as tree pits and rain gardens. This will improve the resilience of all new developments within the borough, however those in existing areas may be vulnerable to climate change events.</p> <p>The creation of green space may also help to reduce the impact of the urban heat island effect, and mitigate the effects of higher temperatures. This would benefit young people, the elderly and those with existing medical conditions who may be more adversely affected by extreme heat.</p>

5.9 Transport and Connectivity

Assessment Summary

5.9.1 The assessment identified the following population groups that could be affected by the Transport and Connectivity policies:

- Children and young people;
- Older people;
- People with disabilities and mobility impairment;
- People with existing health conditions;
- Unemployed and low-income groups; and
- Socially excluded or isolated groups.

The policies outlined within the Transport and Connectivity theme ensure the preservation and enhancement of RBKT's transport network. There are positive effects expected for those with disabilities, socially isolated groups, young people, and elderly people within the community.

The policies would have positive impacts on air quality and noise as they seek to improve access to active methods of transport and mitigate impacts from pollution and nuisance. This would be particularly beneficial for those who live near main roads and experience health issues related to air pollution or noise. The improvements to transport infrastructure outlined in the policies would also improve access to services. This is particularly important for groups who have mobility issues as they may be able to reach local centres more easily. Improving walking and cycling infrastructure would also facilitate increased physical activity as local residents may feel safer using more active forms of transport.

Transport and Connectivity

Table 5-8 presents the assessment of the policies within the Transport and Connectivity theme.

Table 5-8 - Assessment of Transport and Connectivity policies

Health Determinant	Assessment
Air Quality	<p>The association between health effects and exposure to air pollutants is now well established, with distinct health risks associated with exposure to particulates at a local level. By encouraging modal shifts from predominately private car use to active travel options, as well as improving public transport infrastructure, it is likely that the use of private cars within RBKT will be reduced, contributing to the decarbonisation of the transport network, whilst also potentially reducing emissions to air from private cars.</p> <p>Policy KT3 also supports the delivery of electric vehicle (EV) infrastructure which will help support the switch to EV from vehicles with traditional combustion engines. This will also help to reduce air pollution and improve air quality.</p> <p>Improved air quality will benefit all groups; however, it will be most beneficial to older people (75+), children and those with long term respiratory health conditions, who are the most likely to be vulnerable to the effects of air pollution.</p>
Noise	<p>The policies included within the Transport and Connectivity theme are unlikely to have a direct impact on noise within RBKT.</p>
Housing and Homelessness	<p>The policies included within the Transport and Connectivity theme are unlikely to have a direct impact on housing and homelessness within RBKT.</p>
Economy and Employment	<p>Policy KT6 will positively benefit the local economy as it supports the use of existing boatyard sites for both movement of goods, and transport piers for the movement of passengers. This will support the industry and encourage businesses to use river transportation as a way of moving goods in the area.</p>

Health Determinant	Assessment
Skills and education	The policies included within the Transport and Connectivity theme are unlikely to have a direct impact on skills and education within RBKT.
Social cohesion and community safety	The policies included within the Transport and Connectivity theme are unlikely to have a direct impact on social cohesion and community safety within RBKT.
Access to services	Policy KT4 ensure that parking for those with disabilities is incorporated into both residential and non-residential developments. This will allow those with additional needs to travel more freely and access services where they previously may not have been able to.
Physical activity	<p>The policies outlined within the Transport and Connectivity theme are likely to have a positive direct impact upon physical activity within RBKT. The policies seek to prioritise walking and cycling infrastructure within new developments. This would increase opportunities for residents of the borough to exercise and spend time outdoors, improving both physical and mental wellbeing.</p> <p>KT6 encourages the use of river transport, and although it will ensure there won't be unacceptable impact to river sport and recreation, some people may feel unsafe and stop using the river for recreation.</p>
Green Infrastructure	The policies included within the Transport and Connectivity theme are unlikely to have a direct impact on green infrastructure within RBKT.
Climate change resilience	The encouragement away from private car use in RBKT may result in positive impacts upon climate change resilience in the borough as reliance on fossil fuels is reduced.

5.10 Implementation and Monitoring

Assessment Summary

5.10.1 The assessment identified the following social groups that could be affected by the Implementation and Monitoring policies:

- Children and young people;

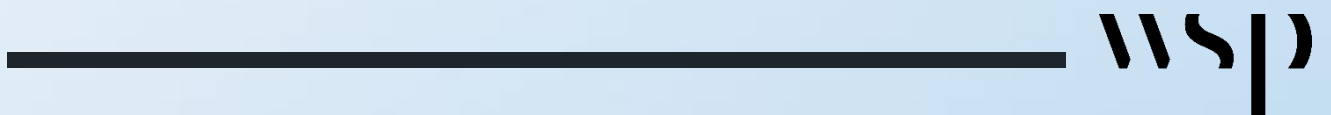
As the policies within this theme outline the procedures involved in the planning process and ensure that the delivery and implementation of planning policies is monitored by RBKT. For this reason, there are unlikely to be any direct impacts upon most health determinants in RBKT.

Despite this, Policy KI1 will contribute positively to skills and education, as new residential development will be required to contribute to education provision. This will ensure availability of school spaces are maintained so young people have access to education.

There are also further indirect impacts, as the policies safeguard the provision of adequate infrastructure to support development within the borough, so it meets the needs of current and future populations.

Appendix E

Equalities Impact Assessment





The Royal Borough of Kingston Upon Thames

New Local Plan

IIA Appendix E – Equalities Impact Assessment

Type of document (version) Public

Project no. 70093878

Our Ref. No. 001

Date: November 2022

WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for RBKT	For Regulation 18 Consultation		
Date	November 2022	November 2022		
Prepared by	F Jones	F Jones		
Signature				
Checked by	S Collins	S Collins		
Signature				
Authorised by	N Macmillan	N Macmillan		
Signature				
Project number				
Report number				
File reference				

Contents

1	Introduction	1
<hr/>		
1.1	Overview	1
1.2	Local Plans	1
1.1	Integrated Impact Assessment	1
2	Legislation	1
3	Equalities Impact Assessment	3
<hr/>		
3.1	What is EQIA?	3
4	Social Profile	4
<hr/>		
4.1	Introduction	4
4.2	Local Community and Facilities	4
4.3	Protected characteristics profile	5
4.4	Sex and gender	5
4.5	Religion	6
4.6	Population and age	6
4.7	Disability	10
4.8	Race	12
4.9	Sexual orientation	12
4.10	Pregnancy and maternity	13
4.11	Marriage and civil partnership	15
4.12	Unemployment and deprivation	16
4.13	Gender Reassignment	16
4.14	Baseline summary	17

5	Impact Assessment	18
5.1	Introduction	18
5.2	Assessment methodology	19
5.3	Assessment summary	19

Tables

Table 2-1 – Protected groups listed under the Equality Act 2010	1
Table 4-1 – Sex and Gender Profile	5
Table 4-2 – Religion Profile	6
Table 4-3 – Age Profile	7
Table 4-4 – Population Projections 2018-2043	9
Table 4-5 – Proportion of those living with limiting health problems or disability (2011)	10
Table 4-6 – Age profile of those living with sight loss (2021)	11
Table 4-7 – Ethnicity Profile	12
Table 4-8 – Sexual Orientation Profile of London and England.	13
Table 4-9 – Average age of Mother’s at Birth	14
Table 4-10 – Marriage and Civil Partnership Profile	15
Table 4-11 – Economic Profile (July 2021-June 2021)	16
Table 5-1 – Assessment Key	19

Figures

Figure 4-2 - Population age profile of RBKUT in 2020	8
--	---

1 Introduction

1.1 Overview

- 1.1.1 The Royal Borough of Kingston upon Thames (here in referred to as RBKT) is in the process of preparing a new Local Plan for the borough. The new Local Plan will set out how development will be planned and managed across the borough through to 2041.
- 1.1.2 The Local Plan will set out how the borough can sustainably develop, identifying the number of new homes, jobs and facilities needed to support the growing and changing population, as well as protecting all the features that the borough's communities cherish, such as town centres, parks and open spaces, waterways, cultural and historic buildings.

1.2 Local Plans

- 1.2.1 Section 3 of the National Planning Policy Framework (NPPF)¹ requires that each local planning authority should prepare a local plan for its area, which guides decisions on future development proposals and addresses the needs and opportunities of the area.
- 1.2.2 Topics that local plans usually cover include housing, employment and shops and they also identify where development should take place and areas where development should be restricted. Once in place, local plans become part of the statutory development plan, which is the starting point for determining local planning applications.
- 1.2.3 The NPPF states that the '*planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities*'.

1.1 Integrated Impact Assessment

- 1.1.1 An Integrated Impact Assessment (IIA) has been undertaken to ensure that sustainability aspects are incorporated into the Local Plan. The IIA enables synergies and cross-cutting impacts to be identified, avoids the need to undertake and report on separate assessments, and seeks to reduce any duplication of assessment work. This process also helps to simplify outcomes and recommendations for policymakers.
- 1.1.2 As part of the IIA, an Equalities Impact Assessment (EqIA) has been undertaken to assess the impacts of the Local Plan on human health in the RBKUT and the likely effects on health outcomes in the local population.
- 1.1.3 The outcomes of the EqIA have informed the IIA.

¹ Ministry of Housing, Communities and Local Government Framework, National Planning Policy Framework, 2021 [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

2 Legislation

- 2.1.1 The Equality Act 2010² came into force on 1 October 2010 and brought together over 116 separate pieces of legislation into a single Act. The Act provides a legal framework to protect the rights of individuals that share defined "protected characteristics" and advance equality of opportunity. In addition, the Act states that, when making decisions, an authority must consider methods to reduce any inequalities which may arise for those from a disadvantaged socio-economic background.
- 2.1.2 Those "protected characteristics" which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are outlined in **Table 2-1**. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Table 2-1 – Protected groups listed under the Equality Act 2010

Protected Characteristic	People and Aspects Included
Sex and gender	Men, women, married and single people; parenting, caring, flexible working and equal pay concerns.
Religion or belief	People who have a religious belief; people who are atheist or agnostic; people who have a philosophical belief which affects their view of the world or the way they live.
Age	Children (0-16), young people (17-25), working age people (15-64) and elderly people (65 and over).
Disability	People with physical, mental, sensory, visible or hidden impairment, including long term (>12 month) diseases (e.g. cancer) which limits day-to-day activities.
Race	People from various ethnic groups, as for the Census categories, e.g. White British, Chinese, British Asians, Travellers, Gypsies, Roma, those who are of Caribbean

² The Stationary Office, Equality Act 2010. Available at: http://www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf (Accessed: 17 January 2022)

Protected Characteristic	People and Aspects Included
	origin, people of mixed heritage, White Irish communities, and people of other nationalities who reside in Britain.
Sexual orientation	Heterosexual and bisexual men and women, gay men and lesbians.
Gender reassignment (transgender/transsexual)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex.
Pregnancy and maternity	Pregnant women and new mothers – protection against maternity discrimination (including as a result of breast feeding).
Marriage and civil partnership	People who are married or are civil partners
Deprivation*	People at risk of socio-economic disadvantage.

* Although it is not included as a protected characteristic within the Equality Act 2010, deprivation has been included in the assessment as the Act also requires due regard to reducing the inequalities of outcome which result from socio-economic disadvantage.

3 Equalities Impact Assessment

3.1 What is EQIA?

- 3.1.1 An EqIA considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under section 4 of the Equality Act 2010 ("protected characteristics") and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision makers within public bodies to implement their equality duty under the Equality Act 2010.
- 3.1.2 An EqIA guides decision makers and designers to:
- Consider the effects of existing and proposed policy or practice on people who share a "protected characteristic"; and
 - Identify opportunities to improve equality of opportunity and eliminate discrimination.
- 3.1.3 An EqIA should be carried out before making decisions, to inform and shape the outcomes. They should be updated throughout the decision-making process as necessary, as policy or practices are developed.
- 3.1.4 There are three stages to an EqIA; screening, full assessment and outcome monitoring. The screening stage determines which protected characteristics are likely to experience disproportionate impacts, and therefore require consideration within the EqIA. This considers the nature of the public function being exercised and available information on users and impacts. This document represents the assessment on those groups identified.

4 Social Profile

4.1 Introduction

4.1.1 A social profile for Kingston upon Thames (RBKUT) has been compiled from publicly available data to provide context for the assessment. This comprises information on the following:

- Protected characteristic groups;
- Local communities; and
- Sensitive receptors, local community facilities and public transport.

4.2 Local Community and Facilities

4.2.1 RBKUT Community and Character

- 4.2.2 RBKUT is a borough situated in southwest London. The main town is Kingston upon Thames and others includes Surbiton, Chessington, Malden Rushett, New Malden and Tolworth. It is the oldest of the four royal boroughs in England.
- 4.2.3 Kingston is steeped in history and is known as the coronation site of as many as 7 Saxon Kings and the birthplace of England. Many relics remain from its rich history including London's oldest bridge - Clattern Bridge, the Coronation Stone purportedly used in the coronation of Saxon Kings as well as a medieval bridge and undercroft.
- 4.2.4 Kingston has many attractions in and near it, ranging from nature and historical attractions to theme parks. Kingston benefits from one of the biggest and most visited shopping areas outside of central London, with a varied selection of high street stores, and a large number of independent boutiques and retailers. Close to Kingston, and located between Kingston, Richmond and Roehampton, is Richmond Park, one of the oldest of London's royal parks.
- 4.2.5 All new developments should drive up the quality of design, constructed to the highest safety standards and improve the Borough's built environment and liveability.

Further information on the Borough and sensitive receptors:

- Homes:
 - The median house price in RBKUT is 15 times the median income level in the local authority, compared to 9 times the median income level in England³. The Office for

³ Office for National Statistics (ONS) [online] Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian> (Accessed on 19/10/2022)

National Statistics (ONS) reports that the median price paid for homes at the end of March 2022 was £530,000 in RBKUT, compared to £270,000 in England ⁴.

- Businesses:
 - Over 9,860 businesses operate in RBKUT, 18.3% of which are involved in human health and social work activities.
- Social infrastructure:
 - RBKUT has one NHS hospital; and
 - There are two sixth form colleges, nine secondary schools and 36 primary schools.

4.3 Protected characteristics profile

- 4.3.1 Data from the Office of National Statistics (ONS) has been gathered on the protected groups listed in Table 2-1.
- 4.3.2 The social profile includes data on deprivation as it provides a measure of a combination of social-economic metrics.
- 4.3.3 The most recent Census was taken in 2021, however it has not yet been published in full. It should be noted that data is included from the 2011 Census and, where possible, has been substituted with more recent information.

4.4 Sex and gender

- 4.4.1 The 2021 ONS population estimates for RBKUT was 168,000. Of this population, 81,000 (48.2%) were male, and 87,000 (51.8%) were female⁵, which is comparable with the male and female percentage for London at 48.5% and 51.5%. The percentage of the population who are male and female in the RBKUT is in line with the national average, as shown in **Table 4-1**.

Table 4-1 – Sex and Gender Profile

Sex	RBKUT	London	England
All people (total no)	168,000	8,799,800	56,489,800
Male (%)	48.2%	48.5%	49.0%

⁴ Office for National Statistics (ONS) [online] Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housepricestatisticsforsmallareas/latest> (Accessed on 19/10/2022)

⁵ ONS (2022) Population and Household Estimates, England and Wales; Census 2021 [online] Available at: <https://www.ons.gov.uk/releases/initialfindingsfromthe2021censusinenglandandwales> (Accessed 17/10/2022)

Sex	RBKUT	London	England
Female (%)	51.8%	51.5%	51.0%

4.5 Religion

4.5.1 As stated in the 2011 Census, of those in RBKUT who identify with a religion, the majority identify as Christian (52.9%), which is in line with the national trend. The second largest proportion of the population identify as having no religion (25.7%) as shown in **Table 4-2**.

Table 4-2 – Religion Profile

Religion	RBKUT		England %
	Number in 2011	% Total pop in 2011	
Christian	84,684	52.9	59.4
Buddhist	1,771	1.1	0.5
Hindu	7,502	4.7	1.5
Jewish	775	0.5	0.5
Muslim	9,474	5.9	5.0
Sikh	1,236	0.8	0.8
Other Religion	802	0.5	0.4
No religion	41,183	25.7	24.7
Religion not stated	12,633	7.9	7.2

4.6 Population and age

4.6.1 The 2021 ONS population estimates for RBKUT was 168,000. According to the 2021 ONS Population estimates, RBKUT has a predominantly middle-aged population, with 67.3% of the population aged between 15-64 years. This is lower than the London average of 70.0%, however it is higher than the England average of 64.2%⁶.

⁶ ONS (2022) Population and Household Estimates, England and Wales; Census 2021 [online] Available at: <https://www.ons.gov.uk/releases/initialfindingsfromthe2021censusinenglandandwales> (Accessed 14/10/2022)

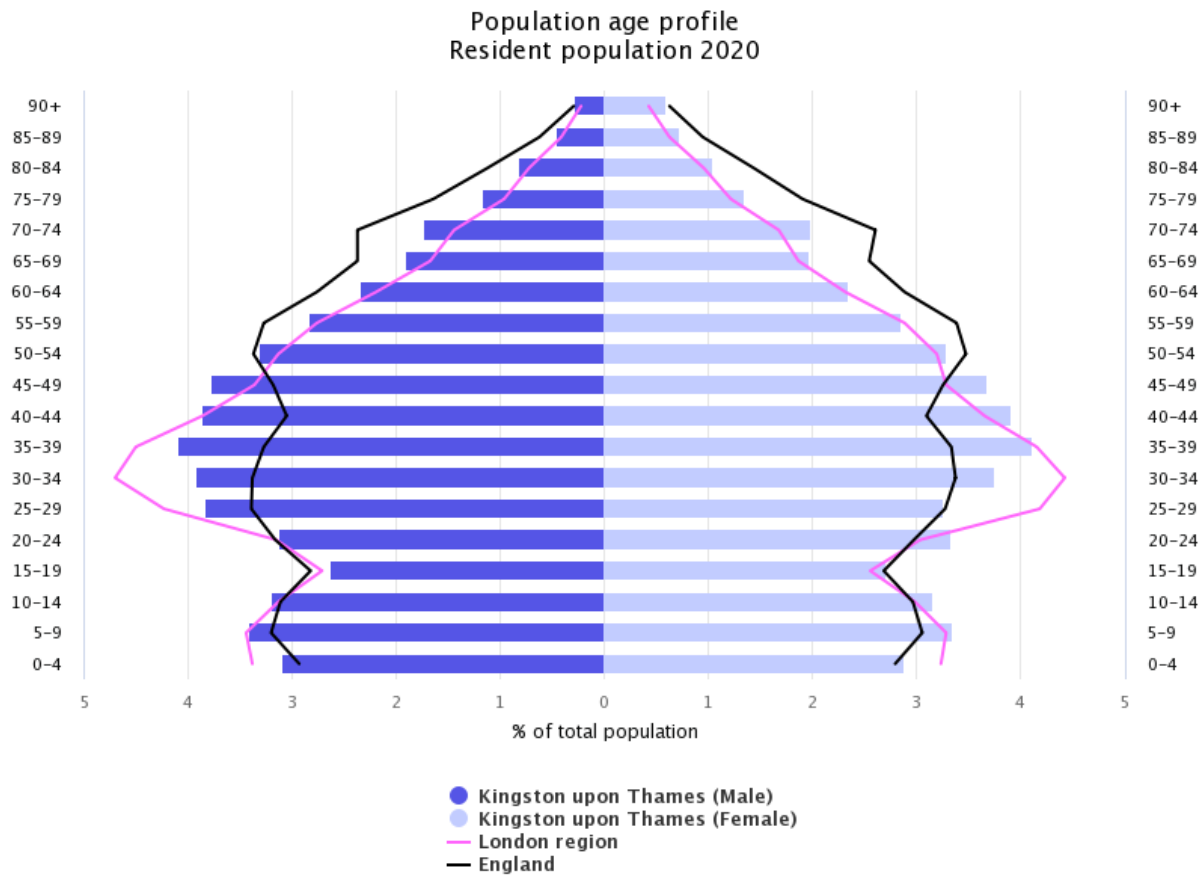
4.6.2 The 2021 ONS population estimates shows RBKUT has a similar age structure to England and London across most age categories (**Table 4-3**). The age category with the greatest difference is 65 years and older, which is 4% lower than the average for England. Error! Reference source not found. shows the population pyramid of RBKUT population in 2020.

Table 4-3 – Age Profile⁷

Age	RBKUT		London %	England %
	Number in 2021	% Total pop in 2019		
Under 4 years old	9,600	5.7	6	5.4
5 to 14 years old	21,000	12.5	12.1	12.0
15 to 24 years old	20,600	12.3	12.3	11.7
25 to 64 years old	92,500	55.1	57.8	52.4
65 years and over	24,200	14.4	11.9	18.4

⁷ Local Authority Health Profiles (2020) Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/12/gid/1938132696/pat/6/ati/402/are/E09000021/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yr/3/cid/4/tbm/1> (Accessed 14/10/2022)

Figure 4-1 - Population age profile of RBKUT in 2020⁷



4.6.3 Projected Population

4.6.4 The total population between 2018 and 2043⁸ in RBKUT is set to increase by 7%, which is below the national projected population increase, of 9.3%, and 2% lower than the London projected population increase, which is 9%. The greatest decrease in population projections is seen in the 35-39 and 5-9 age categories, whilst the greatest increase is seen in the over 75's, indicating an aging population.

⁸ ONS. 2018. 2018-Based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2> (Accessed 17/10/2022)

Table 4-4 – Population Projections 2018-2043

Age Group	2018	2043	% Increase
0-4	11,291	9,946	-12
5-9	11,896	9,731	-22
10-14	10,478	9,607	-9
15-19	9,047	10,088	10
20-24	11,942	12,369	3
25-29	13,087	12,491	-5
30-34	13,632	13,298	-3
35-39	14,705	12,441	-18
40-44	13,486	11,528	-17
45-49	12,742	11,997	-6
50-54	11,376	12,015	5
55-59	9,778	11,790	17
60-64	7,825	11,532	32
65-69	6,931	10,021	31
70-74	6,193	8,937	31
75-79	4,261	7,654	44
80-84	3,141	5,821	46
85-89	2,176	3,777	42
90+	1,483	3,030	51
All ages	175,470	188,071	7

4.7 Disability

4.7.1 Disability can be assessed in terms of ability to undertake an activity. **Table 4-5** shows the proportion of the population whose day-to-day activities are limited by a long-term health problem or disability⁹. As shown, RBKUT has a lower percentage of the population than the national average who experience some form of limitation and subsequently have a higher percentage of the population without limitations.

Table 4-5 – Proportion of those living with limiting health problems or disability (2011)

Day to Day activities	RBKUT		England %
	Number in 2011	% Total pop in 2011	
Limited a Lot	8,605	5.4	8.3
Limited a little	11,297	7.1	9.3
Not limited	140,158	87.6	82.4

4.7.2 In RBKUT, there is an estimated 4,790 (3%) people living with sight loss¹⁰, including around 4,170 people living with partial sight and 620 people living with blindness. By 2030, people living with sight loss is expected to increase by 18%. These figures include people whose vision is better than the levels that qualify for registration, but that still has a significant impact on their daily life (for example, not being able to drive).

4.7.3 The estimated prevalence of sight loss is lower in RBKUT compared to the average for England, with 3% of the population living with sight loss, compared to 3.2% nationally¹⁰. The age profile of those living with sight loss in RBKUT is mostly in line with the national averages as shown in **Table 4-6**.

⁹ Nomis (2011). QS303EW - Long-term health problem or disability. Available at: <https://www.nomisweb.co.uk/census/2011/qs303ew> (Accessed 17/10/2022).

¹⁰ Pezzullo et al (2017). The economic impact of sight loss and blindness in the UK adult population. RNIB and Deloitte Access Economics. Prevalences applied to subnational population projections.

Table 4-6 – Age profile of those living with sight loss (2021)¹¹

Age	RBKUT		England %
	Number in 2021 living with sight loss	% of Total in 2021 living with sight loss 4730	
Under 18	0	0	1.0
18 to 64 years old	1,080	22.8	19.2
65 to 74 years old	870	18.4	19.9
75 to 84 years old	1,170	24.7	27.8
85 years and over	1,610	34.0	32.1

- 4.7.4 It is estimated that 15,000 people (8.9%) in RBKUT have a moderate or severe hearing impairment, which is higher compared to the average for England of 10.4%. It is estimated that 330 people (0.2%) have a profound hearing impairment in RBKUT which is the same as the average for England of 0.2%¹².
- 4.7.5 In RBKUT, 950 people (0.6%) are estimated to be living with some degree of dual sensory loss, which is the same as the national average of 0.6%. Of the people living with sight loss in 2020 in RBKUT, 25 are registered with a vision impairment and deaf or hard of hearing.

¹¹ RNIB Sight Loss Data Tool (2021) Available at: <https://www.rnib.org.uk/professionals/knowledge-and-research-hub/key-information-and-statistics/sight-loss-data-tool> Accessed (17/10/2022)

¹² POPPI (2013), Projecting Older People Population Information System. Institute of Public Care for the Department of Health; Davis A (Ed.), Hearing in Adults (1995), Whurr Publishers Limited; Davis A et al, Health Technology Assessments 11(42):1-294 (October 2007). Health Technology Assessments. Prevalences applied to subnational population projections.

4.8 Race

4.8.1 The 2011 Census data indicates that the majority of the population in RBKUT identifies as white (74.7%). This is 10.7% lower than the national average. All other ethnicities are recorded as higher than the national average, except for Black/African/Caribbean/Black British which is 1.0% lower, as outlined in **Table 4-7**.¹³

Table 4-7 – Ethnicity Profile

Ethnic Group	RBKUT		England %
	Number in 2011	% Total pop in 2011	
White	163,883	74.7	85.4
Mixed/multiple ethnic groups	6,376	3.9	2.3
Asian/Asian British	26,544	16.2	7.8
Black/African/Caribbean/Black British	4,047	2.5	3.5
Other ethnic group	4,438	2.7	1.0

4.9 Sexual orientation

4.9.1 The sexual orientation estimates outline in Table 4-8¹⁴ reports on data from a survey question designed to capture self-perceived sexual identity. The estimates are experimental statistics that provide 2020 estimates of the UK household population aged 16 years and over broken down into heterosexual or straight, gay or lesbian, bisexual, or other. Robust data for RBKUT is not available so the estimates for the London and England are presented.

4.9.2 In London the majority of the population aged 16 years and over identify as heterosexual or straight (89.4%). This is 3.9% higher than the national average, whilst the percentage of those who identify as gay or lesbian, bisexual and other are slightly lower than the national

¹³ NOMIS (2011) Ethnic Group Available at: <https://www.nomisweb.co.uk/census/2011/KS201EW/view/1946157273?cols=measures> (Accessed 17/10/2022)

¹⁴ ONS(2021) Sexual orientation, UK: 2019 Available online at: <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2019#sexual-orientation-data> (Accessed 17/10/2022)

average. In addition, the number of people in London who identify with the ‘Don’t know or refuse’ category is the same as the national average.

Table 4-8 – Sexual Orientation Profile of London and England¹⁵.

Sexual Orientation	London Estimate		England Estimate	
	Number in 2020	% in 2020	Number in 2020	% in 2020
Heterosexual or straight	6,411	89.4	41,990	93.3
Gay or lesbian	208*	2.9	825	1.8
Bisexual	123**	1.7	598*	1.3
Other	58**	0.8	286*	0.6
Don't know or refuse	374*	5.2	1,295	2.9

Estimates are considered reasonably precise, (*) Estimates are considered acceptable (**)¹².

4.10 Pregnancy and maternity

- 4.10.1 A maternity is a pregnancy resulting in the birth of one or more children, including stillbirths. In 2016 the maternity rate in RBKUT was 54.1 (maternities per 1,000 women aged 15 to 44), which is lower than the maternity rates for London and England, of 62.8 and 61.8 respectively¹⁶. The greatest number of live births in RBKUT are from women in the age category 30-34, which is in line with the London and England. Live births for under 29’s are significantly lower than the national average whereas live births for the over 40’s are higher.
- 4.10.2 In London there is a significantly higher number of live births outside of marriage or civil partnership than the national average by 10.6%, indicating that a lower number of live births in RBKUT occur within marriage or civil partnership.

¹⁵ ONS (2021) Sexual orientation, UK: 2020 Available online at: <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/datasets/sexualidentityuk> (Accessed 18/10/2022)

¹⁶ ONS (2016) Live births in the UK by area of usual residence of mother. Available at : <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsbyareaofusualresidenceofmotheruk> (Accessed 18/10/2022)

Table 4-9 – Average age of Mother’s at Birth

Age of Mother at Birth	RBKUT		London %	England %
	Number in 2016	% of Total live births in 2016		
Under 18	4	1.5	3.8	0.8
Under 20	28	5.8	10.1	3.2
20 to 24	161	23.3	45.0	14.6
25 to 29	387	55.3	73.0	28.0
30 to 34	811	111.5	107.3	31.8
35 to 39	638	87.6	82.1	18.1
40 to 44	165	24.2	23.6	4.0
45 and over	14	2.3	2.7	0.3
Total Live Births (Number in 2016)	3,424		128,803	663,157
Total Fertility Rate Total Live Births (Number in 2016)	1.55		1.72	1.81
Percentage outside marriage or civil partnership	29.7%		36.5%	47.1%

4.11 Marriage and civil partnership

4.11.1 The percentage of the population which is divorced in RBKUT is 6.9% lower than the national average, and the number of married people or those in a civil partnership and the number of those widowed or surviving partner are in line with the national average (**Table 4-10**)¹⁷. All other marriage and civil partnership categories are similar to the national averages.

Table 4-10 – Marriage and Civil Partnership Profile

Marriage / Civil Partnership	RBKUT		England %
	Number in 2011	% Total pop in 2011	
Single (never married or never registered a same-sex civil partnership)	51,125	39.4	34.6
Married or in a registered same-sex civil partnership	59,646	46.0	46.8
Separated (but still legally married or still legally in a same-sex civil partnership)	362	0.3	2.7
Divorced or formerly in a same-sex civil partnership which is now legally dissolved	2,779	2.1	9.0
Widowed or surviving partner from a same-sex civil partnership	8,981	6.9	6.9

¹⁷ NOMIS (2011) Marriage and civil partnership status Available at: <https://www.nomisweb.co.uk/census/2011/KS103EW/view/1946157273?cols=measures> (Accessed 18/10/2022)

4.12 Unemployment and deprivation

4.12.1 The proportion of unemployment in RBKUT is in line with the national average for the UK and the average gross weekly pay is higher than the UK national average.

Table 4-11 – Economic Profile (July 2021-June 2021)¹⁸

Unemployment and Deprivation	Economically active: Unemployment (%)	Economically inactive (%)	Average Gross Weekly Pay of Full Time workers (£)
RBKUT	3.3	16.3	766.6
London	4.7	20.3	728.4
England	3.8	21.4	613.1

4.12.2 The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small neighbourhoods in England. IMD is used by local governments to focus programmes in the most deprived areas and develop strategies, such as the NLPR.

4.12.3 In RBKUT, there are 98 Lower Super Output Areas (LSOAs). In 2019 of the 98 LSOAs¹⁹:

- 3 LSOAs are within the 20-30% most deprived neighbourhoods;
- 8 LSOAs are within the 40-50% of most deprived neighbourhoods;
- 33 LSOAs are within the 40-50% least deprived neighbourhoods;
- 41 LSOAs are within the 30-20% least deprived neighbourhoods; and
- 13 LSOAs are within the 10% least deprived neighbourhoods.

4.12.4 The most deprived LSOAs in RBKUT are located in the centre of the borough, largely located in the wards of Norbiton, Berrylands and Beverley.

4.12.5 The least deprived LSOAs in RBKUT are largely located to the north and centre of the borough, within the wards of Coombe Vale, Tudor, and Berrylands.

4.13 Gender Reassignment

4.13.1 Trans is a general term for people whose gender is different from the gender assigned to them at birth. Currently no robust data on the UK trans population, and subsequently local authority data, exists. The Government Equalities Office tentatively estimates that there are

¹⁸ NOMIS (2022) Official Labour Market - RBKUT Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk) (Accessed 18/10/2022)

¹⁹ Indices of Deprivation (2019) Indices of Deprivation: 2015 and 2019- Open Data Blog [online] Available at: http://dclgapps.communities.gov.uk/imd/iod_index.html (Accessed 18/10/2022)

approximately 200,000-500,000 trans people in the UK²⁰. The Office for National Statistics is researching whether and how to develop a population estimate.

4.14 Baseline summary

- 4.14.1 The RBKUT proportions of gender split and age are similar to England overall; however, there is more diversity in race and religion. The proportion of the population who would state that their day-to-day activities are limited by a long-term health problem or disability is slightly lower than the national average; similarly, the prevalence of sight loss and hearing impairments is slightly lower.
- 4.14.2 Households within RBKUT have higher levels of income when compared to the national average England overall, and unemployment rates are slightly lower. There are pockets of deprivation concentrated in the central area of RBKUT, such as wards Norbiton, Berrylands and Beverley.
- 4.14.3 As detailed schemes and interventions come forward framed by the Local Plan, these should be assessed in more detail to understand the potential impacts on specific local populations and vulnerable groups.

²⁰ Government Equalities Office (2018) Trans People in the UK. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/721642/GEO-LGBT-factsheet.pdf (Accessed 18/10/2022)

5 Impact Assessment

5.1 Introduction

5.1.1 The new draft Local Plan sets out the policy framework for how land is used and will guide development in the Borough up to 2041, including planning policies to help achieve this vision. The plan includes a range of interrelated issues that need to be considered when new development is proposed to ensure it can be managed to deliver the most benefit for local communities and the environment. It sets out the plan to manage sustainable growth that considers place-making, housing and job security, tackling climate change and improving biodiversity. The aim is to achieve accessible development that protects and enhances resident's health and wellbeing.

5.1.2 Vision

5.1.3 The Local Plan will support good growth and future development in the Borough by:

- Prioritising the environment by becoming a sustainable, net carbon zero and climate change resilient Borough, minimising waste and pollution to protect the Borough's biodiversity. Providing sustainable transport choices to promote healthy lifestyles and improve resident's wellbeing;
- Protecting the Boroughs rich cultural heritage by including heritage in development and regeneration projects, enhancing the Borough's outstanding townscape and sense of place, as well as creating safer and more accessible public spaces;
- Supporting and strengthen a resilient local economy, enabling increased access to jobs, skills, training and education opportunities and reducing inequalities; and
- Celebrating diverse communities which support community cohesion and social interaction.

5.1.4 Policies

5.1.5 The following proposed policies have been assessed from an equality perspective.

5.1.6 Policies have been split by their themes under the following categories:

- Sustainable Development Strategy;
- Climate Change and Environmental Sustainability;
- Design and Heritage;
- Housing Delivery;
- Economy and Town Centres;
- Social Infrastructure;
- Natural Environment and Green Infrastructure;
- Transport and Connectivity; and
- Implementation and Monitoring.

5.2 Assessment methodology

- 5.2.1 The impact assessment will assess the proposed policies, based on their potential to directly or indirectly cause likely disproportionate impacts on people with the protected characteristics outlined previously. Deprivation has also been assessed as an indicator.
- 5.2.2 Impacts on protected characteristic groups in particular will be identified as positive, neutral or negative. Mitigation or recommendations will be provided for each policy where this is applicable. Where the impact is deemed positive or neutral, any recommendations will outline how to ensure there is no negative impact or opportunities to further advance equality and inclusivity.
- 5.2.3 **Table 5-1** below provides the assessment key to the assessment **Table 5-2** below.

Table 5-1 – Assessment Key

Symbol	Impact
+	Positive
0	Neutral
-	Negative

5.3 Assessment summary

- 5.3.1 Overall, the policies will likely result in positive impacts on protected characteristic group members in the Borough. The policies aim to address a wide range of issues, identified by the key themes above. An overall neutral impact has been given where positive impacts will affect the general public equally and not specifically those from protected characteristic groups.
- 5.3.2 The main protected characteristic groups that will particularly benefit include:
 - Age – older people who have reduced mobility and require access to health and other services. Also children who are likely to benefit from air quality improvements that numerous policies look to achieve;
 - Disability – people with a variety of disabilities will benefit from a more accessible environment; and
 - Deprivation – people from low-incomes who require access to employment, education and housing and people with underlying health issues.
- 5.3.3 The assessment concludes that there will likely be a neutral impact for the following protected characteristic groups, assuming no unforeseen barriers emerge:
 - Religion or belief;
 - Sexual orientation; and
 - Marriage and civil partnerships.

Table 5-2 - Summary of Policies and Equality Effects

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
Sustainable Development Strategy												
K1: Sustainable locations for good growth	0	0	0	+	0	+	0	0	0	+	<p><u>Age</u></p> <p>+ Children and young people will particularly benefit from improvements to education and leisure facilities.</p> <p>+ Older people will benefit from improved health care facilities and good accessibility.</p> <p><u>Disability</u></p> <p>+ Good accessibility in town centres and access to public transport will benefit people with disabilities.</p> <p><u>Deprivation</u></p> <p>+ Facilitating growth in jobs through new developments will bring economic benefits to the borough in terms of employment and income. Additionally, housing with good access to public transport and facilities and employment will be beneficial to those who do not have access to private vehicles.</p>	New developments should be well-designed, accessible and inclusive. New housing should be affordable and available to the entirety of the housing market, including those on low incomes.
K2: Spatial strategy for the Kingston Town Centre Area	0	0	0	+	0	0	0	0	0	+	<p><u>Age</u></p> <p>Supporting new education infrastructure will be beneficial to families and children.</p> <p><u>Deprivation</u></p> <p>+ Facilitating a growth in jobs through new developments will bring</p>	Employment should be focused on local residents in the first instance. The policy should aim to increase employment for protected groups where barriers to employment and education exist (low-income, younger people, disabled).

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											economic benefits to the borough in terms of employment and income. Additionally, development with good access to public transport and facilities and employment will be beneficial to those who do not have access to private vehicles.	New housing should be affordable and available to the entirety of the housing market, including those on low incomes.
Climate Change and Environmental Sustainability												
(Strategic policy) KC1: Climate change and environmental sustainability	0	0	0	+	0	+	+	0	0	+	<u>Age, Disability, Pregnancy/maternity, Deprivation</u> This policy aims to benefit the whole community, especially those who are likely to be disproportionately impacted by climate change, such as those on low incomes and those more affected by poor air quality.	Developments to help mitigate the impacts of climate change should be inclusive and accessible
KC2: Air quality	0	0	0	+	0	+	+	0	0	+	<u>Age, Disability, Pregnancy/maternity, Deprivation</u> + Young children, older people, pregnant women, and those with respiratory and underlying health conditions are particularly sensitive to changes in air quality and will benefit from improvements more than other groups. Those in more densely populated and low income areas are also likely to benefit.	The Borough is covered by an Air Quality Management Area (AQMA), which should be maintained to help keep emissions down.
KC3: Flood risk	0	0	0	0	0	0	0	0	0	0	This policy focuses on improving the flood resilience of all new developments and improve the sense of place with carefully designed	None.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations	
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation			
												mitigation. As a result, there will be a positive impact in terms of safety and wellbeing for the whole community.	
KC4: Sustainable drainage	0	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted by the policy itself.	None.
KC5: Sustainable water and wastewater management	0	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted by the policy itself.	None.
KC6: Managing heat risk	0	0	0	+	0	+	+	0	0	0	0	No protected groups are identified as specifically impacted by the policy itself. Designing public amenity space with overheating in mind will help to improve a sense of place and improve wellbeing of users.	Older people and those with underlying health problems can be particularly impacted by overheating. There is a risk to this group if cooling and overheating requirements are not met.
KC7: Minimising greenhouse emissions	0	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u> Minimising greenhouse emissions will deliver benefits to the whole community, especially improving the health and wellbeing of residents. More energy efficient development will benefit those on low incomes.	None
KC8: Energy infrastructure	0	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u> + Decentralised energy could offer reductions in electricity costs for community facilities and individuals	Ensure developments do not provide additional financial barriers to those on low-incomes and those with disabilities.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KC9: Ground contamination and hazardous substances	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.
KC10: Sustainable construction and supporting the circular economy	0	0	0	+	0	0	0	0	0	+	<p><u>Deprivation / Age</u></p> <p>+ Retrofitting existing housing stock will contribute to more energy efficient homes and reduce expenditure on energy bills. This will benefit everyone, but especially those on low-incomes and older people who may struggle with living costs.</p> <p>+ It is possible that additional jobs opportunities will arise to fulfil this objective.</p>	Appropriate subsidies should be considered to ensure people from low incomes can access sustainable retrofitting with no additional financial barriers.
KC11: Waste and recycling management	0	0	0	0	0	+	0	0	0	+	<p><u>Deprivation / Disability</u></p> <p>+ Waste management spaces will improve the streetscape around residential and business areas. This could bring benefits to aesthetics, accessibility and perception of crime by reducing street waste storage areas.</p> <p>+Ensuring specific spaces are allowed for will discourage waste bins being left on pavements and reduce barriers for wheelchair users and those with mobility limitations.</p>	<p>Ensure as much as possible that rising costs of waste management are not passed on to the public, in the form of rising council tax bills or other means.</p> <p>This policy includes embedded consideration for accessibility with waste and recycling space design.</p>
Design and heritage												

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KD1: Delivering high-quality design	0	0	0	0	0	+	0	0	0	+	<p><u>Disability / Deprivation</u></p> <p>+ Developments that are inclusive and accessible for all will benefit a range of protected groups, especially people with disabilities which limit their day-to-day activities.</p> <p>+ Attractive design and a well-maintained environment is likely to benefit people's wellbeing and mental health, and encourage physical activity.</p> <p>+ Developments built and maintained to best practice design standards will provide healthy living environments for those who live in rented accommodation, or in low income households in affordable housing.</p>	Inclusive mobility guidance should be adhered to ensure designs are accessible for everyone.
KD2: Design considerations for development	0	0	0	+	0	+ -	+	0	0	+ -	<p><u>Age/ Disability</u></p> <p>+ Inclusive design which is accessible for all ages and disabilities will benefit older people and people with disabilities which limit their day-to-day activities and mobility.</p> <p>+ Active travel provisions and access to green spaces and natural resources will be beneficial for physical activity and wellbeing.</p> <p>- Design of public realm spaces, when designed for other users, could provide barriers or more hostile environments for those who are neurodivergent or have a sensory impairment.</p>	<p>A balance should be sought in design of public realm spaces to meet the needs of all users, including those with mobility limitations, sensory impairments and people who are neurodivergent.</p> <p>Ensure that consideration for people from all protected characteristics are included in design considerations through engagement with local residents.</p> <p>Where engagement is low, measures should be explored to increase this and low engagement should not form a barrier to schemes being approved.</p>

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations	
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation			
											<p>+Incorporating green elements into the built environment will help to improve air quality and the impacts of climate change, and therefore benefit those more vulnerable (younger and older people, pregnant people and those with respiratory conditions).</p> <p><u>Deprivation</u></p> <p>+ Engagement with the local community will benefit the whole community, especially those on low incomes who might be excluded previously.</p> <p>-There is potential for low levels of engagement where factors such as low incomes, educational barriers and additional pressures such as second jobs and single-parent households are more common. There could be other reasons for low engagement, such as language barriers or physical and informational inaccessibility.</p>		
KD3: Impacts on amenity	0	0	0	0	0	0	0	0	0	0	+	<p><u>Deprivation</u></p> <p>+This policy aims to benefit the whole community by maintaining privacy and visual amenity, which may contribute to good mental health and wellbeing. This is particularly beneficial for those in high density areas, which are likely to be occupied by those with lower incomes.</p>	None.
KD4: Public realm	0	0	0	+	0	+	0	0	0	0	+	<p>This policy aims to provide benefits to the community by maintaining a sense of place and character and will</p>	A balance should be sought in design of public realm spaces to meet the needs of all users,

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<p>benefit all protected characteristic groups.</p> <p>+Providing access to public toilets is beneficial to all, as long as they remain a safe environment. This will be particularly beneficial to those caring for young children, and those with health conditions who require more frequent and accessible access to toilet facilities.</p> <p><u>Age</u></p> <p>+ A sense of place in the community will particularly benefit older people who will benefit from community cohesion</p> <p>+ Older people could particularly benefit from active travel, due to the associated health benefits.</p> <p><u>Disability</u></p> <p>+ A softened visual impact of the urban environment through green infrastructure can particularly benefit people seeking to manage mental health and/or stress.</p> <p>- Design of public realm spaces, when designed for other users, could provide barriers or more hostile environments for those who are neurodivergent or have a sensory impairment.</p> <p><u>Sex and Gender / Sexual Orientation / Race</u></p> <p>+ Creating a safe environment could particularly benefit those who are</p>	<p>including those with mobility limitations, sensory impairments and people who are neurodivergent.</p> <p>Measures to ensure toilets are inclusive of all users, and a remain a safe environment should be implemented.</p> <p>Public realm and lighting should be designed with the consideration of more vulnerable users, to ensure safety and perceptions of safety.</p>

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											more likely be a victim of crime, such as women, LGBTQ+ people, and ethnic minority groups. <u>Deprivation</u> + Active travel brings benefits that add to the general health and wellbeing of the community.	
KD5: Housing quality and standards	0	0	0	0	0	+	0	0	0	+	<u>Disability</u> + Appropriate levels of indoor and amenity space will benefit both physical and mental health of residents <u>Deprivation</u> + Favourable living conditions add value to a property and add to the general health and well-being of residents, especially those living in densely populated buildings.	None.
KD6: Residential extensions, alterations and basements	0	0	0	0	0	0	0	0	0	0	No protected groups are specifically affected.	None.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KD7: Residential amenity space	0	0	0	+	0	0	0	0	0	0	<p>This policy aims to benefit the whole community by maintaining privacy and adequate amenity space, which may contribute to good mental health and wellbeing.</p> <p><u>Age</u></p> <p>+ Children and young people will benefit from well-designed play spaces</p> <p>+ Older people will benefit from spaces that provide opportunities for exercise and socialising</p>	<p>Ensure that the amenity space is inclusive and accessible for all users.</p> <p>Ensure that amenity space in flatted developments is adequate and will benefit those who are most likely to use the space, such as those on low incomes.</p>
KD8: Commercial frontages and signage	+	0	+	0	+	+	+	0	+	0	<p>This policy aims to benefit the whole community by maintaining the character and promoting a positive visual impact of shopfronts on the street.</p> <p><u>Sex and Gender / Sexual Orientation / Race</u></p> <p>+ There is potential for perceptions of safety to be increased should lighting be encouraged in shopfront lighting. People in these protected groups are likely to benefit.</p> <p><u>Disability/Pregnancy and maternity</u></p> <p>+This policy will discourage street furniture that will impede pedestrian access, important for those using mobility aids and those with prams.</p>	<p>Consideration should be given to neurodivergent people who may be more sensitive to light (for example those that are too bright, harshly coloured, flicker, or hum), in the design of, or when permitting frontages and signage.</p>

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KD9: Telecommunications and digital infrastructure	0	0	0	-/0	0	+	+	0	0	+	<p>This policy aims to benefit the community by improving digital and telecommunications infrastructure and ensuring it is inclusive and accessible for all.</p> <p><u>Deprivation</u></p> <p>+Improving digital and telecommunications infrastructure should be inclusive for all, especially those who may struggle to access services otherwise.</p> <p><u>Age</u></p> <p>-Improved digital connectivity may exclude older people who may not have access to, or understanding of certain advanced technologies.</p> <p><u>Disability/Pregnancy and maternity</u></p> <p>+This policy states that a minimum of 1.5m residual footway should remain, and encourages accessibility, which will benefit those using mobility aids and prams.</p>	Ensure that all protected characteristics can benefit from the improved infrastructure.
KD10: Views management	0	0	0	0	0	0	0	0	0	0	<p>This policy aims to benefit the whole community by preserving a sense of place, not specifically protected groups</p>	None.
KD11: Tall buildings	0	0	0	0	0	+	0	0	0	+	<p>This policy aims to benefit the whole community, not specifically protected groups.</p> <p><u>Disability</u></p> <p>+ Good levels of natural light and a reduced sense of enclosure is</p>	None

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<p>particularly important for people with disabilities, so sensitive consideration of placement of tall buildings will be beneficial. Autistic people can be sensitive to changes in light.</p> <p>Deprivation</p> <p>+More densely populated developments are likely to be occupied by higher numbers of lower income families and occupants. Therefore, ensuring fire safety measures are adequate will reduce safety risks and financial risks for owners and occupiers.</p>	
KD12: Heritage assets	0	0	0	0	0	0	0	0	0	0	This policy aims to benefit the community by maintaining the local identity and heritage assets around the Borough. No protected groups are identified as specifically impacted.	None.
KD13: Development affecting heritage assets	0	0	0	0	0	0	0	0	0	0	This policy aims to benefit the community by maintaining the local identity and heritage assets around the Borough. No protected groups are identified as specifically impacted.	None.
KD14: Archaeology	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.
Housing Delivery												
KH1: Meeting the Borough's housing needs	0	0	0	0	0	0	0	0	0	0	This policy aims to protect and provide new homes for residents of the Borough.	None

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KH2: Affordable housing	0	0	0	+	0	+	0	0	0	+	<p>This policy aims to protect and provide new homes for residents of the Borough.</p> <p><u>Deprivation, Age, Disability</u></p> <p>+ The policy will help to improve deprivation in the area by ensuring that housing needs are met, as long as demand is met with consideration to affordable and accessible housing and housing size and quality. Higher levels of housing stock will also benefit first time buyers, and those looking to move out of supported, familial or shared housing.</p>	<p>New residential units should be affordable and available to the entirety of the housing market, including those on low incomes, and designed in accordance with policies KD5, KD7 and KD11.</p> <p>Development by developers who work with government housing funding schemes should be encouraged if it will benefit lower income buyers.</p> <p>It may be beneficial to prioritise owner occupiers.</p>
KH3: Housing size mix	0	0	0	+	0	0	0	0	0	+	<p><u>Deprivation, Age</u></p> <p>+ New homes must meet minimum standards in Policy H10 of The London Plan. This will benefit a range of people from the community by ensuring adequate living space and avoidance of cramped conditions.</p>	<p>New homes should be accessible and adaptable to provide adequate housing for people with disabilities.</p> <p>New homes should meet the needs of residents and where that is not the case, existing homes should be available while being affordable.</p>
KH4: Build to rent housing	0	0	0	0	0	0	0	0	0	+	<p><u>Deprivation</u></p> <p>+ Build to rent has the potential to provide long term housing security for people who may not otherwise be able to afford to own a house.</p>	<p>Consider affordable options for build to rent developments to meet the housing needs of the community especially those on low incomes.</p>

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
												Housing should be prioritised for demand by the existing community to prevent displacement of local residents
KH5: Specialist and supported living housing	0	0	0	+	0	+	0	0	0	+	<p><u>Age</u></p> <p>+ There will be support for specialist residential accommodation for older people which is located close to local amenities and healthcare facilities.</p> <p><u>Disability</u></p> <p>+ The loss of supported housing for people with a range of disabilities will be resisted and specialist housing developments will be supported.</p> <p><u>Deprivation</u></p> <p>+ The requirement for 35 per cent of all specialist housing bedrooms to be delivered as affordable bedrooms will benefit those on lower incomes.</p>	Specialist and supported living housing should include a wide range of community needs, including those who suffer from domestic abuse, homelessness or other complex issues.
KH6: Shared living housing and student accommodation	0	0	0	+ -	0	0	0	0	0	0	<p><u>Age</u></p> <p>+ The policy includes supporting development of student accommodation in the Borough. Younger people in higher education are likely to benefit from this.</p> <p>-The policy could also make it difficult for new student accommodation to be approved, due to other types of homes being a priority in the Borough.</p>	Student accommodation should meet the increasing demand while being affordable. It should not limit the supply of other specialist accommodation.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KH7: Gypsies and travellers	0	0	0	0	0	0	0	0	+	0	<u>Race</u> + This policy will bring benefits to gypsies and traveller groups as the policy includes measures to protect existing sites and support proposals for new sites to meet demand	Consideration should be taken to maintain and improve the safety and well-being of the occupiers and look to foster good relations.
Economy and town centres												
KE1: Supporting the Borough's economy	0	0	0	0	0	0	0	0	0	0	This policy aims to benefit the whole community, not specifically protected groups, by aiming to support and grow a sustainable economy.	None
KE2: Employment uses	0	0	0	+	0	0	0	0	0	+	<u>Age / Deprivation</u> + This policy aims to make office spaces more affordable. This will particularly benefit younger people in creative or smaller business looking to set up for the first time	None
KE3: Development in industrial locations	0	0	0	0	0	0	0	0	0	0	This policy aims to benefit the whole community, not specifically protected groups, by meeting employment needs and supporting the local and regional economies.	Development for designated or strategic employment locations should be supported by public transport provision where possible, so as to not exclude those without access to private vehicles opportunity of employment.
KE4: Town centres	0	0	0	0	0	0	0	0	0	0	This policy aims to benefit the whole community, not specifically protected groups, by supporting the social, economic and environmental wellbeing of the Borough.	None

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KE5: Development in town centres	0	0	0	+	0	+	+	0	0	0	<p><u>Age, Disability, Pregnancy/maternity</u></p> <p>+ The protection of convenience shops close to residential areas is particularly valuable to people with reduced mobility. This includes the elderly, those with disabilities and parents with young children.</p> <p><u>Age</u></p> <p>+ The town centre provides a range of services and facilities including leisure, retail and entertainment which benefits all ages.</p> <p><u>Race</u></p> <p>+ Supporting ethnic minority communities in the Borough, such as Korean and Sri Lankan communities reflects diversity and will benefit this protected group</p>	None.
KE6: Main town centre uses outside town centres	0	0	0	+	0	+	+	0	0	+	<p><u>Age, Disability, Pregnancy/maternity</u></p> <p>+ The protection of shops and facilities such as healthcare and retail close to residential areas is particularly valuable to people with reduced mobility. This includes the elderly, those with disabilities and parents with young children.</p>	Protected shops close to residential areas should be focussed on the most essential needs of protected groups. Food shops and services such as medical facilities should be given priority where possible.
KE7: Visitor accommodation	0	0	0	0	0	0	0	0	0	+	<p><u>Deprivation</u></p> <p>+ Promoting the Borough as a tourist destination will provide benefits for the whole community by creating job opportunities and supporting local</p>	<p>Ensure accessibility standards are adhered to in hotels and tourist accommodation.</p> <p>New hotel developments should be considered in line with the housing strategy where vacant</p>

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											businesses, resulting in sustainable growth of the visitor economy. +Resisting development for visitor accommodation unless there is an identified need, will allow development to focus on provision for existing residents and will help to keep the housing market more available and affordable.	space could be suitable for housing. Robust data on existing and proposed housing stock should be used to inform the permitting of planning applications and prioritisation of development type. Ensure residential units are protected from short-term holiday lets to maintain the neighbourhood's sense of community and housing stock.
KE8: Hot food takeaways	0	0	0	0	0	0	0	0	0	+	<u>Age</u> + This policy will help to ensure healthier food choices are available and hot food takeaways should be a limited distance from schools. This will benefit the health of children and young people as well as adults in aiming to prevent obesity.	Provision of hot food takeaway premises should be balanced between economic need and the potential for adverse health impacts on the community.
KE9: Betting offices	0	0	0	0	0	0	0	0	0	+	<u>Deprivation</u> + Resisting betting shops where there is a concentration aims to preserve character of the town centre and can also be beneficial for people with or at risk of gambling addictions.	None
Social Infrastructure												
KS1: Social infrastructure	0	+	0	+	0	+	+	0	0	+	<u>Religion/belief</u> + Places of worship are included in the list of supported social infrastructure.	New social infrastructure facilities should be well-designed, accessible and inclusive.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<p><u>Age</u></p> <p>+ Children and younger people in particular will benefit from provision of schools, sports facilities, cultural facilities, youth facilities, play facilities.</p> <p><u>Disability</u></p> <p>+ Accessible recreation and sports facilities will benefit people seeking to use these areas to manage mental health or health conditions.</p> <p><u>Pregnancy/maternity</u></p> <p>+ Pregnant women or parents with younger children will particularly benefit from access to community services and facilities in the Borough.</p> <p><u>Deprivation</u></p> <p>+ Continued and increased access to social infrastructure will contribute to a favourable deprivation score for the Borough. Specifically, important services such as libraries, health care facilities and parks and open spaces.</p>	Existing social infrastructure facilities should be improved where required to be accessible and inclusive.
KS2: Health and social care facilities	0	0	0	+	0	+	0	0	0	+	<p><u>Age</u></p> <p>+ Older people will particularly benefit from provision of health and social care facilities that are inclusive and will particularly benefit from The Kingston Health and Care Plan: Start Well, Live Well and Age Well.</p> <p><u>Disability</u></p> <p>+ People with a range of disabilities will benefit from accessible health and</p>	<p>New health and social care facilities should be well-designed, accessible and inclusive.</p> <p>Existing social infrastructure facilities should be improved where required to be accessible and inclusive.</p>

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<p>social care facilities that aim to serve the various needs of residents in the Borough.</p> <p><u>Pregnancy/maternity</u></p> <p>+ Pregnant women or parents with younger children will particularly benefit from the support of health care facilities in the Borough.</p> <p><u>Deprivation</u></p> <p>+ Improving access to health and social care will help to reduce inequalities within areas of deprivation.</p>	
KS3: School, college and university facilities	0	0	0	+	0	+	0	0	0	+	<p><u>Age</u></p> <p>+ Children and younger people and those in further and higher education would benefit from improved education facilities which are accessible, offer safe and sustainable travel options and meet flexible learning needs.</p> <p><u>Disability</u></p> <p>+ Children and young people with special educational needs and disabilities will benefit from the strategy which aims to secure local school provision.</p> <p>+ Making sports facilities available outside of school hours will benefit physical and mental health and wellbeing.</p> <p><u>Deprivation</u></p>	<p>New and upgraded education facilities should be well-designed, accessible and inclusive.</p> <p>Existing education facilities should be improved where required to be accessible and inclusive</p>

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations	
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation			
												+ Local low-income households will benefit from the plan to ensure that there are sufficient school places for all children. Providing school places within their local community that are easily accessible without a private car will be particularly beneficial.	
KS4: Community facilities	0	0	0	+	0	+	0	0	0	+	<p><u>Age</u></p> <p>+ Older people are likely to benefit from the effort to reduce loneliness and isolation by providing appropriate community facilities that encourage socialisation.</p> <p><u>Disability</u></p> <p>+ People with mental health conditions will benefit from the provision of facilities which support a healthy and inclusive community.</p> <p>+ People with disabilities will benefit from community facilities that are easily accessible to the local community</p> <p><u>Deprivation</u></p> <p>+ New community facilities which are easily accessible by foot, bicycle or public transport will benefit those on low incomes who will be able to utilise the facilities easily.</p>	<p>Developments involving community facilities should be accessible and inclusive to everybody.</p> <p>Community facilities should be a priority when part of major development and loss of community facilities should only be permitted where alternatives are provided.</p>	
KS5: Arts and cultural facilities	0	0	0	+	0	0	0	0	0	+	<p><u>Age</u></p> <p>+ Children and young people in particular will benefit from provision of art and cultural facilities.</p>	New developments should be inclusive, accessible, and beneficial for the whole community. Loss of existing facilities should not have a	

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<u>Deprivation</u> + People on low incomes may benefit from art and cultural developments which provide local employment opportunities.	detrimental impact on local residents and should only be permitted where an alternative is available.
KS6: Sports facilities	+	0	0	+	0	+	0	0	+	+	<u>Sex/gender</u> + Ensuring that sports facilities are designed to encourage women to participate will be beneficial. <u>Age</u> + Children and younger people in particular will benefit from the protection and enhancement of sports facilities. + Older people may benefit from the provision of sports facilities as it will encourage social engagement, therefore reducing isolation. <u>Disability</u> + Accessible recreation and sports facilities will benefit people with disabilities and those seeking to use these areas to manage mental health or health conditions. <u>Race</u> + Providing inclusive sports facilities which are inclusive of ethnic minorities will be beneficial to the local community.	Existing and new sporting facilities should be improved where required to be accessible and inclusive.
KS7: Play and informal recreation	0	0	0	+	0	0	+	0	0	+	<u>Age</u>	New play and recreation spaces should be accessible to all members of the public. Design

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<p>+ Improvements and creation of play areas will benefit younger people by providing quality recreational space, reflecting local needs.</p> <p><u>Pregnancy/maternity</u></p> <p>+ Accessible play areas are important for parents with push chairs. Play areas benefit this group by providing a safe recreational space for children.</p> <p><u>Deprivation</u></p> <p>+ High quality parks and open spaces will benefit people living in high density residential areas who may not have access to private gardens or outside space.</p>	<p>should consider safety by including appropriate lighting, accessible pathways and access and egress points.</p> <p>Accessibility and safety could be improved in existing spaces by providing lighting, accessible signage, and auxiliary aids to people with reduced mobility.</p> <p>Accessible surfacing should be considered for mobility aid users and people with mobility restrictions.</p> <p>Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.</p>
KS8: Public houses	0	0	0	+	0	0	0	0	0	+	<p><u>Age</u></p> <p>+ Older people will particularly benefit as public houses tend to be an important part of a community's social life which helps to prevent social isolation and loneliness.</p> <p><u>Deprivation</u></p> <p>+ Facilitating the evening economy will bring economic benefits to the borough in terms of employment and income.</p>	<p>Developments should protect public houses as they are usually an important factor in a community's social wellbeing.</p> <p>Developments must mitigate noise impacts as this can have a negative impact on people who are sensitive to loud noises.</p>
Natural environment and green infrastructure												
KN1: Green and blue infrastructure	0	0	0	0	0	0	0	0	0	0	<p>This policy aims to benefit the whole community, not specifically protected groups. The community will benefit</p>	None.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											from the health, social and economic benefits of nature-based approaches to developments, which provide a range of ecosystem services.	
KN2: Open spaces	0	0	0	+	0	+	+	0	0	+	<p><u>Age</u></p> <p>+ Preservation and creation of parks will benefit younger people by providing quality recreational space.</p> <p>+ Older people also benefit from access to open spaces as they facilitate social interaction, reducing isolation and loneliness.</p> <p><u>Disability</u></p> <p>+ Green spaces provide particular benefits to people seeking to use these areas for management mental health and/or stress.</p> <p><u>Pregnancy/maternity</u></p> <p>+ Quality green space is important for parents with push chairs. Play areas benefit this group by providing a safe recreational space for children.</p> <p><u>Deprivation</u></p> <p>+ High quality parks and open spaces will benefit people living in high density residential areas who may not have access to private gardens or outside space.</p>	<p>New parks and open spaces should be accessible to all members of the public. Design should consider safety by including appropriate lighting, accessible pathways and access and egress points.</p> <p>Accessibility and safety could be improved in existing spaces by providing lighting, accessible signage, and auxiliary aids to people with reduced mobility.</p> <p>Accessible surfacing should be considered for mobility aid users and people with mobility restrictions.</p> <p>Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.</p>
KN3: Biodiversity	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KN4: Urban greening and trees	0	0	0	+	0	+	0	0	0	+	<p>This policy aims to provide benefits to all members of the public, especially benefits arising from contributing to the character and appearance of the borough.</p> <p>This policy aims to provide benefits to all members of the public, especially benefits arising from climate change mitigation, such as reducing air pollution.</p> <p><u>Disability/Age</u></p> <p>+ A greener landscape and high ecological value can add to sense of place. A softened visual impact of the urban environment can particularly benefit people seeking to manage mental health and/or stress.</p> <p>+Incorporating greener design to remove pollution will help to improve air quality, benefitting those with respiratory conditions and the young and old.</p> <p><u>Deprivation</u></p> <p>+ A greener urban landscape will benefit people living in high density residential areas who may not have access to private gardens or outside space.</p>	The policy states that urban greening features should be maintained for a minimum of 30 years. This is encouraged so that a sense of place is maintained.
KN5: Food growing	0	0	0	+	0	0	0	0	0	+	<p><u>Age</u></p> <p>+ Older people will benefit from the protection of allotments and community gardening as it contributes to social inclusiveness.</p>	None.

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<p>+ Allotments and community gardens can provide education opportunities to children and young people.</p> <p><u>Deprivation</u></p> <p>+ Allotments and community gardens can provide benefits to residents who don't have access to private gardens, most likely those who are on low incomes.</p>	
KN6: Green belt and metropolitan open land	0	0	0	+	0	0	0	0	0	0	<p>This policy will provide minor benefits by maintaining the landscape and visual enhancements of the area.</p> <p><u>Age</u></p> <p>+ Developments that would improve access to new or enhanced outdoor sport or recreational activities could benefit all ages.</p>	Developments within the green belt and metropolitan open land should ensure accessibility and inclusivity to benefit all protected characteristics.
Transport and connectivity – change from example												
KT1: Strategic approach to transport	+	0	+	+	+	+	+	0	+	0	<p><u>Sex and gender, Sexual orientation, Race, Gender reassignment</u></p> <p>+ Design of new streets will aim to improve safety and minimise opportunities for crime. This can especially benefit women, ethnic minorities and LGBTQ+ people by</p>	Inclusive Mobility guidance ²¹ should be adhered to in order to ensure accessibility standards are achieved.

²¹Inclusive Mobility. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											<p>improving perception of safety when walking the streets.</p> <p><u>Age, Disability, Pregnancy/maternity</u></p> <p>+ Removing barriers to access and connecting the streets for active travel will particularly benefit people with reduced mobility. This may include older people, those with disabilities, or pregnant women.</p>	
KT2: Sustainable travel and healthy streets	0	0	0	+	0	+	+	0	0	+	<p><u>Age, Disability, Pregnancy/maternity</u></p> <p>+ Developments which support sustainable and active travel modes can benefit those with reduced mobility due to being older, disabled, or pregnant.</p> <p>+ New developments supporting active travel can lead to longer term health and well-being benefits to the wider community.</p> <p><u>Age</u></p> <p>+ Older people could particularly benefit from easier active travel, due to the associated health benefits.</p> <p><u>Deprivation</u></p> <p>+ Active travel brings benefits that add to the general health and wellbeing of the community, and</p>	<p>Development should be considered in places with poor public transport connections to improve accessibility and inclusivity to people who may face barriers to accessing opportunities both within the borough and outside.</p> <p>Active travel infrastructure should be accessible and inclusive.</p> <p>Cycleways should provide enough space for adapted cycles such as tricycles, tandems, and wheelchair cycles²².</p> <p>Consideration should be made for removing other barriers towards active travel for disabled people, such as affordability. The council should work with charities and other representative groups to</p>

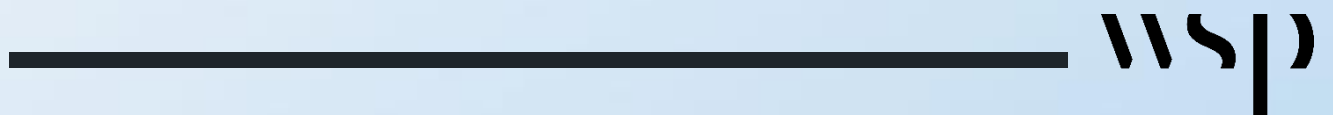
²² Guide to adapted cycles for inclusive cycling. Available at: <https://www.cyclinguk.org/article/cycling-guide/guide-to-adapted-cycles>

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
											offers more affordable methods of travel than owning a private vehicle.	help lower the cost of adapted cycles. It is likely that other forms of sustainable travel will be prevalent in the future, such as electric scooters. Parking and facilities for these schemes should be accessible and not present physical barriers to users.
KT3: Transport infrastructure	0	0	0	0	0	0	0	0	0	0	This policy aims to provide benefits to the community by improving transport infrastructure which will benefit all protected characteristic groups.	Developments involving transport infrastructure should be accessible and inclusive.
KT4: Car parking and car-free development	0	0	0	+	0	+	0	0	0	0	This policy aims to benefit the whole community by controlling new parking provision to reduce traffic congestion, resulting a in healthier environment. <u>Disability/Age</u> + Developments will require disabled persons parking which will be a benefit to those with disabilities, and those older people with Blue Badge parking permits.	Ensure that this policy won't result in adverse effects to those who may already face barriers to accessing different areas of the borough due to poor public transport access.
KT5: Sustainable servicing	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.
KT6: River Transport	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.
Implementation and monitoring												

Policy	Impact										Summary of impact on protected characteristics	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Marriage/civil partnership	Race	Deprivation		
KI1: Infrastructure and developer contributions	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	Ensure that developments are supportive of all protected characteristics by being inclusive and accessible.
KI2: Monitoring	0	0	0	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.

Appendix F

Scoping Review





SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

INTRODUCTION

This Scoping Review provides a comprehensive review of the Scoping Report that was originally produced in 2017 by AECOM in support of the Royal Borough of Kingston Upon Thames (RBKUT). The Scoping Review uses WSP's bespoke SEA Scoping Checklist, to check the overall compliance of the Scoping Report, as well as opportunities for improvements.

This Scoping Review follows guidance set out in the UK Government's *A practical Guide to Strategic Environmental Assessment Directive* (2005)¹ and the Royal Town and Country Planning Institute's *Strategic Environmental Assessment Practice Advice* (2018)².

¹ Office of the Deputy Prime Minister, *A practical Guide to Strategic Environmental Assessment Directive* (2005), available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

² the Royal Town and Country Planning Institute's *Strategic Environmental Assessment Practice Advice* (2018) available online at: <https://www.rtpi.org.uk/media/1822/sea-sapracticeadvicefull2018c.pdf>



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SCOPING REVIEW

This section outlines the findings from the Scoping Review. It uses WSP's bespoke SEA Scoping Checklist which follows the scoring criteria set out in **Table 1** below. **Table 2** outlines the key findings from the review, its compliance with the SEA Regulations and potential areas for improvement.

Table 1 –Scoring Criteria

Score	Details
1	Currently non-compliant with the SEA Regulations and updates are necessary
2	Compliant with the SEA Regulations, however, updates would be beneficial to the IIA and Local Planning process
3	Goes beyond the SEA Regulations and no updates are required
?	Outcome of review is uncertain



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

Table 2 – Scoping Review

Criteria	Response	Score
Does the Scoping Report cover all of the required SEA topics?	All of the topics required by the SEA Directive have been covered within the Scoping Report, either as standalone chapters or in combination with other topics. Additional topics have also been included such as Transport and Movement, Economy and Population and Communities.	3
Has the Scoping Report provided a review of the relevant plans, programmes and environmental protection objectives?	A context review has been provided at the beginning of each of the topic chapters, providing a review of relevant national, regional and local policy context. It doesn't simply list relevant policies, plans and programmes, it provides details on the relevance to the topic.	3
Are there any key documents that have been omitted from the Scoping Report?	As the Scoping Report was undertaken in 2017, there is some relevant legislation that has been omitted from the Scoping Report, such as the National Planning Policy Framework (NPPF) 2020; The Environment Act 2021; and The	2



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

Criteria	Response	Score
	London Plan 2021. The Proposed Changes section below outlines the key documents to be included within the Scoping update.	
Does the Scoping Report provide adequate baseline information, including the future evolution of the baseline?	The Scoping Report provides a comprehensive overview of the baseline in the borough and is well supported by tables and figures. Each topic includes a summary of the potential future baseline scenario.	3
Does the baseline information use the most up to date information?	As the Scoping Report was last updated in 2017, there are a number of data sources that have since been superseded.	2
Have issues and opportunities for reach of the SEA topics been identified?	Key issues for each of the topics have been included. Some of these issues may need to be updated as they don't reflect the latest baseline information and/or policy context.	2



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

Criteria	Response	Score
Does the Appraisal Framework set out robust objectives?	The Scoping Report does provide a robust set of objectives, however, some of these don't reflect latest legislation and/or make reference to the current situation in the UK e.g. the need for levelling up and the cost of living crisis.	2
Does the Appraisal Framework provide supporting appraisal questions?	The appraisal framework does include supporting questions to help guide the assessment.	3
Has the Scoping Report been consulted on with the Statutory Consultees (as a bare minimum)?	<p>The Scoping Report States <i>"In line with the SEA Regulations (12(5)) this Scoping Report should be subject to consultation with the SEA consultation bodies (i.e. the Environment Agency, Historic England and Natural England) for a minimum period of five weeks.</i></p> <p><i>Consultees are invited to comment on the content of this Scoping Report, in particular the evidence base for the SA, the identified key issues and the proposed SA Framework. Following the consultation, the Scoping Report will</i></p>	3



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

Criteria	Response	Score
	<p><i>be updated to reflect any representations received as well as any new evidence and then be finalised”.</i></p> <p>However, it is not clear whether consultation has actually been undertaken.</p>	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

PROPOSED CHANGES

SA Appraisal Framework

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
Biodiversity	Existing: Protect and enhance biodiversity within and surrounding the borough	Existing: Will the option/proposal help to: <ul style="list-style-type: none">▪ Avoid, or if not minimise impacts on biodiversity, including designated sites, and provide net gains where possible?▪ Protect and enhance ecological networks, including those that cross administrative boundaries?	To take into account the Environment Act's requirement for 10% biodiversity net gain. Also updated in light of previous experience on similar IIAs.
	Proposed: IIA1: To protect and enhance biodiversity and valuable ecological networks that contribute to ecosystem functionality in the borough,	Proposed: Will the option/proposal help to: <ul style="list-style-type: none">▪ Provide a minimum of 10% biodiversity net gain▪ Avoid, or if not minimise impacts on biodiversity, including designated sites?	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
	contributing to biodiversity net gain.	<ul style="list-style-type: none"> ▪ Protect and enhance ecological networks, including those that cross administrative boundaries? ▪ Increase provision of ecosystem services from the Borough's natural capital? ▪ Prevent fragmentation of habitats and promote ecological networks? 	
Climate Change	Existing: Promote climate change mitigation in the borough.	<p>Existing:</p> <p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> ▪ Promote the use of sustainable modes of transport, including walking, cycling and public transport? ▪ Reduce the need to travel? ▪ Promote the use of energy from low carbon sources? ▪ Reduce energy consumption and increase efficiency? ▪ Minimise resource use? 	Updated to create a more specific objective which focusses on GHGs and energy reduction.



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
	Proposed: IIA2: To reduce greenhouse gas emissions (GHGs), encourage energy efficiency and promote sustainable use of resources.	Proposed: Will the option/proposal help to: <ul style="list-style-type: none"> ▪ Support low carbon and energy efficient design? ▪ Reduce the urban heat island effect? ▪ Promote the use of energy from low carbon sources? ▪ Reduce energy consumption and increase efficiency? ▪ Minimise resource use? 	
Climate Change	Existing: Support the resilience of the borough to the potential effects of climate change.	Existing: Will the option/proposal help to: <ul style="list-style-type: none"> ▪ Direct development away from areas at highest risk of flooding as per the sequential test, taking into account the likely effects of climate change? ▪ Make development safe where it is necessary within an area of flood risk and without increasing flood risk elsewhere? 	To place more emphasis on the need to adapt to climate change and ensure resilience.



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		<ul style="list-style-type: none"> ▪ Sustainably manage water run-off, ensuring that the risk of flooding is not increased and where possible reduced? ▪ Improve green infrastructure networks in the borough (and beyond) to support adaptation to the potential effects of climate change? ▪ Minimise overheating and its impact on public health? 	
	<p>Proposed: IIA3: Ensure that the Borough is resilient to the effects of climate change</p>	<p>Proposed:</p> <p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> ▪ Ensure new development is designed to mitigate overheating risk? ▪ Increase the resilience of infrastructure and material assets to the impacts of climate change (including flood risk, extreme weather, heat and cold)? ▪ Direct development away from areas at highest risk of flooding as per the sequential test, taking into account the likely effects of climate change? 	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		<ul style="list-style-type: none"> Make development safe where it is necessary within an area of flood risk and without increasing flood risk elsewhere? Reduce the effects of urban creep? 	
Historic Environment	Existing: Protect and enhance the significance of the borough's historic environment, heritage assets and their settings.	Existing: Will the option/proposal help to: <ul style="list-style-type: none"> Protect, and where possible, enhance heritage assets and their settings? Protect, and where possible, enhance conservation areas? Protect, and where possible, enhance the wider historic environment? Support access to, interpretation and understanding of the historic environment? Support the integrity of the borough's Conservation Areas? 	Updated to include designated, non-designated, and heritage at risk, as these all make important contributions to the historic environment.



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
	Proposed: IIA4: To protect and enhance the historic environment, including heritage assets (designated, non-designated, and heritage at risk) and their settings.	Proposed: No proposed changes.	
Landscape	Existing: Protect and enhance the character and quality of the borough's landscapes and townscapes. (IIA5)	Existing: Will the option/proposal help to: <ul style="list-style-type: none"> Protect and enhance landscape and townscape character? 	No changes required to the objective. Addition of more supporting questions to help guide assessment.
	Proposed: No proposed changes.	Proposed: Will the policy or proposal...	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		<ul style="list-style-type: none"> ▪ Respect, maintain and strengthen local character and distinctiveness? ▪ Achieve high quality sustainable design for buildings, spaces and the public realm? ▪ Improve the quality and condition of the townscape and landscape? ▪ Improve the quality of parks and open spaces? 	
Environmental Quality	Existing: Improve air, soil and water quality.	<p>Will the option/proposal:</p> <ul style="list-style-type: none"> ▪ Promote the use of previously developed land? ▪ Avoid the use of land classified as best and most versatile agricultural land? ▪ Minimise water consumption? ▪ Reduce the amount of waste produced and move waste management up the waste hierarchy? Encourage the recycling of materials and minimise consumption of resources during construction? 	Split out into three separate objectives to ensure that issues relating to air, soils and water quality are addressed more thoroughly within the assessment.



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
	<p>Proposed:</p> <p>IIA6: To protect and enhance air quality</p> <p>IIA7: To ensure the efficient use of land</p> <p>IIA8: To maintain and enhance water quality</p>	<p>Proposed:</p> <p>IIA6 - Will the option/proposal:</p> <ul style="list-style-type: none">Support measures to reduce levels of air pollution?Help to improve air quality?Support measures for the reduction of congestion and traffic levels particularly in congestion hot-spots? <p>IIA7 - Will the option/proposal:</p> <ul style="list-style-type: none">Support the use of brownfield land?Reduce the loss of greenbelt land? <p>IIA8 - Will the option/proposal:</p> <ul style="list-style-type: none">Increase water quality?Support the protection and enhancement of water bodies?	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
Population and Communities	Existing: Cater for existing and future residents' needs as well as the needs of different groups in the community. (IIA9)	Existing: Will the option/proposal help to: <ul style="list-style-type: none">Meet the identified objectively assessed housing needs for the borough?Ensure an appropriate mix of dwelling sizes, types and tenures to meet the needs of all sectors of the community?Provide housing in sustainable locations that allow easy access to a range of local services and facilities?Provide for accessible buildings and environments, including a range of high quality, accessible community facilities for all, including specialist services for disabled and older people?Promote equality of opportunity for all protected groups?	N/A



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
	<p>Proposed: No proposed changes</p>	<p>Proposed: No proposed changes</p>	
Population and Communities	<p>Existing: To maintain and enhance community and settlement identity.</p>	<p>Existing: Will the option/proposal help to:</p> <ul style="list-style-type: none"> ▪ Provide development in the most deprived areas and stimulate regeneration? ▪ Can development effectively integrate within the existing settlement pattern? ▪ Enhance the identity of a community or settlement? 	To better tie in equalities into the IIA Objective
	<p>Proposed:</p>	<p>Proposed:</p>	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
	IIA10: To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity	<p>Will the policy or proposal..</p> <ul style="list-style-type: none"> ▪ Help to reduce inequalities, particularly for those people and communities most vulnerable? ▪ Improve access to services, facilities and transport for all inclusively? ▪ Provide development in the most deprived areas and stimulate regeneration? ▪ Can development effectively integrate within the existing settlement pattern? ▪ Enhance the identity of a community or settlement? ▪ 	
Health and Wellbeing	<p>Existing:</p> <p>Improve the health and wellbeing of the borough's residents. (IIA11)</p>	<p>Existing:</p> <p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> ▪ Promote accessibility to a range of leisure, health and community facilities for all age groups? ▪ Encourage healthy lifestyles and reduce health inequalities? 	N/A



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		<ul style="list-style-type: none"> ▪ Enhance multifunctional green infrastructure networks in the borough and the surrounding areas? ▪ Provide and enhance the provision of community access to open space, green infrastructure and recreational areas? 	
	<p>Proposed: No proposed changes</p>	<p>Proposed: No proposed changes</p>	
Transport	<p>Existing: Promote sustainable transport use and reduce the need to travel. (IIA12)</p>	<p>Existing: Will the option/proposal help to:</p> <ul style="list-style-type: none"> ▪ Reduce the need to travel through sustainable patterns of land use and development? 	N/A



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		<ul style="list-style-type: none"> ▪ Encourage modal shift to more sustainable forms of travel? ▪ Enable transport infrastructure improvements? Facilitate working from home and remote working? ▪ Provide improvements to and/ or reduce congestion on the existing highway network? ▪ Take advantage of the opportunities presented by Crossrail 2? 	
	<p>Proposed: No proposed changes</p>	<p>Proposed: No proposed changes</p>	
Economy	<p>Existing: Support a strong, diverse and resilient economy that provides opportunities for all. (IIA13)</p>	<p>Existing: Will the option/proposal help to:</p> <ul style="list-style-type: none"> ▪ Facilitate the provision of the right type of employment land in the right place? 	N/A



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		<ul style="list-style-type: none"> ▪ Provide employment in the most deprived areas and stimulate regeneration? ▪ Support the economic vitality and viability of the borough's town centres? ▪ Create opportunities for a variety of businesses and people to flourish in the borough? ▪ Support the visitor economy? ▪ Facilitate working from home, remote working and homebased businesses? ▪ Enhance educational opportunities? ▪ Take advantage of the opportunities presented by Crossrail 2? ▪ Reduce barriers to jobs? 	
	<p>Proposed: No proposed changes</p>	<p>Proposed: No proposed changes</p>	
	<p>Existing: N/A</p>	<p>Existing: N/A</p>	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
Crime and safety	Proposed: IIA14: To reduce crime and anti-social behaviour and the fear of crime	Proposed: Will the policy or proposal.. <ul style="list-style-type: none"> ■ Improve safety? ■ Ensure that everyone feels safe, particularly after dark? ■ Support designing out crime principals? ■ Reduce levels of crime derivation? 	Crime was excluded from original IIA framework.
Housing	Existing: N/A	Existing: N/A	Housing was excluded from original IIA framework.
	Proposed: IIA15: To meet the housing needs of all Borough's residents inclusively	Proposed: Will the policy or proposal.. <ul style="list-style-type: none"> ■ Help to sufficiently meet the Borough's housing target? ■ Optimise proposed sites to maximise housing delivery? ■ Reduce housing deprivation? 	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		<ul style="list-style-type: none">Meet the needs of all groups inclusively (elderly residents, young families, ethnic minorities etc.)?Make provision for gypsy and traveller sites?	



SCOPING REVIEW

DATE:	02 September 2022	CONFIDENTIALITY:	Public
SUBJECT:	RBKT Scoping Report Review		
PROJECT:	RBKT Local Plan IIA	AUTHOR:	Katie Dean
CHECKED:	Katie Dean	APPROVED:	Nic Macmillan

CONCLUSION

On the whole, the Scoping Report provides a robust overview of the existing baseline scenario within the Borough. It is compliant with the SEA Regulations and in most instances goes beyond the minimum requirements. Due to the age of the report, there are some omissions, particularly with regards to the policy context and baseline information regarding Covid-19 recovery and Brexit. Some minor amendments to the Appraisal Framework have also been outlined above in light of these, to ensure that the IIA Assessment will provide a robust and up to date assessment.

In conclusion, we believe that there is no need to update the existing Scoping Report, however, the IIA Interim Report will include the proposed changes listed above and will make it clear to consultees that these amendments have been made. The IIA Interim Report will also review the consultation comments and make amendments where appropriate.

Appendix G

Consultation Comments

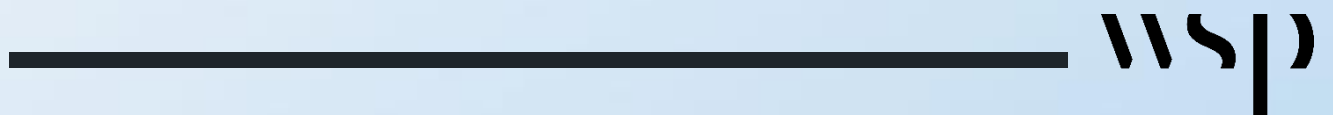




Table G-1 sets out the consultation comments received on the Scoping Report and our responses to how these have/ haven't been addressed.

Table G-1 Consultation Comments

ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
1	27/10/2017	Natural England	<p>Natural England does not consider that this Draft Scoping Report poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.</p> <p>The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.</p>	No	Noted

ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
2	17/11/2017	Historic England	As the Government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the development plan process. Accordingly we welcome the opportunity to comment on the above consultation document. It should be noted that our comments are provided in the context of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (PPG) and Historic England's Advice Notes. Of these Historic England Advice Note 8 provides our advice on Sustainability Appraisal and Strategic Environmental Assessment (Dec 2016) and is available on our website.	Yes	Historic England Advice Note 8 has been reviewed prior to undertaking the IIA Assessment
3	17/11/2017	Historic England	Kingston borough is likely to be identified for considerable growth in the forthcoming New London Plan, due to the high need and demand for housing in London, and the potential increased accessibility created by Crossrail2 stations. Thus, very careful assessment will be required of reasonable alternatives through the SA process to steer planning policy so that harm to the historic environment is avoided, and opportunities for enhancement are identified where possible	No	The IIA has assessed both preferred and alternative sites



ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
4	17/11/2017	Historic England	<p>The borough is of considerable historic interest; the town centre has origins in the early Saxon period, is known as a seat of Kings, the site of one of the earliest river crossings and an important medieval market town. The old core of the town, around the church and Market Place, with its recognisably medieval street pattern, is described as ‘the best preserved of its type in outer London’ (Pevsner, Buildings of England). Other historically significant areas of the borough include Surbiton, as a significant London suburb. The SA needs to encompass careful assessment of the different qualities of the borough’s important historic environment, as well as the highly sensitive heritage assets in adjoining boroughs.</p>	No	<p>The IIA has assessed the potential for significant effects on the historic environment within both the sites and policy assessments. An assessment of cumulative effects has also been undertaken to ensure that neighbouring boroughs are not affected by local plan developments or vice versa.</p>

ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
5	17/11/2017	Historic England	The scoping report presents the proposed baseline information for carrying out the Sustainability Appraisal and the SA framework. It is therefore key to ensuring that the Sustainability Appraisal/SEA process is effective and that in turn the local plan promotes sustainable development in the borough. The baseline evidence base should be proportionate to the nature of the challenges likely to need to be addressed and appropriate to the sensitivity of the historic environment. At present, we do not consider the baseline to be adequate.	Yes	Although the baseline has not been updated, the IIA framework has been updated to reflect proposed changes below.
6	17/11/2017	Historic England	Historic England therefore advises that you examine the evidence base very carefully, to ensure it is robust and appropriate for assessing significant effects for the historic environment. In particular we draw your attention to the following:	Yes	Noted

ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
7	17/11/2017	Historic England	Kingston Town Centre Historic Area Study by Susie Barson (Historic England 2016) Current Views Analysis work being carried out for Kingston Council, analysing both local and cross-boundary views. This is an important piece work using innovative approaches to 3-D modelling.	Yes	The draft local plan sets out an updated policy on Tall Buildings, in line with the London Plan. It acknowledges the adverse effects they may have to heritage assets and their settings. The Tall Buildings Strategy is in the process of being updated.
8	17/11/2017	Historic England	A tall buildings study should be carried out at this stage incorporating analysis in areas identified as being sensitive. We note, for instance, that in the past, when commenting on the Eden Quarter Masterplan (2015), we considered there was a C11 lack of robust evidence to support the scale of development proposed.	Yes	See above
9	17/11/2017	Historic England	Areas of Archaeological Significance or Priority – the existing areas should be shown on the maps. Additionally, we recommend that you reflect that these are in the process of being reviewed.	Yes	These have been included within our site based RAG analysis.

ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
10	17/11/2017	Historic England	Mapping – the information in Figures 8 and 9 of the scoping report is incomplete with respect to the above points. In addition, while we welcome recognition of locally recognised heritage assets, it is important to ensure designated assets, such as listed buildings are shown. There may be confusion between these and buildings of townscape merit.	Yes	New web map provides this information. These have also been included within our site based RAG analysis.
11	17/11/2017	Historic England	In the SA Framework the questions for the historic environment are generally appropriate, subject to you ensuring that you have the information in the baseline required to answer the questions posed. However, we recommend that you amend the third bullet to read ‘Protect and where possible enhance the wider historic environment including archaeology and undesignated heritage assets’? In terms of the separate assessment of landscape and townscape, it will be important to ensure that you can assess how development responds to local character and history in accordance with paras 58-61 of the NPPF.	Yes	The IIA Appraisal Framework has been updated to include undesignated heritage assets. Townscape and landscape have been considered within our assessment of both policies and sites.



ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
12	17/11/2017	Environment Agency	Thank you for consulting the Environment Agency on the above. We consider that the key environmental issues within our remit are generally well covered in the SA including adapting to the changing climate, reducing flood risk and improving the water quality of rivers and groundwater.	No	Noted
13	17/11/2017	Environment Agency	The northern and eastern boundaries of the Royal Borough of Kingston upon Thames are delineated by the River Thames and Beverley Brook respectively, and the Hogsmill River flows through the middle of the Borough. Flooding from rivers within the borough has historically been largely contained to Kingston upon Thames town centre, within which both the River Thames and Hogsmill have broken their banks, inundating property and disrupting livelihood.	No	Noted

ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
14	17/11/2017	Environment Agency	The River Thames, Hogsmill and the tributaries should be protected and enhanced as part of the growth plans. Semi-natural habitat adjacent to the river should be protected, established and positively managed. New development must restore adequate habitat buffers to the river. This is to protect wildlife dependent on the river corridor. All development opportunities close to the River Thames and the Hogsmill must consider the potential to enhance or restore the river channel to conserve important river habitat	Yes	The draft Local Plan contains a number of policies that aim to protect both the River Thames and the Hogsmill River.
15	17/11/2017	Environment Agency	The Hogsmill valley is a unique environment with areas of high ecological value habitat and flood plain. This offers opportunities to develop a long term flood risk management and climate change plan to deliver improvements to the Hogsmill River and wider environment across Kingston whilst carefully assessing the potential for new development.	Yes	The draft Local Plan contains a number of policies that aim to protect the Hogsmill River.
16	17/11/2017	Environment Agency	All our maps and data sets are regularly reviewed and updated so it's important you are using the latest data to inform the evidence base for your local plan.	Yes	The latest flood data has been used for the purpose of the IIA Assessment.



ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
17	17/10/2017	National Grid	National Grid has appointed Amec Foster Wheeler to review and respond to development plan consultations on its behalf. We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.	No	Noted
18	17/10/2017	Highways England	Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN). In this case A3, M3 and M25.	No	Noted
19	17/10/2017	National Highways	At this stage of your new Local Plan preparations, we do not offer any comments on this specific consultation but we would like to work with you as the plan develops and especially as your network and the SRN are contiguous at Hook. We note that Royal Borough of Kingston Upon Thames has been declared an AQMA and we would wish to be consulted on and informed about any documents relating to air quality issues especially in relation to the A3 at its intersection with the SRN .	Yes	The Local Plan and IIA will be consulted on with National Highways as the plan progresses.

20	17/10/2017	Ham and Petersham Neighbourhood Forum	<p>The Forum welcomes the recognition that many activities and influences transcend the borough boundary and this seems particularly strong in the Biodiversity chapter. The Ham and Petersham Neighbourhood Area abuts the borough and we consider that three issues should be taken into account in the Appraisal:</p> <p>1. Ham Parade serves large areas of north Kingston as a local shopping centre and is located on the boundary between Richmond and Kingston. The draft Neighbourhood Plan identifies that it is vulnerable to retail change and proposes measures to support its vitality and viability which it is hoped the new Kingston Local Plan will support.</p> <p>2. The draft Ham and Petersham Neighbourhood Plan proposes that a cycle route network should be developed to promote walking and cycling and it is crucial that the cycle route network in Kingston should be linked to this, particularly the route along the Thames towards Kingston town centre and the route along Tudor Drive, which is currently very uninviting for cyclists. Many residents of Ham and Petersham use Kingston town centre for shopping and entertainment and good public transport links are important to them.</p> <p>3. Traffic entering and leaving the borough to the north has to use Richmond Road / Petersham Road which results in severe congestion through Petersham.</p>	Yes	<p>1. Chapter 8 of the Local Plan (Economy and Town Centres) includes a number of policies which aim to increase the vitality of town centres in the borough. This includes an increase in retail offering as well as protecting the existing.</p> <p>2. As part of the Local Plan strategic approach to transport (Policy KT1) it aims to 'make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes'. Although the Plan does not set out specific cycle routes, policies support an increase in active travel, which could lead to further routes being established.</p> <p>3. Congestion is considered as a key issue for the</p>
----	------------	---------------------------------------	---	-----	---



ID	Date	Consultee	Comment	Action Required?	Summary of Action Taken
					borough. The Local Plan sets out ways for the borough to reduce the need to travel and increase uptake in sustainable modes.
21	17/10/2017	Claygate Parish Council	We acknowledge receipt of the Draft Scoping Report. We are aware of the possible effect some aspects of the Royal Borough of Kingston upon Thames Local Plan may have on Claygate and will be watchful of the issues raised in the document.	No	Noted



WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com

WSP UK Limited makes no warranties or guarantees, actual or implied, in relation to this report, or the ultimate commercial, technical, economic, or financial effect on the project to which it relates, and bears no responsibility or liability related to its use other than as set out in the contract under which it was supplied.