The Royal Borough of Kingston Upon Thames

New Local Plan: Integrated Impact Assessment Report

Regulation 19 (Pre-Submission) Stage

June 2026Public

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Type of document (version) Public

Project no. 70093878 - 002

Date: June 2026

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Quality control

Issue/revision	First issue	Revision 1	Revision 2
Remarks	Draft	Revised Draft	
Date	September 2025	June 2026	
Prepared by	E Abbott	E Abbott	
Checked by	R Deanwood	R Deanwood	
Authorised by	A Peattie	A Peattie	
Project number	70093878	70093878	
Report number	001	002	

Contents

Non-Technical Summary i

Review of the Local Plan i
What is Integrated Impact Assessment? i
IIA Process iii
Work to Date iv
How has the Regulation 19 Local Plan been Appraised? iv
Local Plan Vision and Objectives xi
Local Plan Policies xiii
Findings of the Assessment of the Regulation 19 Local Plan xiii

Consideration of Reasonable Alternatives: Housing Growth xvi

Reasonable Alternatives: Employment and Retail xxvi

Reasonable Alternatives: Gypsies and Traveller Sites xxxii

1 Introduction 1

1.1 Overview 1
1.2 Local Plans 1
1.3 Purpose and Structure of this Report 1

2 The New Local Plan 4

2.1 Background 4
2.2 Work to Date 4
2.3 Local Plan Vision and Objectives 5
2.4 Our Proposed Vision 5
2.5 Local Plan Policies 7

3 Assessment Methodology 12

3.2 Sustainability Appraisal 13
3.3 Equalities Impact Assessment 13
3.4 Health Impact Assessment 14
3.5 Habitats Regulations Assessment 14
3.6 IIA Process and Requirements 16
3.7 IIA Report Methodology 19
3.8 Assumptions and Limitations 23

4 Identification of Sustainability Issues and Opportunities and the IIA Framework 25

4.1 Introduction 25
4.2 Review of plans policies and programmes 25
4.3 Sustainability Issues and Opportunities 25
4.4 IIA Appraisal Framework 29

5 Compatibility Assessment of Objectives 36

5.1 Introduction 36
5.2 Compatibility Testing Summary 38

6 Assessment of Proposed and Alternative Growth and Spatial Strategy Options 39

6.1 Introduction 39
6.2 National Legislation, Policy and Guidance 39
6.3 Consideration of Reasonable Alternatives 42
6.4 Reasonable Alternatives: Employment and Retail 53
6.5 Reasonable Alternatives: Gypsies and Traveller Sites 59

7 Assessment of Proposed Development Sites 63

7.1 Introduction 63

7.2 Site Assessment Summary 70

8 Assessment of Proposed Policies 88

9 Assessment of Alternative Site Options and Policies 97

9.1 Introduction 97

9.2 Assessment of Alternative Sites 97

9.3 Assessment of Alternative Policies 104

10 Findings from Partner IIA Assessments 109

10.1 Introduction 109

10.2 EqIA Findings 109

10.3 HIA Findings 109

10.4 HRA Findings 111

11 Cumulative Effects 113

11.1 Introduction 113

11.2 Intra-Project Effects 113

11.3 Inter-Plan Effects 119

12 Mitigation, Enhancement and Monitoring 125

12.1 Mitigation and Enhancement Measures 125

12.2 Monitoring Measures 131

13 Recommendations 134

14 Overall Outcomes of the IIA Process and the Difference that it has made 135

14.1 Overall Outcomes of the IIA Process 135

14.2 Statement on the difference the process has made 135

15 Next Steps 137

Tables

Table 2-1 – Proposed Local Plan Policies 8
Table 3-1 – SEA Stages 16
Table 3-2 – Key to Assessment 20
Table 4-1 – Issues and Opportunities 25
Table 4-2 – IIA Appraisal Framework 30
Table 5-1 – Key to Compatibility Testing 36
Table 5-2 – Compatibility Testing 37
Table 7-14 – Summary of Sustainable Travel Findings 83
Table 8-1 – Significance of Effect 88
Table 8-2 – Summary of Effects – Proposed Policies 90
Table 11-1 – Key to Cumulative Effects 113
Table 11-2 – Intra-Plan Cumulative Effects Summary 114
Table 11-3 – Sources of Inter-Plan Cumulative Effects 119
Table 11-4 – Intra-Plan Cumulative Effects Summary 122
Table 12-1 – Potential Mitigation and Enhancement Measures 126
Table 12-2 – Potential Monitoring Measures 132
Table 14-1 – Indicative Local Plan and ISA Timetable 137

Figures

Figure 3-1 - Relationship of IIA Elements 12
Figure 3-2 – The Local Planning Process and the SA Process 18
Figure 3-3 - WebGIS Excerpt 22
Figure 7-1 - Proposed Development Sites 64

Appendices

Appendix A

Assessment of Growth Approaches

Appendix B

Delivery Strategy Assessment

Appendix C

Site Assessments

Appendix D

GIS Analysis of Sites

Appendix E

Assessment of Policies

Appendix F

Health Impact Assessment

Appendix G

Equalities Impact Assessment

Appendix H

Scoping Review

Appendix I

Consultation Comments & Responses – Scoping Report

Appendix J

Consultation Comments & Responses – Regulation 18 IIA Report

Non-Technical Summary

This Non-Technical Summary (NTS) provides an overview of the Integrated Impact Assessment (IIA) of the Kingston Regulation 19 (Pre-Submission) Local Plan. The IIA is being carried out on behalf of Royal Borough of Kingston upon Thames (hereafter RBKT) by WSP UK Ltd to help integrate sustainable development, health and equalities issues into the draft Local Plan.

The IIA combines the following assessment processes (as identified in **Figure NTS1** below):

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

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 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.

More detail on the IIA methodology is provided in **Section 3** of the main report.

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 proposed 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.

Review of the Local Plan

A revised Local Plan has been prepared for consultation, accompanied by this IIA Report. It sets out a shared vision for the future of the Borough and includes the proposed spatial strategy and planning policies that will help guide and manage development in the area over the new Local Plan period (2019 to 2043).

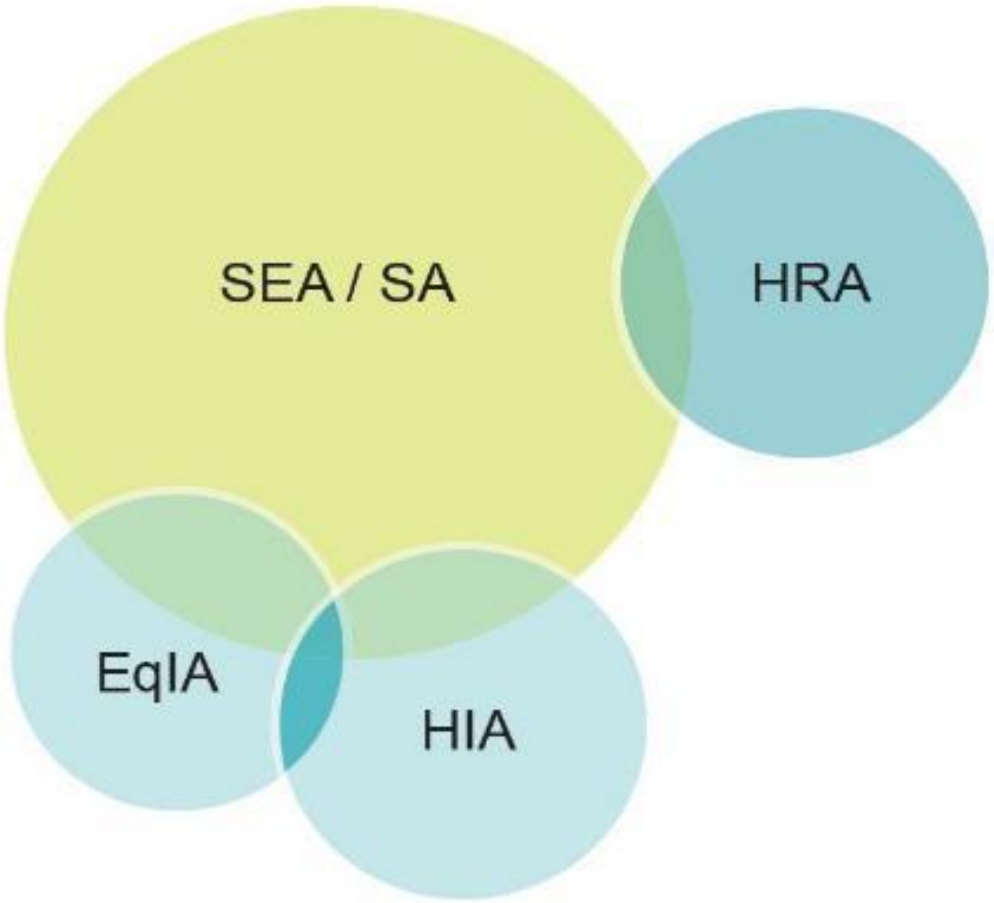
What is Integrated Impact Assessment?

The IIA brings together into a single framework four different strands of assessment, Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA), Health

Impact Assessment (HIA), Equalities Impact Assessment (EqIA) and Habitats Regulations Assessment (HRA) (Figure NTS1), in order to assess the socio-economic and environmental effects of the Local Plan.

The subsequent appraisal of the Local Plan is an iterative process involving the appraisal and refinement of the Local Plan with the findings published as part of the Issues and Options Consultation, Preferred Options Consultation, Pre-Submission Consultation and Submission Local Plan.

Figure NTS1 Overlaps between the different forms of assessment

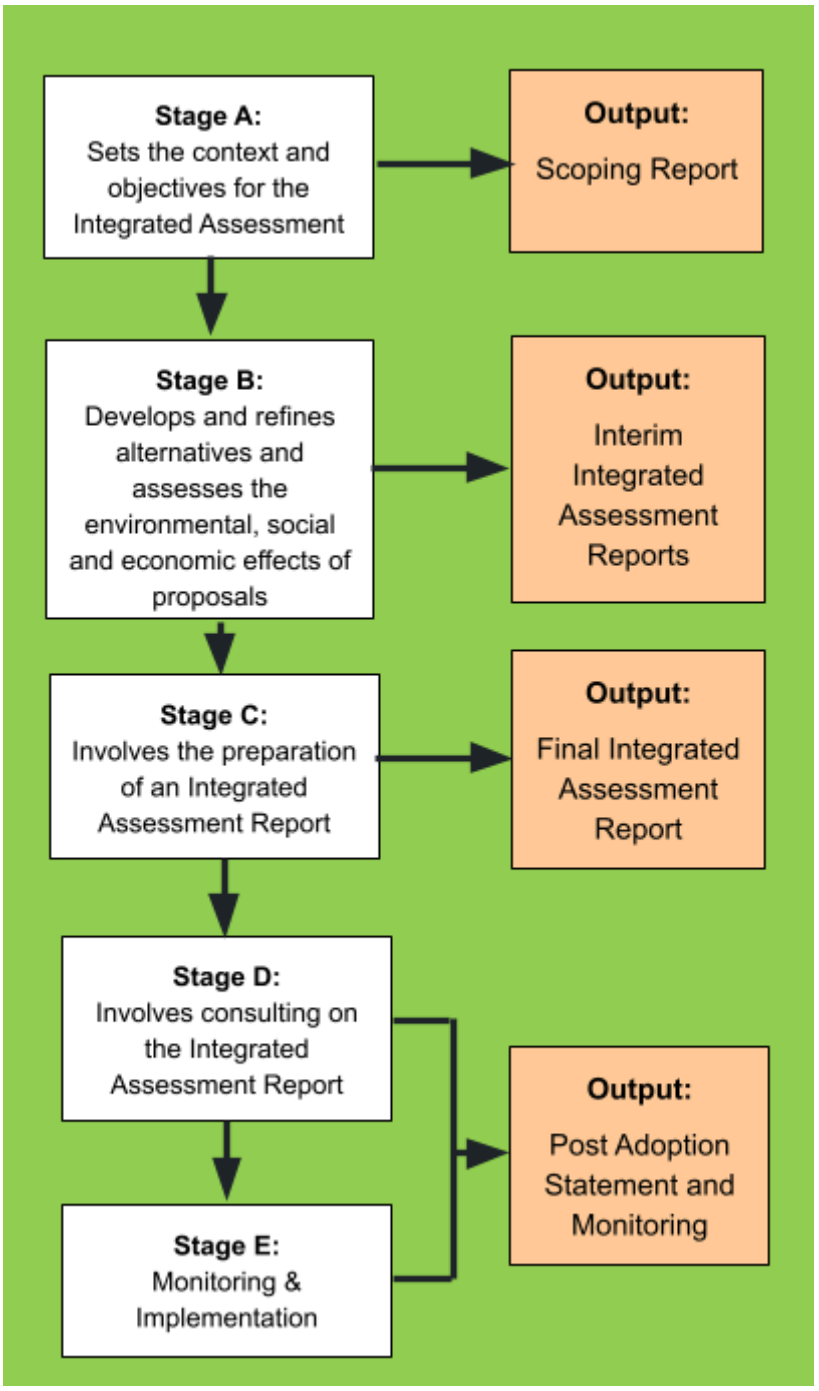


IIA Process

Based on the five stages of undertaking a SA/SEA, **Figure NTS2** shows the stages of producing the IIA i.e. SA/SEA, EqIA, HIA and HRA. The first stage (Stage A) of the IIA process involved consultation on a Scoping Report.

The IIA Scoping Report was undertaken in 2017 (**Stage A**), 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 I** of the IIA Report.

Figure NTS2 The IIA Process



The Scoping Report is available to view on the Council's website at: https://www.kingston.gov.uk/sites/default/files/downloads/Royal_Borough_of_Kingston_Final_SA_Scoping_Report_171004.pdf

Stage B is an iterative process involving the assessment and refinement of the Local Plan with the findings to be presented in interim IIA Reports published alongside the Local Plan Issues and Options Consultation, Preferred Options Consultation and Pre-Submission Consultation. This IIA Report is to help support the **Stage B** process.

At **Stage C**, a Submission draft IIA Report will be prepared to accompany the Submission draft Local Plan and will be available for consultation alongside the draft Local Plan itself prior to consideration by an independent planning inspector (**Stage D**).

Following Examination in Public (EiP), the Council will issue a Post Adoption Statement as soon as reasonably practicable after the adoption of the Local Plan. During the period of the Local Plan, the Council will monitor its implementation and any significant social, economic and environmental effects (**Stage E**).

Work to Date

Work on the new Local Plan started in March 2019. Three phases of public consultation have already taken place to develop RBKT's draft new Local Plan.

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.

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.

A Regulation 18 consultation was undertaken between 28th November 2022 and 28th February 2023, setting out the first draft of the Local Plan.

A revised National Planning Policy Framework (NPPF) was published in December 2024 which sets out new arrangements for plan-making which include a revised method for calculating Local Authority housing requirements (the Standard Method) and changes to the application of Green Belt policy. Consequently, the level of housing development and its potential distribution within the Borough was revisited.

How has the Regulation 19 Local Plan been Appraised?

To support the IIA of the draft Local Plan, an assessment framework has been developed. This contains a series of sustainability objectives and guide questions that reflect both the current socio-economic and environmental issues which may affect (or be affected by) the

Local Plan and the objectives contained within other plans and programmes reviewed for their relevance to the IIA and the Local Plan. The assessment objectives are shown in **Table NTS1**.

Table NTS1 Assessment 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: ■ 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: ■ 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	**IIA3:** Ensure that the Borough is resilient to the effects of climate change	Will the option/proposal: ■ 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

IIA Topic	IIA Objective	Supporting Questions
		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?
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: ■ 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?
Landscape and Townscape	**IIA5:** Protect and enhance the character and quality of the Borough's landscapes and townscapes	Will the policy/ proposal: ■ 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: ■ 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?

IIA Topic	IIA Objective	Supporting Questions
Land and soils	**IIA7:** To ensure the efficient use of land	Will the option/proposal: ■ Support the use of brownfield land? ■ Minimise the loss of Green Belt land?
Water Quality	**IIA8:** To maintain and enhance water quality	Will the option/proposal: ■ 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 needs of different groups in the community.	Will the option/proposal: ■ reduce inequalities, particularly for those people and communities most vulnerable? ■ 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	Will the option/proposal: ■ 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? ■ Effectively integrate development 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	Will the option/proposal help to: ■ 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	Will the option/proposal help to: ■ 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 (currently paused)?
Economy	**IIA13:** Support a strong, diverse and resilient economy that provides opportunities for all.	Will the option/proposal help to: ■ Facilitate the provision of the right type of employment land in the right place? ■ Provide employment in the most deprived areas and stimulate regeneration?

IIA Topic	IIA Objective	Supporting Questions
		■ 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 (currently paused)? ■ Reduce barriers to jobs?
Crime and Safety	**IIA14:**To reduce crime and anti-social behaviour and the fear of crime	Will the option/proposal: ■ Improve safety? ■ Ensure that everyone feels safe, particularly after dark? ■ Support designing out crime principles? ■ Reduce levels of crime derivation?
Housing	**IIA15:**To meet the housing needs of all Borough's residents inclusively	Will the option/proposal: ■ 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?

IIA Topic	IIA Objective	Supporting Questions
		■ 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?

A qualitative scoring system has been adopted which is set out in **Table NTS2**.

Table NTS2 Scoring System Used in the Assessment of the Regulation 18 Draft Local Plan

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 minor positive and minor negative effects	+/-
Potential for a mixed score that includes at least one significant effect	++/-- ++/- +/--
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

NB: where more than one symbol/colour is presented in a box it indicates that the assessment has identified both positive and negative effects. Where a box is coloured but also contains a '?', this indicates uncertainty over whether the effect could be a minor or significant effect although a professional judgement is expressed in the colour used. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.

Local Plan Vision and Objectives

The proposed vision for the Local Plan is set out in **Box 1** below.

Box 1 – Local Plan Vision

We want to make Kingston a better Borough by 2043. 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, leading to a net gain for biodiversity and betterment of our green infrastructure networks. 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.

The Regulation 19 Local Plan has a number of overarching objectives which are split across three themes – environmental, social and economic. These are set out below:

Environmental Objectives:

1. Take action in response to the Climate Emergency to support the whole Borough to work towards net zero 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 our green and blue infrastructure networks by minimising flood risk and maximising opportunities for urban greening, protecting and enhancing our green spaces (including Green Belt and MOL), waterways, and habitats to promote biodiversity.

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. Promoting healthier lifestyles by being more sustainable and moving towards walking, cycling, public transport and electric vehicle infrastructure to make it easier and safer to move around the Borough, whilst improving 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.

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.
2. 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 to help create a better sense of place.
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 Borough's economy.
3. Secure appropriate workspaces to increase employment opportunities, from industrial sites to small workspaces, including affordable workspace.
4. Improve access to skills and learning for local people closer to where they live through maximising opportunities for training and apprenticeships arising from developments.
5. 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.

Local Plan Policies

In total the Regulation 19 Local Plan puts forward 69 policies (including nine strategic policies) across nine themes. The policy themes cover:

- Sustainable Development Strategy
- Climate Change
- Design & Heritage
- Housing Delivery
- Economy & Town Centres
- Social Infrastructure
- Natural Environment
- Transport

Findings of the Assessment of the Regulation 19 Local Plan

Vision and Objectives

It is important that the Vision and Objectives for the draft Local Plan aligned with the IIA Objectives as identified in the Assessment Framework. The Vision and Objectives have therefore been tested for their compatibility with the objectives that comprise the assessment framework to help establish whether the general approach to the Local Plan is in accordance with the principles of sustainability. The results of this 'Compatibility Testing' are shown in **Table NTS3**.

Table NTS3 Compatibility Testing

	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	II… H… h… W… e…
Vision	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	
Environmental Objective 1	✔	✔	✔	0	0	0	✔	0	✔	✔	
Environmental Objective 2	✔	0	✔	0	✔	✔	0	0	0	0	
Environmental Objective 3	✔	0	✔	0	✔	✔	0	✔	✔	0	
Environmental Objective 4	✔	0	0	0	✔	0	0	0	✔	✔	

Environmental Objective 5	0	✔	✔	0	0	✔	0	0	✔	0	
Environmental Objective 6	0	0	0	✔	✔	✔	0	0	✔	0	
Environmental Objective 7	0	0	0	✔	✔	0	0	0	✔	✔	
Environmental Objective 8	0	0	0	✔	✔	0	0	0	✔	✔	
Social Objective 1	0	0	0	0	✔	0	0	0	✔	✔	
Social Objective 2	?	0	0	?	?	0	0	0	✔	✔	
Social Objective 3	?	0	0	?	?	0	0	0	✔	✔	
Social Objective 4	0	0	0	✔	✔	0	0	0	✔	✔	
Social Objective 5	0	0	0	0	0	0	0	0	✔	✔	
Economic Objective 1	0	0	0	0	0	0	0	0	✔	✔	
Economic Objective 2	?	0	0	?	?	0	0	0	✔	0	

Economic Objective 3	?	0	0	?	0	0	0	0	0	✔	
Economic Objective 4	?	0	0	?	✔	0	0	0	✔	✔	
Economic Objective 5	0	0	0	?	?	0	✔	0	✔	✔	

Compatibility Testing Summary

Table NTS-3 above shows that the majority of the objectives and the vision are compatible with the IIA framework objectives. The testing has not identified any incompatible effects, but some uncertainties have been identified.

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.

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.

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.

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.

Consideration of Reasonable Alternatives: Housing Growth

In light of updated national planning policy and guidance set out above, reasonable alternatives in respect of the quantum of growth and its spatial distribution are presented. These are refined versions of alternatives presented in previous consultations and reflect the latest calculations of Objectively Assessed Need (OAN) following revised national guidance.

Quantum of growth

As a starting point for establishing alternatives for the plan, there is a need to consider the overall quantum of growth to be delivered during the plan period. The following reasonable alternative approaches for growth are identified:

- **Approach 1: Pure OAN via the National Standard Method**: This approach applies the national standard method Local Housing Need (LHN) baseline calculation across the entire 2019–2042 plan period, averaging approximately 1,569 homes per year (**total 36,087 homes**).
- **Approach 2: The Hybrid Approach (Preferred Strategy)**: This approach implements a staggered baseline calculation: it applies the current London Plan Policy H1 target of 964 homes per annum for the pre-adoption and early phase (2019–2029), and transitions to the standard method of 1,569 homes per annum for the remainder of the plan period up to 2042. This establishes a **total baseline target/OAN of 28,754 homes from 2019–2042**. Note: Because the borough's final housing requirement is bound by the developable land supply, total capacity is capped at 19,246 homes. Therefore, whether the plan starts with this higher hybrid baseline OAN or follows a capacity-led assessment, the final deliverable target matched to the borough's housing land supply remains completely unchanged.
- **Approach 3: Shorter Local Plan Period**: This approach explores establishing a lower total baseline need by utilizing a compressed housing requirement period—specifically, a 10-year period post-adoption to align with the emerging new London Plan horizon, rather than the standard 15-year period (**total 15,690 homes**).

Reasons for Selection of the Housing Requirement Option and the Rejection of the Alternatives

The IIA review of option performance presents a complementary assessment to wider selection criteria guided by the developable land supply.

Option 2, the hybrid approach (preferred strategy) presents the most balanced performance across the IIA Objectives in comparison with Options 1 and 3. These options demonstrate both relatively stronger and weaker performance on some measures, notably against housing provision (IIA15) the efficient use of land (IIA7) (entailing the loss of greenfield land), and landscape (IIA5).

Both Option 2 and Option are likely to meet community needs (IIA9) through additional infrastructure provision, particularly on larger sites. Exactly how this is realised in practice and over what timescale is uncertain, however. Lower growth (Option 1) is unlikely to yield such benefits and could result in pressure on existing services.

By contrast, health and wellbeing (IIA11) could be negatively affected by higher growth options as a result of the loss of open spaces in and close to the urban area, along with disruption associated with construction activities. Similarly, biodiversity resources could be negatively affected, although the occurrence and extent of this is uncertain and would be dependent upon statutory protections and the implementation of development management policies.

The likely effects of Options 1 and 2 on the Historic Environment (IIA4), Air Quality (IIA6), Sustainable Transport (IIA12) and Employment (IIA13) are uncertain, reflecting the place-specific effects of development.

Table NTS4 Assessment of Housing Requirement Approaches

Growth Approach	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
Approach 1: Pure OAN via the National Standard Method: total 36,087 homes)	-/?	0	+	?	-	?	-	0	+/?	+/?	-/?	?	?	0	++
Approach 2: Hybrid Approach (Preferred Strategy) (total 28,754 homes)	-/?	0	+	?	-	?	-	0	+/?	+/?	-/?	?	?	0	+
Approach 3: Shorter Local Plan Period (total 15,690 homes)	0	0	0	0	?	0	++	0	- /?	-/?	+	0	0	-	--

Delivery Strategy Options

The current housing land supply in the Borough comprises: 1,946 dwellings which have planning permission, there are 4,375 windfall sites and some 13,720 dwellings on identified sites (including Green Belt and MOL land), giving a **total supply of 19,246 dwellings**.

The current housing land supply can, in principle, broadly meet the housing need of Growth Approaches 2 and 3, whilst meeting the higher housing need is likely to require further use of approaches to increasing the housing land supply, drawing on the following spatial delivery options:

A. Optimising the density of development sites
B. Making as much use as possible of suitable brownfield sites and underutilised land
C. Releasing employment sites (LSIS) for redevelopment
D. Releasing Public Open Space, Playing Pitches and SINCs for development
E. Releasing Green Belt land for development
F. Releasing Metropolitan Open Land for development

Table NTS5 presents the assessment of the six delivery strategy options, indicating mixed performance, with options A and B showing greatest neutrality across IIA Options, Option D showing greatest potential benefit in respect of IIA1 (Biodiversity), IIA4 Historic Environment), IIA5 (Landscape), IIA7 (Efficient Use of Land) and IIA15 (Housing) although negative effects against IIA13 (Economy & Employment). Options C, E & F showing the greatest number of potential negative effects associated with IIA1 (Biodiversity), IIA5 (Landscape) and IIA7 (Efficient Use of Land), reflecting development on greenfield land. **Appendix A** of the main report presents an objective-by-objective assessment of likely effects.

Table NTS5 Assessment of Delivery Strategy Options

Delivery Strategy Option	IIA 1: Biodiversity	IIA 2: GHGs, Energy Efficiency and Resources	IIA 3: Climate Resilience	IIA 4: Historic Environment	IIA 5: Landscape	IIA 6: Air Quality	IIA 7: Efficient use of land	IIA 8: Water Quality	IIA 9: Community Needs	IIA 10: Inclusivity and Equality	IIA 11: Health and Wellbeing	IIA 12: Sustainable Transport	IIA 13: Economy and Employment	IIA 14: Crime and Safety	IIA 15: Housing
A. Optimising the density of development sites	0	0	0	0	?	0	++	0	-	-	+	0	0	-	+/-
B. Making as much use as possible of suitable brownfield sites and underutilised land	+	0	0	++	++	0	++	0	+	+	+	0	0	0	+/-
C. Releasing employment sites (LSIS) for redevelopment	+	0	0	+	+	+/-	++	0	+/-	0	0	?	-	0	++
D. Releasing Public Open Space, Playing Pitches and SINCs for development	--	0	-	?	-	0	--	0	+/-	0	+/-	0	?	0	++

Delivery Strategy Option	IIA 1: Biodiversity	IIA 2: GHGs, Energy Efficiency and Resources	IIA 3: Climate Resilience	IIA 4: Historic Environment	IIA 5: Landscape	IIA 6: Air Quality	IIA 7: Efficient use of land	IIA 8: Water Quality	IIA 9: Community Needs	IIA 10: Inclusivity and Equality	IIA 11: Health and Wellbeing	IIA 12: Sustainable Transport	IIA 13: Economy and Employment	IIA 14: Crime and Safety	IIA 15: Housing
E. Releasing Green Belt land for development	--	0	-	+/-	--	-	--	?	+/-	0	+/-	?	?	0	++
F. Releasing Metropolitan Open Land for development	--	0	-	+/-	--	-	--	?	+/-	0	+/-	?	?	0	++

Reasons for Selection of the Delivery Strategy Options and the Rejection of the Alternatives

Assessment of the delivery strategy options reveals that, in-principle, all six delivery strategy options could be employed to deliver the housing requirement. However, some options are more palatable than others; Options A and B are part of established planning practice and perform overall relatively well against sustainability objectives. Options E and F entail greenfield land release which whilst providing a significant resource for meeting housing needs, carry significant potential disadvantages against landscape, biodiversity and land use objectives. Similarly, Option C, while aligned with London Plan intensification principles introduces delivery risks and loss of employment land. Note: this option excludes Strategic Industrial Land. The London Plan is clear regarding the protection of SIL, strictly safeguarding it from residential encroachment to protect London's macro-economic industrial capacity. Option D has generally been discounted and rejected due to negative impacts on urban biodiversity, climate resilience, and community health.

Spatial Options for the Delivery of the Housing Requirement

Drawing on the delivery strategy options A to E identified above, three spatial options for delivery of the Housing Requirement (Preferred Strategy of 28,754 dwellings) have been identified as follows:

Option 1: Urban Capacity Only: Restricts site allocations strictly to urban areas, entirely protecting the Green Belt and MOL. This yields a severe shortfall against the baseline OAN, which introduces a risk of the Local Plan being found unsound for failing to explore sustainable development options in line with the National Planning Policy Framework (given that the current London Plan will have exceeded five years since its publication).

Option 2: Urban Capacity, plus Targeted Green Belt Release: Expands housing capacity to include the targeted release of Green Belt land—specifically identified Grey Belt land and sustainable parcels whose release does not fundamentally undermine the remaining Green Belt—while leaving all MOL designations intact.

Option 3: Urban Capacity, Green Belt, plus MOL (Meeting Proposed Housing Requirement): Combines urban optimisations, targeted Green Belt releases, and the release of specific underutilised brownfield sites within the MOL. This maximises land supply without compromising high-performing environmental assets, establishing a Total Supply of 19,246 homes from 2019–2042, comprising the following stepped approach to delivery:

- Planning Permissions (1,946 homes): Committed schemes forming the immediate supply pipeline.

- Windfall - Large Sites (1,000 homes): Windfall capacity from "suitable sites" identified through the borough's Strategic Housing Land Availability Assessment (SHLAA) evidence. Due to the inherent uncertainty regarding the availability of these sites, delivery is only projected for the latter part of the plan period.
- Windfall - Small Sites (3,375 homes): Based on an allowance of 225 homes per year, aligned with the guidelines in London Plan Policy H2.
- Draft Allocations - Non-GB/MOL (10,360 homes): The optimised capacity baseline derived entirely from urban brownfield intensification. Including the intensification of LSIS for Mixed-Use Co-Location.
- Green Belt & MOL Releases (2,575 homes): The capacity added to the plan through targeted boundary alterations for Green Belt and MOL, where exceptional circumstances can be demonstrated.

Table NTS6 sets out the assessment of the spatial delivery strategy options identified above. The assessment demonstrates the following characteristics:

- Using urban capacity only (Option 1) whilst yielding significant positive benefits in respect of the efficient use of land, conversely yields significant negative effects in relation to meeting housing needs, with associated minor negative effects in respect of community needs (IIA9) and inclusivity and equality (IIA10) where access to services could become constrained. Health and wellbeing (IIA11) effects are likely to be positive, reflecting the protection of MOL and Green Belt resources in and around the urban area.
- Using targeted Green Belt release will begin to meet housing need (IIA15) along with delivery of additional service provision which is likely to have benefits for community needs (IIA9) and inclusivity and equality (IIA10). However, negative effects appear across against a number of Objectives, notably biodiversity (IIA1), landscape (IIA5), the efficient use of land (IIA7) ad health and wellbeing (IIA11) where existing and new residents could be affected by the loss of open space and natural assets are likely to be compromised by the introduction of significant tracts of new housing on greenfield sites. Uncertain effects on air quality (IIA6) and sustainable transport (IIA12) are recorded reflecting the increase in car use associated with new development and the extent to which thus could be balanced by sustainable transport investment and greater self-containment reducing the need to travel. Larger developments have the potential to address such issues.
- The use of MOL under Option 3 is likely to reinforce the negative effects associated with Option 2 and accentuate the positive effect associated with housing delivery (IIA15). Landscape and townscape (IIA5) in particular is

likely to experience significant negative effects where change to existing open areas will occur. Larger greenfield developments are likely to provide opportunities for the incorporation of climate resilience measures such as SUDS and innovative building design which over the longer term will contribute to the sustainability performance of the Borough as a whole.

- Overall, however, there is relatively limited difference between the performance of Options 2 and 3, reflecting the broadly similar character and location of MOL and Green Belt in proximity to the urban edge (identified as grey belt).
- Significantly, only Option 3 will meet the housing needs identified as part of the proposed housing requirement.

Table NTS6 Assessment of Spatial Options for the Delivery of the Proposed Housing Requirement

Spatial Approach	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
Option 1: Urban Capacity Only	0	0	0	0	?	0	++	0	- /?	-/?	+	0	0	-	--
Option 2: Urban Capacity, plus Targeted Green Belt Release	-/?	0	+	?	-	?	-	0	+/?	+/?	-/?	?	?	0	+
Option 3: Urban Capacity, Green Belt, plus MOL (Meeting Proposed Housing Requirement). The Preferred Spatial Option.	-/?	0	+	?	-	?	-	0	+/?	+/?	-/?	?	?	0	++

Reasons for Selection of the Proposed Spatial Approach and Rejection of Reasonable Alternatives

The proposed spatial approach (Option 3) will meet the housing needs identified as part of the proposed housing requirement, using the full range of land resources (brownfield land, higher densities, surplus employment sites and greenfield land) in a balanced fashion.

The proposed spatial approach will focus new housing and employment growth to the most sustainable locations by making the best use of brownfield land and intensification of urban sites in the built-up area of Kingston, including the town centre. Windfall sites are further expected to be a reliable source of supply.

The limited release of Green Belt and MOL is required and will complement the brownfield first approach through targeted sites which are based on evidence of grey belt status and present opportunities through their size and location for the maximising sustainable performance through access to and provision of community services, for example.

Options 1 (Urban Capacity only) and 2 (Urban Capacity plus targeted Green Belt release) both cannot fully meet the identified housing requirement.

Proposed Sites

Overall, the IIA found broadly positive effects associated with proposed sites, set out in **Chapter 7**, with the full Appraisal (including reasonable alternatives) set out in **Appendix C**, with the GIS analysis of these sites set out in **Appendix D** of the main report.

The sites are shown in **Figure NTS3**. The principal characteristics of the sites which have been identified as holding potential to help deliver the housing requirement are:

- Overall the sites display positive sustainability performance, reflecting their inherent character, for example being previously developed land, proximity to existing services, the promotion of health and well-being, inclusivity and equality and opportunities to provide affordable housing.
- Mixed positive and negative and uncertain effects are broadly associated with the IIA Objectives 1 (Biodiversity), 2 (Green House Gas emissions/energy efficiency), 3 (Climate Resilience), 4 (Historic Environment), 5 (Landscape), 6 (Air Quality), 9 (Community Needs), 12 (Sustainable Transport) and 13 (Economy and Employment).
- Significant negative effects merit further exploration and the degree to which site-specific mitigation and the application of development management policies could lessen or reverse these effects.

- It is notable that there are clusters of negative effects associated with the additional sites which have been identified. This is to be expected given their peripheral location (creating challenges for service provision, for example) and the current land uses (which include recreational land) which are inherently more sensitive. The application of Plan-wide strategic and development management policies and potentially site-specific policies/development briefs which address specific issues including those identified in the Assessment.

An assessment of alternative sites is set out in **Appendix C**. In summary, the assessment shows that none of the alternative sites perform any better than those which are proposed, and in many cases perform more poorly, notably against objectives relating to biodiversity, landscape and efficient use of land.

Reasons for Selection of the Proposed Sites and Rejection of Reasonable Alternatives

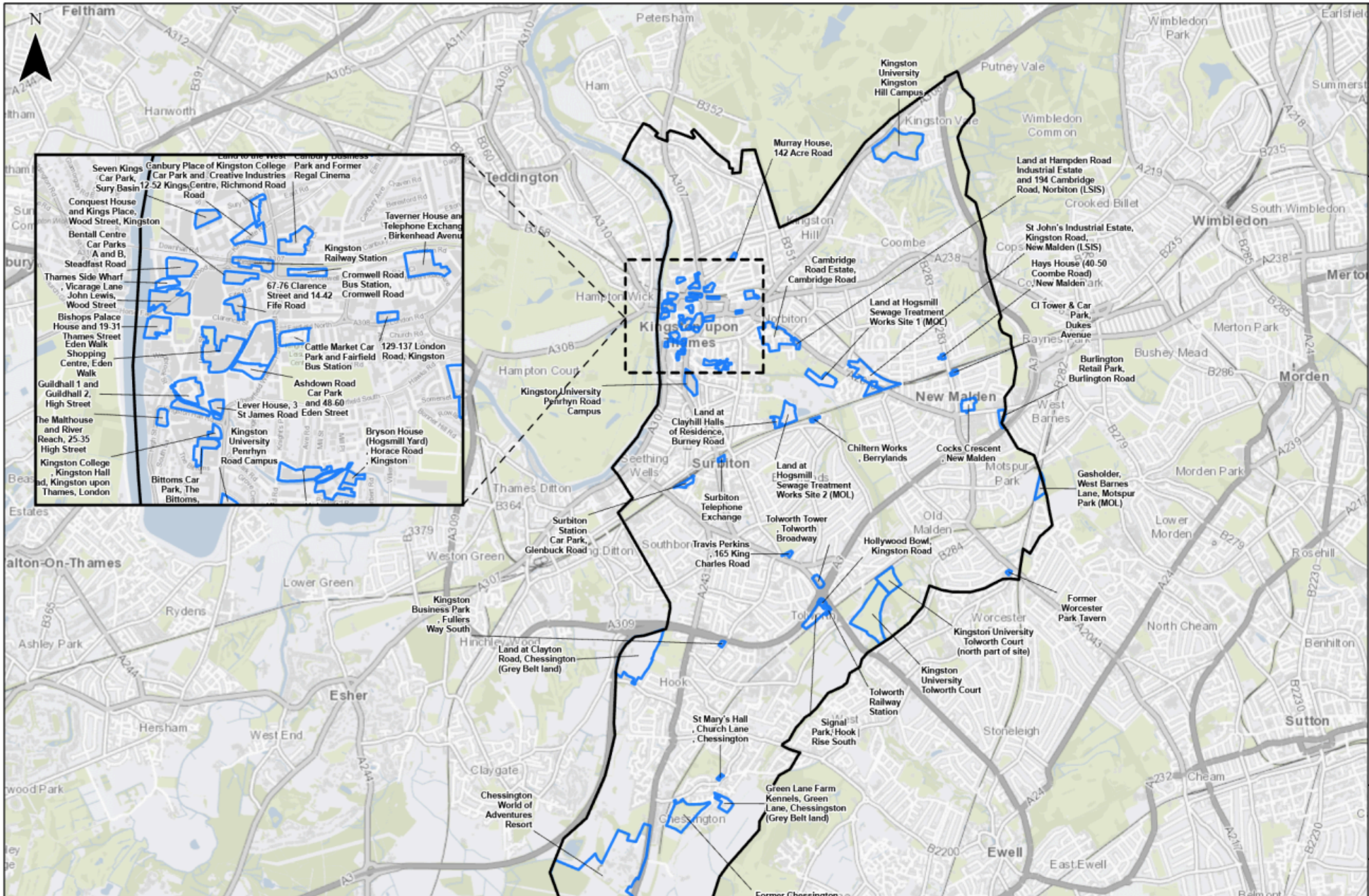
Meeting the Borough's housing requirement, potentially through the use of a combination of the spatial strategy options set out in **Section 6.2**, requires the identification of 58 sites which together can fulfil that requirement.

The reasons for selecting the proposed sites reflect:

- Compliance with the Local Plan Vision, Objectives, Delivery Strategy and Spatial Approach in particular by focussing development at well-connected locations, balancing the delivery through the use of existing allocations, windfall sites, brownfield land, sensitive intensification of existing sites, proportionate release of employment land and release of Grey Belt and Green Belt in locations where relatively limited harm is identified.
- Support by plan evidence assessment, including flood risk, transport, site viability, heritage, tall buildings, Green Belt and biodiversity.
- There are no overriding constraints that would hinder the delivery of the sites.
- Collectively, the sites will contribute to housing supply.
- The sites are viable and available.
- The reasonable alternative sites do not exhibit significantly higher sustainability performance than the proposed sites.

Figure NTS3 Proposed Sites to Support the Delivery of the Local Plan

wsp


N
Feltham
Hanworth
Petersham
Ham
Teddington
Hampton Wick
Kingston upon Thames
Surbiton
Hampton Court
Thames Ditton
Weston Green
Lower Green
Rydens
Ashley Park
Esher
Hersham
West End
Claygate
Chessington
Hook
Southborough
Tolworth
Hinchley Wood
Malden Rushett
Kingston University Kingston Hill Campus
Murray House, 142 Acre Road
Cambridge Road Estate, Cambridge Road
Land at Hogsmill Sewage Treatment Works Site 1 (MOL)
Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)
St John's Industrial Estate, Kingston Road, New Malden (LSIS)
Hays House (40-50 Coombe Road), New Malden
CI Tower & Car Park, Dukes Avenue
Burlington Retail Park, Burlington Road
Kingston University Penrhyn Road Campus
Land at Clayhill Halls of Residence, Burney Road
Chiltern Works, Berrylands
Cocks Crescent, New Malden
Land at Hogsmill Sewage Treatment Works Site 2 (MOL)
Gasholder, West Barnes Lane, Motspur Park (MOL)
Surbiton Telephone Exchange
Surbiton Station Car Park, Glenbuck Road
Tolworth Tower, Tolworth Broadway
Travis Perkins, 165 King Charles Road
Hollywood Bowl, Kingston Road
Former Worcester Park Tavern
Kingston University Tolworth Court (north part of site)
Kingston University Tolworth Court
Tolworth Railway Station
Kingston Business Park, Fullers Way South
Land at Clayton Road, Chessington (Grey Belt land)
St Mary's Hall, Church Lane, Chessington
Signal Park, Hook Rise South
Green Lane Farm Kennels, Green Lane, Chessington (Grey Belt land)
Chessington World of Adventures Resort
Former Chessington
Seven Kings Car Park, Sury Basin
Canbury Place Car Park and 12-52 Kings
Land to the West of Kingston College Creative Industries Centre, Richmond Road
Canbury Business Park and Former Regal Cinema
Conquest House and Kings Place, Wood Street, Kingston
Bentall Centre Car Parks A and B, Steadfast Road
Thames Side Wharf, Vicarage Lane
John Lewis, Wood Street
Bishops Palace House and 19-31 Thames Street
Eden Walk Shopping Centre, Eden Walk
Guildhall 1 and Guildhall 2, High Street
The Malthouse and River Reach, 25-35 High Street
Kingston College, Kingston Hall Rd, Kingston upon Thames, London
Bittoms Car Park, The Bittoms
Kingston Railway Station
Cromwell Road Bus Station, Cromwell Road
67-76 Clarence Street and 14-42 Fife Road
Taverner House and Telephone Exchange, Birkenhead Avenue
Cattle Market Car Park and Fairfield Bus Station
129-137 London Road, Kingston
Ashdown Road Car Park and 48-60 Eden Street
Lever House, 3 St James Road
Kingston University Penrhyn Road Campus
Bryson House (Hogsmill Yard), Horace Road, Kingston

Reasonable Alternatives: Employment and Retail

The 2022 Employment Land Review (ELR) identifies the employment need as 59,050sq.m or 8.77 ha. This translates to the following amount of net additional floorspace across the Borough by 2043:

- 42,750 square metres of office floorspace;
- 5,620 square metres of light industrial floorspace; and
- 11,160 square metres of general industrial floorspace.

In response to the identified employment land need, Chapter 7 of the Local Plan considers employment uses and proposes that, in line with ELR, there should be the "*proactive intensification of some of the Borough's existing employment areas will be an important part of a strategy for accommodating the Borough's economic and market needs over the Plan period. It also suggests that further work should be undertaken by the Council to refine specific opportunities to intensify and co-locate business uses across the employment areas. This approach is in line with the principles set out in the London Plan 2021* (para 7.18).

Option 1: Business as Usual

If these past trends continue unmitigated over the plan period to 2041, the borough would see an overall net loss of 62,590 sq.m (ELR 2022) of employment floorspace (primarily driven by office losses), which would fail to meet the borough's gross employment requirements.

Option 2: Masterplan-led Intensification (Modified Exploration 2 / Scenario 3) and Town Centre Site Allocations

<u>Industrial</u>

The borough's total shortfall comprises a combined 13,040 sq.m deficit for industrial and distribution space. By delivering between 13,000 and 15,000 sq.m of intensified workspace and light industrial floorspace, Option 2 would fully satisfy and potentially slightly exceed the borough's entire industrial and distribution requirement.

<u>Offices</u>

To address the borough-wide office shortfall, draft site allocations within the town centres will be utilised. Rather than applying a strict, rigid split between office (70%) and retail (30%) space—which may overestimate real-world town centre office demand—the Council will evaluate capacity against a single, combined commercial floor space metric.

Retail

Option 1: Business as Usual

Under the "Business as Usual" alternative, the projected retail floorspace needs for both comparison and convenience goods are met naturally through market forces taking up existing vacant premises in the borough's town centres, without the need to actively allocate new sites.

By pursuing this business as usual approach, the borough would rely on the natural turnover and re-occupation of the existing 35,880 sq.m of vacant town centre floorspace to satisfy its retail requirements over the plan period.

Option 2: Town Centre Site Allocations and Consolidated Growth

Under this alternative, the Council would pursue a spatial strategy that concentrates new retail capacity within defined town centre site allocations, primarily focused on high-density mixed-use delivery within the Eden Walk and Eden Quarter areas. This option intentionally moves away from allocating fragmented, smaller parcels of retail land across the borough's secondary shopping areas. Instead, it consolidates growth to reinforce the retail hierarchy of Kingston Town Centre.

Table NTS7 sets out the assessment of the employment and retail delivery strategy options identified above. The assessment demonstrates the following characteristics:

- Employment option 1 (business as usual) is likely to result in a high degree of uncertainty and neutral effects, notably against Objective 9 (Community needs), 10 (Inclusivity and equality) and 13 (Economy & employment) where aspirations for economic development and its wider benefits could remain unfulfilled.
- Masterplan-led intervention is likely to lead to more positive outcomes in respect of generating growth, although uncertainty remains as to whether the wider benefits in respects of Objective 9 (Community needs), 10 (Inclusivity and equality) will be met.
- Retail options 1 and 2 exhibit a similar pattern to Employment options 1 and 2, that is direct interventions through allocations are likely to produce more positive outcomes where specific aspects of retail provision can be managed and directed according to need, notwithstanding the need for significant preparatory work and detailed monitoring of effects.

Table NTS7 Assessment of Employment and Retail Options

Delivery Strategy Option	IIA 1: Biodiversity	IIA 2: GHGs, Energy Efficiency and Resources	IIA 3: Climate Resilience	IIA 4: Historic Environment	IIA 5: Landscape	IIA 6: Air Quality	IIA 7: Efficient use of land	IIA 8: Water Quality	IIA 9: Community Needs	IIA 10: Inclusivity and Equality	IIA 11: Health and Wellbeing	IIA 12: Sustainable Transport	IIA 13: Economy and Employment	IIA 14: Crime and Safety	IIA 15: Housing
Employment Option 1: Business as Usual	0	0	0	0	0	0	?	0	?	?	0	0	?	0	0
Employment Option 2: Masterplan-led Intensification (Modified Exploration 2 / Scenario 3) and Town Centre Site Allocations – Proposed Approach	0	0	0	?	0	0	+	0	?	?	0	0	+	0	0
Retail Option 1: Business as Usual	0	0	0	0	0	0	?	0	?	?	0	0	?	0	0
Retail Option 2: Town Centre Site Allocations and Consolidated Growth – Proposed Approach	0	0	0	?	0	0	+	0	?	?	0	0	+	0	0

Reasons for Selection of the Proposed Approach and Rejection of Reasonable Alternatives

The proposed approach to the delivery of employment growth is selected as a proactive solution to meeting employment floorspace requirements, fully satisfy and potentially slightly exceed the borough's entire industrial and distribution requirement.

The proposed approach entails adopting a flexible approach to the office/retail balance.

The sustainability performance of the proposed approaches to office and retail provision is higher, focused on the efficient use of land through the intensification of existing sites and a focus on town centre locations for office uses, as well as providing predictability in terms of employment locations.

By contrast, a business as usual approach would fail to meet the Borough's gross employment requirements as a result of a net loss of employment floorspace.

Reasonable Alternatives: Gypsies and Traveller Sites

Option 1: Business as Usual (Reactive Approach)

Under the "Business as Usual" alternative, the Council would not actively allocate new land parcels or establish dedicated delivery frameworks to satisfy the Gypsy and Traveller requirement. Instead, pitch delivery would be managed entirely reactively through the standard development management planning application process, allowing private landowners to bring forward individual schemes on a case-by-case basis.

Option 2: Allocation of Specific Sites (Council-Owned Land Interventions)

Under this alternative, the Council would take direct planning intervention measures to meet the target of 55 pitches identified in the London Gypsy and Traveller Accommodation Assessment (GTANA) 2025. This strategy establishes a delivery mechanism focused strictly on the formal allocation of new, targeted parcels of land on the Policies Map utilising public land assets.

Option 3: Pitch Regularisation and Supportive Criteria-Based Policy

This option shifts the focus from direct council land allocation to a dual framework of regularisation and a positive, forward-looking criteria policy. Firstly, the Council would formally regularise and authorise 15 existing pitches, legally absorbing them into the borough's verified permanent housing supply.

Option 4: Supportive Criteria-Based Policy for Larger Developments

This alternative establishes a mandatory planning policy mechanism requiring the integrated provision of Gypsy and Traveller pitches as a proportion of large-scale strategic private developments. To capture major land releases without over-burdening smaller urban regeneration schemes, the mandatory threshold for this policy is explicitly defined as developments over 2 hectares (ha) in size.

Table NTS8 sets out the assessment of the gypsy and traveller sites delivery strategy options identified above. The assessment demonstrates the following characteristics:

- A business as usual approach is likely to result in detrimental effects on IIIA9 Community needs, IIA10 Inclusivity and equality, IIA11 Health & wellbeing and IIA15 Housing, reflecting the persistence of unmet needs against these Objectives.

- By contrast, Options 2 and 3 are likely to deliver positive outcomes against Objectives IIA9, 10, 11 and 15, reflecting the effects of positive interventions to secure pitch provision to meet demand. For Option 3, effects on landscape (IIA5) could arise where additional development could be required in the Green Belt, for example.
- Option 4 is likely to yield the greatest degree of uncertainty against Objectives IIA7, 9, 10, 11 and 15, reflecting the uncertainty of delivery, being dependent upon strategic sites. In addition, there could unforeseen effects on landscape (IIA5) where additional development could be required in the Green Belt, for example.
- For all options monitoring and evaluation would be required to determine the effects of implementation which could be interrelated, complex and unforeseen.

Table NTS8 Assessment of Gypsy & Traveller Site Options

Delivery Strategy Option	IIA 1: Biodiversity	IIA 2: GHGs, Energy Efficiency and Resources	IIA 3: Climate Resilience	IIA 4: Historic Environment	IIA 5: Landscape	IIA 6: Air Quality	IIA 7: Efficient use of land	IIA 8: Water Quality	IIA 9: Community Needs	IIA 10: Inclusivity and Equality	IIA 11: Health and Wellbeing	IIA 12: Sustainable Transport	IIA 13: Economy and Employment	IIA 14: Crime and Safety	IIA 15: Housing
Option 1: Business as Usual (Reactive Approach)	0	0	0	0	0	0	0	0	-	-	-	0	0	0	-
Option 2: Allocation of Specific Sites (Council-Owned Land Interventions) – The Proposed Approach	0	0	0	0	0	0	?	0	+	+	+	0	0	0	+
Option 3: Pitch Regularisation and Supportive Criteria-Based Policy	0	0	0	0	-	0	?	0	+	+	+	0	0	0	+
Option 4: Supportive Criteria-Based Policy for Larger Developments	0	0	0	0	?	0	?	0	?	?	?	0	0	0	?

Reasons for Selection of the Proposed Approach and Rejection of Reasonable Alternatives

The proposed approach is preferred over the three alternatives because:

- The identified need for pitches can be met through the formal allocation of new, targeted parcels of land on the Policies Map utilising public land assets.
- The Council will maintain strict statutory control over layout standards, site access, and long-term delivery and management frameworks.
- The Proposed approach demonstrates the best sustainability performance, reflecting meeting community needs, inclusivity and equality and meeting housing needs.
- The alternative options do not perform as well in sustainability terms reflecting a lack of certainty in delivery.
- Lack of certainty is a wider characteristic of the three alternatives in terms of the physical delivery of sites for a variety of reasons including reliance on market forces, Green Belt sites and incorporation within strategic sites with necessarily long delivery timescales.
- The alternative approaches are likely to result in a delivery shortfall of authorised pitches, leaving the borough exposed to persistent enforcement challenges and unauthorized encampments.

Proposed Policies

The assessment of the Local Plan policies is summarised below and presented in full in **Appendix E**. The performance of the policies against the IIA Objectives reveals the following broad patterns:

- Taken together, there are largely positive and significant positive effects recorded against the policies, reflecting their overall intent to realise social and economic progression for the Borough in a sustainable fashion.
- Mixed and uncertain effects are concentrated across IIA Objectives 1-7, generally associated with the delivery of housing (Policies KH1-7), social infrastructure (Policies KS1-8) and transport (KT1-5).
- A significant negative effect was only identified for policy KT5 on IIA Objective 8 Water Quality, reflecting the policy's potential to cause disruption to the rivers of the Borough and possibly increase pollution within them from increased residential and freight travel.
- Minor negative effects are identified across a range of the IIA Objectives and resulting from a range of policies. However, minor negative effects are always accompanied by uncertainties or minor positive effects, reflecting that the adverse effects identified might not occur and/or are accompanied by benefits.

Habitats Regulation Assessment

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 are likely and which Habitats Regulations sites are vulnerable to known pressures, threats and existing air quality impacts.

There are no Habitats Regulations 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 could be implications for some of these Habitats Regulations sites arising from the policies of the Local Plan.

Advice to Local Planning Authorities from Natural England[1] states that: *"Local Plans are likely to generate increased emissions of nitrogen oxides (NOx) and ammonia, and additional nitrogen deposition as a result of increased traffic generation associated with new development. As impacts from individual development management proposals would be difficult to quantify without an overarching assessment of the cumulative impacts from Local Plan development, it is necessary for this to be considered strategically at plan level. Natural England would expect the environmental assessment of the plan including the Sustainability Appraisal (SA) and the Habitats Regulations Assessment (HRA) to consider any detrimental impacts on the natural environment from these emissions."*

[1] Natural England (no date) Standard Advice for Air Quality Impacts for Local Plans (unpublished)

The air quality implications of all three growth options, at a plan level, for designated biodiversity assets both within the Borough and in the vicinity are the subject of the HRA. The suggested steps for air quality assessment comprise:

- Initial screening for credible risk of an effect;
- Detailed AQ modelling;
- Applying screening thresholds;
- Detailed Assessment of ecological impacts; and
- Appropriate Assessment (AA) for habitats sites.

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. It is also not possible to rule out in-combination LSE on Habitats Regulations sites as a result of policies in the emerging Local Plan when considered with other strategic plans.

EqIA Findings

Overall, the Local Plan 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 G**). 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 will have 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.

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.

HIA Findings

The HIA assessed the Local Plan 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 Borough'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 by 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 age 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.
- **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 the Borough.
- **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.

Mitigation and Enhancement

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.

The mitigation measures set out in **Table 12-1** in the main IIA Report, 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.

Overall Outcomes of the IIA Process

The findings of the IIA process indicate that the implementation of the Local Plan will be accompanied by improved economic, environmental and social outcomes over the duration of the plan period. Regeneration opportunities will be secured, complemented by necessary development on greenfield land which together will help meet identified housing needs. Larger greenfield development sites offer the opportunity to secure sustainability outcomes in respect of a range of tenures and house types, service provision, green infrastructure, flood risk management, non-car based transport and access to employment opportunities. The protection and enhancement of biodiversity resources and opportunities for accessibility to open spaces is central to the Local Plan and wider strategies such as the Greater London Local Nature Recovery Strategy. The IIA has concluded that the overall strategy and selection of sites will not damage the designated sites for nature conservation and will present opportunities for its enhancement through off-site contributions to Biodiversity Net Gain.

It is acknowledged that development will bring increases in road traffic and additional pressures on local services as well as the loss of greenfield land. These effects will need to be addressed through appropriate mitigation as far as possible, using the suite of development management policies and site-specific development briefs and at a plan level

through, for example, investment in service provision. New development will be required to demonstrate appropriate standards of sustainable design and construction as proposed policies within the Local Plan. These could involve the provision of on-site renewable energy, decentralised energy systems, the meeting of standards detailed in the Code for Sustainable Homes (CSH) and the Building Research Establishment Environment Assessment Method (BREEAM). Temporary impacts have been identified on the natural environment during the construction phase particularly for air quality, noise, and vibration, which could be mitigated by introducing site specific measures.

Overall, the proposed suite of sites presents a balance by size and location, none of which were found to be inherently unsustainable and on balance perform at least as well as the reasonable alternatives identified. These are part of a spatial strategy which strikes a balance between meeting a proportion (some 60%) of the overall housing need and the required greenfield land-take when brownfield opportunities have been taken.

Statement on the difference the process has made

The IIA process has been carried out in parallel with the preparation of the Local Plan, with recommendations taken into account as the Local Plan has evolved. The IIA process sets out a comparative approach to reasonable alternatives to the spatial strategy, sites identified for delivery of the strategy and policies which support their implementation.

The IIA process has assisted in the process of comparing alternatives, highlighting the overall positive outcomes associated with the proposed spatial strategy and suite of sites, whilst identifying the likely negative effects associated with development which will need to be mitigated through plan-wide and site-specific policies as well as wider measures.

By developing and consulting on both the Local Plan options and policies and the IIA together, economic, environmental and social considerations have been integrated throughout the process. The IIA has generally confirmed that thinking on sustainability issues is well embedded with the preparation of Local Plan and draws on the IIA-specific elements such as the collation of baseline data, identification of indicators and recognition of bespoke equalities and health-related matters through the integrated IIA process, along with an IIA monitoring framework, complementing the wider Annual Monitoring Report which measures Local Plan performance.

Next Steps

RBKT is seeking the views of statutory bodies, the public and other stakeholders on the Regulation 19 Local Plan the IIA Report.

This IIA Report will be issued to consultees for a 6-week consultation period alongside the Regulation 19 Local Plan from XXXX to XXXX.

An indicative timetable of the remaining stages of the IAA and Local Plan have been included in the table below.

Indicative Local Plan and ISA Timetable

IIA/ Local Plan Stages	Timescales
Regulation 19 Consultation (ISA Stage D)	Reg 19 consultation - June/July 2026
	Submission - November 2026
Examination (ISA Stage D)	Spring 2027
IIA Post Adoption Statement (Stage E)	Winter 2027/2028

Consultation Details

This Consultation: How to Give Us Your Views

We would welcome your views on any aspect of the IIA Report.

Please provide your comments by XXXXXX

Alternatively, comments can be sent:

- By email – localplan@kingston.gov.uk
- By post:

  The Planning Policy Team
  Royal Borough of Kingston upon Thames
  Guildhall 2
  High Street
  Kingston upon Thames
  KT1 1EU
- You can comment on as much or as little as you wish but please ensure you clearly mark which paragraph/figure/table/policy your comments relate to.
- Please note we are unable to accept anonymous representations and any comments received after the closing date cannot be accepted.
- Full details of how to make comments can be found in the Consultation Statement available at: www.kingston.gov.uk/localplan

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 2043.

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 and local 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)[2] 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 and Structure of this Report

Purpose of the 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 3-1**) combines the following assessment processes:

- Sustainability Appraisal (SA);
- Strategic Environmental Assessment (SEA);
- 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 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

[2] Ministry of Housing, Communities and Local Government Framework, National Planning Policy Framework, 2024 National Planning Policy Framework - GOV.UK

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 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.

Structure of the Report

1.3.5 The remainder of this report is structured as follows:

- **Chapter 2** sets out the background to the new Local Plan, including work undertaken to date, the Local Plan vision and objectives and a list of proposed policies.
- **Chapter 3** details the IIA Assessment Methodology for the SA/SEA, EqIA, HIA and HRA, including the IIA process and legislative requirements, the IIA Report methodology and assumptions and limitations.
- **Chapter 4** sets out the identification of sustainability issues and opportunities and the IIA Assessment Framework along with its associated guide questions.
- **Chapter 5** sets out a compatibility assessment of Local Plan vision and objectives and the IIA Objectives.
- **Chapter 6** contains the assessment of the proposed and alternative growth and spatial strategy options, in respect of the quantum of growth, the housing land supply, delivery strategy options, spatial options for the delivery of the housing requirement. Reasonable alternatives for employment and retail provision and gypsies and travellers provision are set out.
- **Chapter 7** contains the assessment of proposed development sites intended to deliver the identified housing need.
- **Chapter 8** sets out the assessment of the proposed policies to support delivery of the Local Plan.
- **Chapter 9** sets out the assessment of alternative site options and policies.
- **Chapter 10** summarises the partner assessments of the IIA, namely the EqIA, HIA and HRA.
- **Chapter 11** considers likely cumulative effects arising from the implementation of the Local Plan and those of other plans.
- **Chapter 12** sets out recommendations for mitigation, enhancement and monitoring of the Local Plan.
- **Chapter 13** summarises recommendations arising from the IIA as a whole.

- **Chapter 14** details the overall outcomes of the IIA process and the difference that it has made.
- **Chapter 15** outlines the next steps of the IIA process.

2 The New Local Plan

2.1 Background

2.1.1 The new Local Plan sets out the vision for the future of the Borough, covering 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 2043.

2.2 Work to Date

2.2.1 Work on the new Local Plan started in March 2019. Three 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 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.

2.2.4 A Regulation 18 consultation was undertaken between 28th November 2022 and 28th February 2023, setting out the first draft of the Local Plan.

2.2.5 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 I**.

2.2.6 A revised National Planning Policy Framework (NPPF)[3] was published in December 2024 which sets out new arrangements for plan-making which include a revised method for calculating Local Authority housing requirements (the Standard Method) and changes to the application of Green Belt policy. Consequently, the level of housing development and its potential distribution within the Borough needs to be revisited.

[3] National Planning Policy Framework - Guidance - GOV.UK

2.2.7 A revised Local Plan has been prepared for consultation, accompanied by this IIA Report. It sets out a shared vision for the future of the Borough and includes the proposed spatial strategy and planning policies that will help guide and manage development in the area over the new Local Plan period (2019 to 2043).

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 2043. 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, leading to a net gain for biodiversity and betterment of our green infrastructure networks. 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. We will continue to promote Kingston as a tourist destination, welcoming visitors to our Borough. 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.

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

Environmental Objectives:

1. Take action in response to the Climate Emergency to support the whole Borough to work towards net zero 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 our green and blue infrastructure networks by minimising flood risk and maximising opportunities for urban greening, protecting and enhancing our green spaces (including Green Belt and MOL), waterways, and habitats to promote biodiversity.
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. Promoting healthier lifestyles by being more sustainable and moving towards walking, cycling, public transport and electric vehicle infrastructure to make it easier and safer to move around the Borough, whilst improving 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. 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 to help create a better sense of place.
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 Borough's economy. Ensure that we continue to facilitate employment opportunities for new investors into the Borough as demonstrated with the new Unilever and Lidl Headquarters.
3. Secure appropriate workspaces to increase employment opportunities, from industrial sites to small workspaces, including affordable workspace.
4. Improve access to skills and learning for local people closer to where they live through maximising opportunities for training and apprenticeships arising from developments.
5. 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 Local Plan puts forward 69 policies (including four strategic policies) across nine themes. These themes and policies have been outlined in **Table 2-1** below. Strategic

policies address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004[4].

Table 2-1 – Proposed Local Plan Policies

Proposed Local Plan Policies
3.Sustainable Development Strategy
Policy K1: Achieving Sustainable Development
Policy K2: Locations for Sustainable Development
Policy K3: Key Areas of Change
4.Climate Change
Draft Strategic Policy KC1: Climate Change and Environmental Sustainability
Draft Policy KC2: Air Quality
Draft Policy KC3: Flood Risk
Draft Policy KC4: Sustainable Drainage
Draft Policy KC5: Wastewater management
Draft Policy KC6: Managing Heat Risk
Draft Policy KC7: Minimising Greenhouse Emissions
Draft Policy KC8: Energy Infrastructure
Draft Policy KC9: Ground Contamination and Hazardous Substances
Draft Policy KC10: Sustainable Construction and Supporting the Circular Economy
Draft Policy KC11: Waste and Recycling Management
5.Design and Heritage

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

Proposed Local Plan Policies
Policy KD1: A Place-Led Approach to Design
Policy KD2: Local Context and Character
Policy KD3: Public Realm, Landscape and Amenity
Policy KD4: Housing Quality and Amenity Space Standards
Policy KD5: Inclusive and Safe Environment
Policy KD6: Circular Economy and Adaptable Design
Policy KD7: Residential Alterations, Extensions and Basements
Policy KD8: Site Smalls Development (Infill, Backland and Garden Land)
Policy KD9: Tall and Taller Buildings
Policy KD10: Commercial Frontages, Advertisements and Digital Infrastructure
Policy KD11: Historic Environment
Policy KD12: Heritage Assets
Policy KD13: Archaeology
Policy KD14: Local Views
6.Housing
Policy KH1: Housing Requirement
Policy KH2: Affordable Housing
Policy KH3: Housing Size Mix
Policy KH4: Specialist and Supported Housing
Policy KH5: Purpose-Built Student Accommodation

Proposed Local Plan Policies
Policy KH6: Houses in Multiple Occupations
Policy KH7: Other Housing Models
Policy KH8: Gypsy and Traveller Accommodation
7.Economy and Town Centres
Strategic Policy KE1: Supporting the Borough's economy and town centres
Policy KE2: Protecting employment uses
Policy KE3: Affordable workspace
Policy KE4: Securing employment and training opportunities
Policy KE5: Development in industrial locations
Policy KE6: Locally Significant Industrial Sites
Policy KE7: Development in town centres
Policy KE8: Visitor accommodation
Policy KE9: Hot food takeaways
Policy KE10: Betting shops
8.Social Infrastructure
Strategic Policy KS1: Social infrastructure
Policy KS2: Health and social care facilities
Policy KS3: School, college and university facilities
Policy KS4: Community facilities
Policy KS5: Arts and cultural facilities

Proposed Local Plan Policies
Policy KS6: Sports and recreational facilities
Policy KS7: Play and informal recreation
Policy KS8: Public houses
9.Natural Environment
Policy KN1: Green Infrastructure
Policy KN2: Open Spaces
Policy KN3: Biodiversity
Policy KN4: Urban Greening and Trees
Policy KN5: Food Growing
Policy KN6: Green Belt and Metropolitan Open Land
Policy KN7: Rivers and River Corridors
Policy KN8: Moorings and Floating Structures
10.Transport
Strategic Policy KT1: Strategic Approach to Transport
Policy KT2: Sustainable Travel and Healthy Streets
Policy KT3: Car Parking and Car Free Development
Policy KT4: Sustainable Servicing
Policy KT5: River Transport
11. Implementation and Monitoring
Draft Policy KI1: Infrastructure and Developer Contributions

Proposed Local Plan Policies
Draft Policy KI2: Monitoring

3 Assessment Methodology

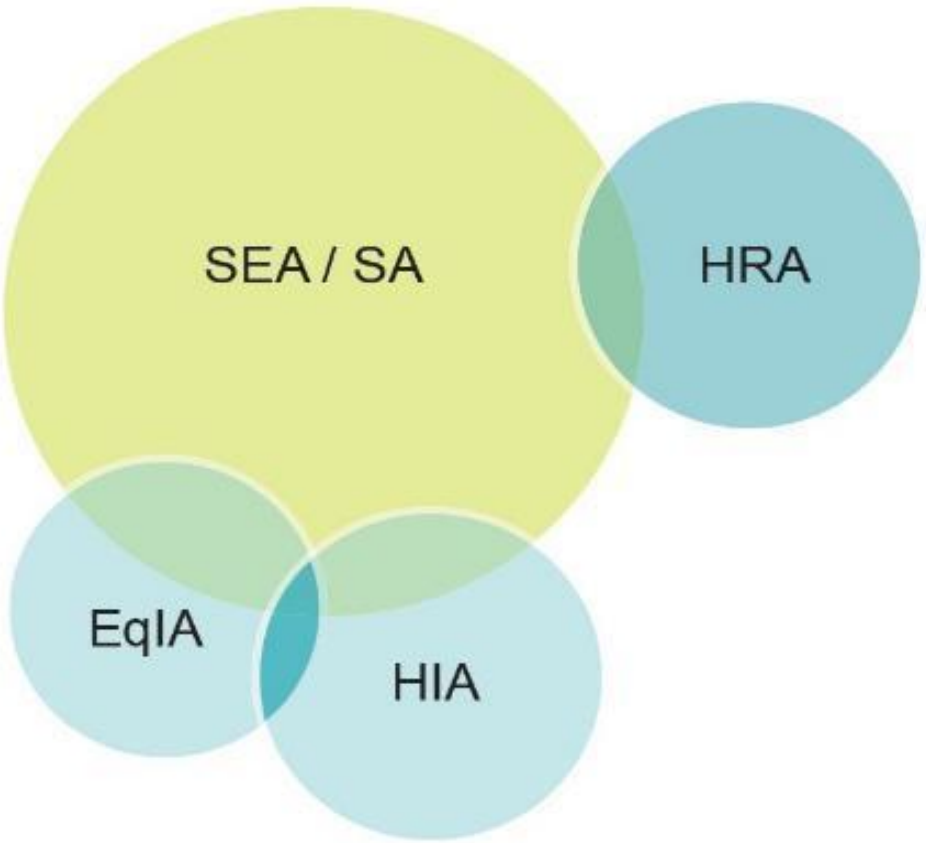
3.1.1 IIA is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.

3.1.2 The IIA combines the following assessment processes:

- Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA);
- 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 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 The SA process incorporates the requirements for SEA, which 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)[5].

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) Regulations[6].

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 SEA[7] and the Planning Practice Guidance to SEA[8]. 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 2010[9] 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 discriminate or disadvantage people and enables consideration of how equality can be

[5] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[6] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [online] Available at: http://www.legislation.gov.uk/uksi/2017/571/introduction/made
[7] 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
[8] 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/
[9] Equality Act, 2010, [online] available at: https://www.legislation.gov.uk/ukpga/2010/15/contents

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 Habitats Regulations Assessment

3.5.1 Under Article 6(3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations[10], 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 (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".

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

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 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.

3.5.4 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 are likely and which Habitats Regulations sites are vulnerable to known pressures, threats and existing air quality impacts.

3.5.5 There are no Habitats Regulations 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 could be implications for some of these Habitats Regulations sites arising from the policies of the Local Plan.

3.5.6 Advice to Local Planning Authorities from Natural England[11] states that: *"Local Plans are likely to generate increased emissions of nitrogen oxides (NOx) and ammonia, and additional nitrogen deposition as a result of increased traffic generation associated with new development. As impacts from individual development management proposals would be difficult to quantify without an overarching assessment of the cumulative impacts from Local Plan development, it is necessary for this to be considered strategically at plan level. Natural England would expect the environmental assessment of the plan including the Sustainability Appraisal (SA) and the Habitats Regulations Assessment (HRA) to consider any detrimental impacts on the natural environment from these emissions."*

[11] Natural England (no date) Standard Advice for Air Quality Impacts for Local Plans (unpublished)

3.5.7 The air quality *implications* of all three growth options, at a plan level, for designated biodiversity assets both within the Borough and in the vicinity are the subject of the HRA. The suggested steps for air quality assessment comprise:

- Initial screening for credible risk of an effect
- Detailed AQ modelling
- Applying screening thresholds
- Detailed Assessment of ecological impacts
- Appropriate Assessment (AA) for habitats sites

3.5.8 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. It is also not possible to rule out in-combination LSE on Habitats Regulations sites as a result of policies in the emerging Local Plan when considered with other strategic plans.

3.6 IIA Process and Requirements

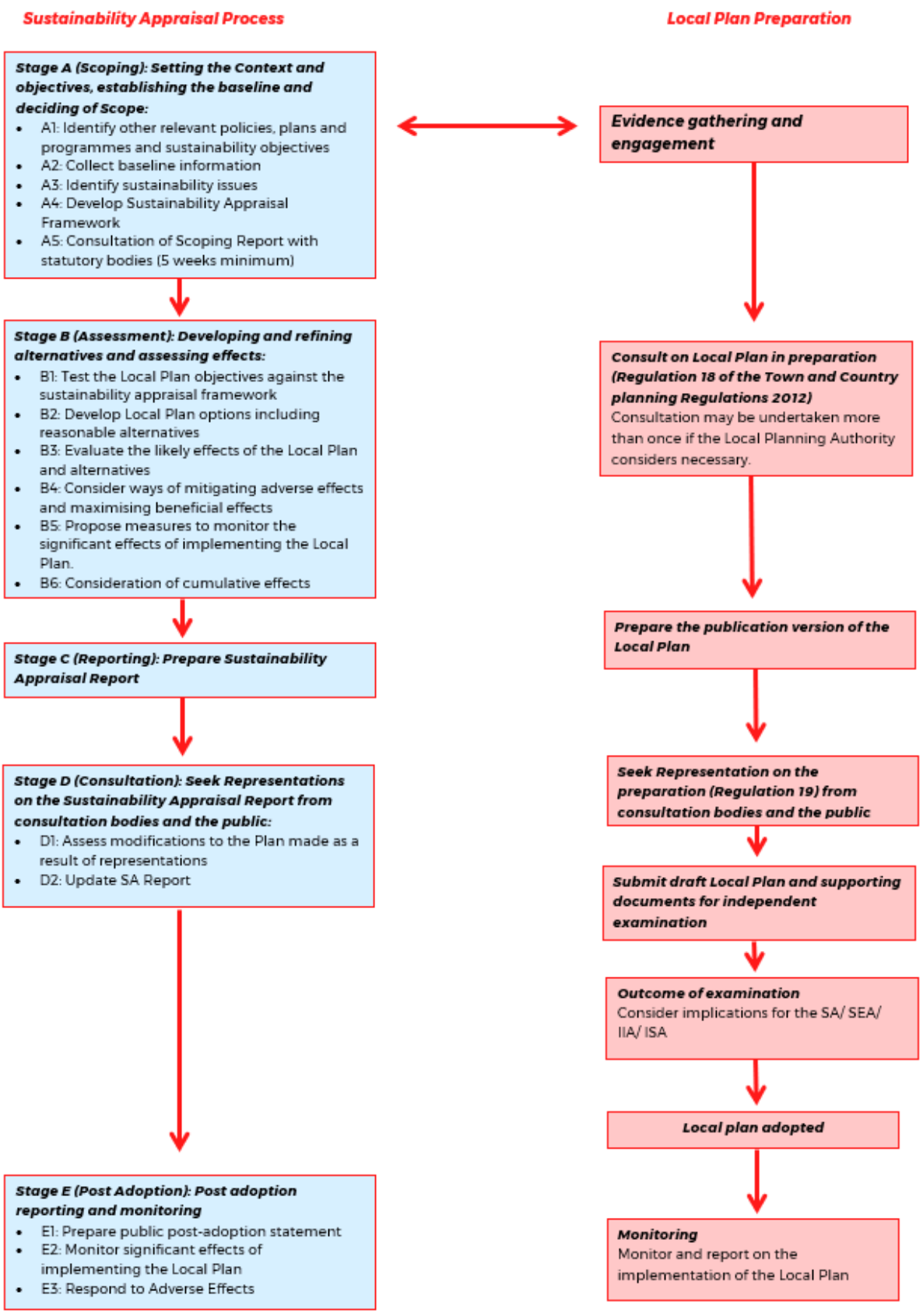
3.6.1 **Table 3-1** below sets out the IIA process. The integration of the IIA with the Local Plan process is shown in **Figure 3-1**. This Report represents Stage B.

Table 3-1 – SEA Stages

Local Plan Stage	IIA Stage and Tasks
Stage 1: Evidence Gathering and Engagement	**Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope – Completed in 2017** ● A1: Identifying other relevant policies, plans and programmes, and sustainability objectives ● A2: Collecting baseline information ● A3: Identifying sustainability issues and problems ● A4: Developing the IIA assessment framework ● A5: Consulting on the scope of the IIA
Stage 2: Draft Plan Preparation and Regulation 18 Consultation	**Stage B: Developing and refining options/alternatives and assessing effects – This stage** ● B1: Testing the draft plan objectives against the IIA assessment framework ● B2: Developing the draft Local Plan options and preparing an IIA Report (this report) ● B3: Predicting the effects of the draft Local Plan and its alternatives ● B4: Evaluating the effects of the draft Local Plan and its alternatives ● B5: HIA and EqIA assessments

Local Plan Stage	IIA Stage and Tasks
	● B6: Considering ways of mitigating adverse effects and maximising beneficial effects ● B7: Proposing measures to monitor significant effects of implementing Local Plans ● B8: Consultation of Interim IIA Report to accompany the Regulation 18 consultation
Stage 3: Preparation of the publication version of the Plan	**Stage C: Prepare the Integrated Sustainability Appraisal Report** ● C1: Testing the final objectives against the IIA assessment framework ● C2: Predicting the effects of the final Local Plan and its alternatives ● C4: Evaluating the effects of the final Local Plan and its alternatives ● C5: Updated HIA and EqIA assessments ● C6: Development of mitigation and enhancement measures ● C7: Further development of monitoring measures ● C8: Consultation of IIA Report to accompany the Regulation 19 consultation
Stage 4: Seek representation on the publication Plan (Regulation 19) from consultation bodies and the public	**Stage D: Consulting on the preferred options of the Local Plan and IIA Report** ● 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	**Stage D: Consulting on the preferred options of the Local Plan and IIA Report** ● D2 (i): Appraising any significant changes from representations ● D3: Preparation of an IIA Statement
Stage 6: Adoption and monitoring	**Stage E: Monitoring the significant effects of implementing the Local Plan** ● E1: Finalising aims and methods for monitoring ● E2: Responding to adverse effects

Figure 3-2 – The Local Planning Process and the SA Process



3.7 IIA 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 plan.

3.7.3 In respect of policies, the IIA has assessed two different scenarios - continuation of the existing Core Strategy[12] and application of the London Plan[13]. Proposed alternative sites 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)
- 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

[12] 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
[13] Mayor of London, The London Plan, 2021 [online] available at: https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

- 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** 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.

Policy Alternatives

3.7.13 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 their application as a whole.

3.7.14 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.

Assessment of Sites

3.7.15 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 (**Appendix D**).

3.7.16 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.

3.7.17 Spatial calculations were undertaken following the RAG criteria (as set out in **Appendix D**). This has allowed 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 (as set out in **Chapter 7** and **Appendix C**).

3.7.18 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.

3.7.19 **Figure 3-3** shows an excerpt of the WebGIS platform.

Figure 3-3 - WebGIS Excerpt



Cumulative Effects

3.7.20 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.

3.7.21 In addition, the assessment of sites has considered the cumulative effects of neighbouring development sites, including those beyond the Borough boundary.

Advice to Local Planning Authorities from Natural England[14] states that: *"Local Plans are likely to generate increased emissions of nitrogen oxides (NOx) and ammonia, and additional nitrogen deposition as a result of increased traffic generation associated with new development. As impacts from individual development management proposals would be difficult to quantify without an overarching assessment of the cumulative impacts from Local Plan development, it is necessary for this to be considered strategically at plan level. Natural England would expect the environmental assessment of the plan including the Sustainability Appraisal (SA) and the Habitats Regulations Assessment (HRA) to consider any detrimental impacts on the natural environment from these emissions."*

3.7.22 The air quality implications of growth options, at a plan level, for designated biodiversity assets both within the Borough and in the vicinity are the subject of the HRA. The suggested steps for air quality assessment comprise:

- Initial screening for credible risk of an effect
- Detailed AQ modelling
- Applying screening thresholds
- Detailed Assessment of ecological impacts
- Appropriate Assessment (AA) for habitats sites

3.7.23 The assessment of cumulative effects has been identified in **Section 11** of this report.

[14] Natural England (no date) Standard Advice for Air Quality Impacts for Local Plans (unpublished)

Mitigation, Enhancement Measures and Monitoring

3.7.24 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.

3.7.25 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 12** of this report.

3.7.26 Section 12 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.

3.7.27 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, proposed sites 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 has sought to ensure 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 proposed 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 H)** 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 I**.

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

4.3.1 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	■ Richmond Park SAC and Wimbledon Common SAC are adjacent to the northern boundary of the Borough. ■ There are four SSSIs lying adjacent to the Borough boundary in the north (Richmond Park and Wimbledon Common), west (Bushy Park

Topic	Issues and Opportunities
	and Home Park) and the south east (Epsom & Ashtead Commons) and others within 5 km of the Borough. ■ There are 39 SINCs and nine LNRs within the Borough. ■ 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	■ 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	■ 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	■ 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.

Topic	Issues and Opportunities
Land, Soils and Water Resources	■ The Borough is located within the South East of England which is classed 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. ■ 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	■ 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 relatively high levels of educational attainment.

Topic	Issues and Opportunities
	■ 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	■ 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. ■ A large proportion of the Borough is built-up but it does contain a range of open spaces and recreation facilities including parks, sports fields, cemeteries, river valleys and allotments. ■ Around a third of the Borough is designated as the Green Belt (GB) and Metropolitan Open Land (MOL).
Transport and Movement	■ There is no tube or tram network in the Borough. ■ Train services can suffer from over-crowding, particularly from Surbiton station. ■ 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 Borough's location in outer London and lack of connection to the tube network. ■ The implementation of Crossrail 2 (currently paused) will increase the frequency of rail services.
Economy	■ 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.

Topic	Issues and Opportunities
	■ 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 H**.

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: ■ 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: ■ 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: ■ 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: ■ 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/proposal help to: ■ 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 help to: ■ Support measures to reduce levels of air pollution? ■ 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 help to: ■ Support the use of brownfield land? ■ Minimise the loss of Green Belt land?
Water Quality	**IIA8:** To maintain and enhance water quality	Will the option/proposal help to: ■ Increase water quality? ■ Support the protection and enhancement of water bodies?

IIA Topic	IIA Objective	Supporting Questions
Population and Communities	**IIA9:** Cater for existing and future residents' needs as well as the needs of different groups in the community.	Will the option/proposal help to: ■ Reduce inequalities, particularly for those people and communities most vulnerable? ■ 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	Will the policy/proposal help to: ■ Support the levelling up agenda? ■ 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? ■ Effectively integrate development 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	Will the option/proposal help to: ■ 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? ■ 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	Will the option/proposal help to: ■ 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 (currently paused)?
Economy	**IIA13:** Support a strong, diverse	Will the option/proposal help to: ■ Facilitate the provision of the right type of employment land in the right place?

IIA Topic	IIA Objective	Supporting Questions
	and resilient economy that provides opportunities for all.	■ 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 (currently paused)? ■ Reduce barriers to jobs?
Crime and Safety	**IIA14:** To reduce crime and anti-social behaviour and the fear of crime	Will the policy/proposal help to: ■ Improve safety? ■ Ensure that everyone feels safe, particularly after dark? ■ Support designing out crime principles? ■ Reduce levels of crime derivation?
Housing	**IIA15:** To meet the housing needs of all Borough's residents inclusively	Will the policy/proposal 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?

IIA Topic	IIA Objective	Supporting Questions
		■ 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 Objectives

5.1 Introduction

5.1.1 This section tests the compatibility of the Plan Objectives against the IIA Appraisal Framework objectives.

5.1.2 The Local Plan Objectives have been 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 the compatibility testing, whilst **Table 5-2** overleaf sets out the findings.

Table 5-1 – Key to Compatibility Testing

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

Table 5-2 – Compatibility Testing

	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	II H W e
Vision	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	
Environmental Objective 1	✔	✔	✔	0	0	0	✔	0	✔	✔	
Environmental Objective 2	✔	0	✔	0	✔	✔	0	0	0	0	
Environmental Objective 3	✔	0	✔	0	✔	✔	0	✔	✔	0	
Environmental Objective 4	✔	0	0	0	✔	0	0	0	✔	✔	

Environmental Objective 5	0	✔	✔	0	0	✔	0	0	✔	0	
Environmental Objective 6	0	0	0	✔	✔	✔	0	0	✔	0	
Environmental Objective 7	0	0	0	✔	✔	0	0	0	✔	✔	
Environmental Objective 8	0	0	0	✔	✔	0	0	0	✔	✔	
Social Objective 1	0	0	0	0	✔	0	0	0	✔	✔	
Social Objective 2	?	0	0	?	?	0	0	0	✔	✔	
Social Objective 3	?	0	0	?	?	0	0	0	✔	✔	
Social Objective 4	0	0	0	✔	✔	0	0	0	✔	✔	
Social Objective 5	0	0	0	0	0	0	0	0	✔	✔	
Economic Objective 1	0	0	0	0	0	0	0	0	✔	✔	
Economic Objective 2	?	0	0	?	?	0	0	0	✔	0	

Economic Objective 3	?	0	0	?	0	0	0	0	0	✔	
Economic Objective 4	?	0	0	?	✔	0	0	0	✔	✔	
Economic Objective 5	0	0	0	?	?	0	✔	0	✔	✔	

5.2 Compatibility Testing 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 testing 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 Proposed and Alternative Growth and Spatial Strategy Options

6.1 Introduction

6.1.1 This Chapter explains how alternative growth options, spatial strategies and potential sites have been identified at the Regulation 19 stage of the Local Plan Review. It also presents the findings of the IIA for any reasonable alternatives. This chapter is structured as follows:

- **National Legislation, Policy and Guidance** - sets out the requirements for the consideration of alternatives through the IIA process and extant guidance.
- **Consideration of Reasonable Alternatives within the Regulation 19 Local Plan** - explains how alternatives have been identified at this stage in plan-making.
- **IIA of alternative housing growth, spatial strategy and site options** - presents the summary findings of the assessment.

6.2 National Legislation, Policy and Guidance

The SEA Regulations 2004

6.2.1 Relevant legislation (the SEA Regulations, case law, policy in the National Planning Policy Framework (NPPF, December 2024) and Planning Practice Guidance (PPG) relating to the consideration of reasonable alternatives is set out below.

6.2.2 In terms of considering reasonable alternatives the SEA Regulations state (paragraph 12(2)):

"The report shall identify, describe and evaluate the likely significant effects on the environment of—

(a) implementing the plan or programme; and

(b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme."

6.2.3 The Regulations only refer to reasonable alternatives to 'the plan' and that they should take into account the objectives and geographical scope of the plan or programme.

Case Law

6.2.4 The consideration of reasonable alternatives within plan preparation has been the focus of legal challenges to Local Plans in England, with claimants citing inadequate

implementation of the SEA Directive. The judgments that are of most relevance to the consideration of reasonable alternatives are summarised[15] below:

- **Save Historic Newmarket v Forest Heath District Council [2011] EWHC 606 (Admin) (25 March 2011**) case in which it was found that reasonable alternatives to a 1,200 home sustainable urban extension in northeast Newmarket had not been adequately assessed and the reasons why alternatives had been rejected had not be sufficiently explained in the SA Report. The High Court ruling, in quashing parts of the Forest Heath Core Strategy, stated:

  "40. …. It was not possible for the consultees to know from it what were the reasons for rejecting any alternatives to the urban development where it was proposed or to know why the increase in the residential development made no difference. The previous reports did not properly give the necessary explanations and reasons and in any event were not sufficiently summarised nor were the relevant passages identified in the final report. There was thus a failure to comply with the requirements of the Directive."

- **Ashdown Forest Economic Development LLP v Secretary of State for Communities and Local Government [2014]** EWHC 406 (Admin) (21 February 2014) case in which the claimants sought to extend similar arguments to those pursued in Save Historic Newmarket and Heard, to an extent that was considered inapplicable and impermissible by the court. The judge ruled that:

  "97 …, the Directive does not require the authority to embark on an artificial exercise of selecting as putative "reasonable alternatives," for full strategic assessment alongside its preferred option."

- **R (on the application of RLT Built Environment Ltd) v. The Cornwall Council and St Ives TC [2017]** JPL 378 in which the requirements for reasonable alternatives were reviewed as part of ways to manage the demand for second homes in St Ives:

  1. Reasonable alternatives does not include all possible alternatives: the use of the word "reasonable" clearly and necessarily imports an evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds.

  2. An option which does not achieve the objectives, even if it can properly be called an "alternative" to the preferred plan, is not a "reasonable alternative".

  3. The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process."

[15] Planning Advisory Service (2014) Plan Making Case Law Update (Microsoft Word - Main Issue 3 - SEA-SA - PAS Guidance - Case Law Update - 2014 and Neighbourhood plans and second homes)

National Planning Policy Framework and Planning Guidance

6.2.5 The NPPF[16] sets out the government's planning policies for England and how these are expected to be applied. Paragraph 33 of the NPPF states:

"Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered)."

6.2.6 With regard to SA and the consideration of reasonable alternatives, the PPG states: (Paragraph: 018 Reference ID: 11-018-20140306)[17].

"The sustainability appraisal needs to consider and compare all reasonable alternatives as the plan evolves, including the preferred approach, and assess these against the baseline environmental, economic and social characteristics of the area and the likely situation if the plan were not to be adopted. In doing so it is important to: Outline the reasons the alternatives were selected, and identify, describe and evaluate their likely significant effects on environmental, economic and social factors using the evidence base (employing the same level of detail for each alternative option). Criteria for determining the likely significance of effects on the environment are set out in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004;

6.2.7 As part of this, identify any likely significant adverse *effects and measures envisaged to prevent, reduce and, as fully as possible, offset them; and provide conclusions on the reasons the rejected options are not being taken forward and the reasons for selecting the preferred approach in light of the alternatives."*

Sector Guidance

6.2.8 The Royal Town Planning Institute has published good practice advice SEA/SA for land use plans[18]. In relation to reasonable alternatives, the guidance states that:

"Alternatives are not needed for every plan issue. A 'policy versus no policy' comparison of alternatives is necessary only where 'no policy' is under active consideration by the planning team. Where only one alternative is reasonable, then

[16] Ministry of Housing, Communities and Local Government (December 2024) National Planning Policy Framework (National Planning Policy Framework - Guidance - GOV.UK)
[17] Ministry of Housing, Communities and Local Government (February 2024) Planning Practice Guidance (Planning practice guidance - GOV.UK)
[18] RTPI (2018) Strategic Environmental Assessment: Improving the effectiveness and efficiency of SEA/SA for land use plans (sea-sapracticeadvicefull2018c.pdf)

looking at other alternatives is not 'reasonable'. Not meeting objectively assessed housing need and going against Government policy are also generally not 'reasonable'."

6.3 Consideration of Reasonable Alternatives

6.3.1 In light of updated national planning policy and guidance set out above, reasonable alternatives in respect of the quantum of growth and its spatial distribution are presented. These are refined versions of alternatives presented in previous consultations and reflect the latest calculations of Objectively Assessed Need (OAN) following revised national guidance.

Quantum of growth

6.3.2 As a starting point for establishing alternatives for the plan, there is a need to consider the overall quantum of growth to be delivered during the plan period. **Table 6-1** summarises the housing needs based three reference points: 1. OAN from the point of adoption (2028/29-2042/43); 2. London Plan target (2019/20-28/29), plus OAN (2029/30-2042/43); 3. London Plan target (2019/20-28/29), plus OAN (2029/30-2035/36).

Table 6-1 Housing Requirement Scenarios

Scenario	Total Housing Requirement
1. OAN from the point of adoption (2028/29-2042/43)	21,966
2. London Plan target (2019/20-28/29), plus OAN (2029/30-2042/43)	28,754
3. London Plan target (2019/20-28/29), plus OAN (2029/30-2035/36)	33,475

6.3.3 In light of the above, the following reasonable alternative approaches for growth are identified:

- **Approach 1: Pure OAN via the National Standard Method**: This approach applies the national standard method Local Housing Need (LHN) baseline calculation across the entire 2019–2042 plan period, averaging approximately 1,569 homes per year (**total 36,087 homes**).
- **Approach 2: The Hybrid Approach (Preferred Strategy)**: This approach implements a staggered baseline calculation: it applies the current London Plan Policy H1 target of 964 homes per annum for the pre-adoption and early phase (2019–2029), and transitions to the standard method of 1,569 homes per annum for the remainder of the plan period up to 2042. This establishes a **total baseline target/OAN of 28,754 homes from 2019–2042**. Note: Because the borough's final housing requirement is bound by the developable land supply, total capacity is capped at 19,246 homes. Therefore, whether the plan starts with this higher

hybrid baseline OAN or follows a capacity-led assessment, the final deliverable target matched to the borough's housing land supply remains completely unchanged.

- **Approach 3: Shorter Local Plan Period**: This approach explores establishing a lower total baseline need by utilizing a compressed housing requirement period—specifically, a 10-year period post-adoption to align with the emerging new London Plan horizon, rather than the standard 15-year period (**total 15,690 homes**).

Table 6-2 Assessment of Housing Requirement Approaches

Growth Approach	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
Approach 1: Pure OAN via the National Standard Method: total 36,087 homes)	-/?	0	+	?	-	?	-	0	+/?	+/?	-/?	?	?	0	++
Approach 2: Hybrid Approach (Preferred Strategy) (total 28,754 homes)	-/?	0	+	?	-	?	-	0	+/?	+/?	-/?	?	?	0	+
Approach 3: Shorter Local Plan Period (total 15,690 homes)	0	0	0	0	?	0	++	0	- /?	-/?	+	0	0	-	--

Reasons for Selection of the Housing Requirement Option and the Rejection of the Alternatives

6.3.4 The IIA review of option performance presents a complementary assessment to wider selection criteria guided by the developable land supply.

6.3.5 Option 2, the hybrid approach (preferred strategy) presents the most balanced performance across the IIA Objectives in comparison with Options 1 and 3. These options demonstrate both relatively stronger and weaker performance on some measures, notably against housing provision (IIA15) the efficient use of land (IIA7) (entailing the loss of greenfield land), and landscape (IIA5).

6.3.6 Both Option 2 and Option are likely to meet community needs (IIA9) through additional infrastructure provision, particularly on larger sites. Exactly how this is realised in practice and over what timescale is uncertain, however. Lower growth (Option 1) is unlikely to yield such benefits and could result in pressure on existing services.

6.3.7 By contrast, health and wellbeing (IIA11) could be negatively affected by higher growth options as a result of the loss of open spaces in and close to the urban area, along with disruption associated with construction activities. Similarly, biodiversity resources could be negatively affected, although the occurrence and extent of this is uncertain and would be dependent upon statutory protections and the implementation of development management policies.

6.3.8 The likely effects of Options 1 and 2 on the Historic Environment (IIA4), Air Quality (IIA6), Sustainable Transport (IIA12) and Employment (IIA13) are uncertain, reflecting the place-specific effects of development.

Delivery Strategy Options

6.3.9 The current housing land supply in the Borough comprises: 1,946 dwellings which have planning permission, there are 4,375 windfall sites and some 12,935 dwellings on identified sites (including Green Belt and MOL land), giving a **total supply of 19,246 dwellings**.

6.3.10 The current housing land supply can, in principle, broadly meet the housing need of Growth Approaches 2 and 3, whilst meeting the higher housing need is likely to require further use of approaches to increasing the housing land supply, drawing on the following spatial delivery options:

G. Optimising the density of development sites

H. Making as much use as possible of suitable brownfield sites and underutilised land

I. Releasing employment sites (LSIS) for redevelopment

J. Releasing Public Open Space, Playing Pitches and SINCs for development

K. Releasing Green Belt land for development

L. Releasing Metropolitan Open Land for development

6.3.11 **Table 6-3** presents the assessment of the six delivery strategy options, indicating mixed performance, with options A and B showing greatest neutrality across IIA Options, Option D showing greatest potential benefit in respect of IIA1 (Biodiversity), IIA4 Historic Environment), IIA5 (Landscape), IIA7 (Efficient Use of Land) and IIA15 (Housing) although negative effects against IIA13 (Economy & Employment). Options C, E & F showing the greatest number of potential negative effects associated with IIA1 (Biodiversity), IIA5 (Landscape) and IIA7 (Efficient Use of Land), reflecting development on greenfield land. **Appendix A** presents an objective-by-objective assessment of likely effects.

Table 6-3 Assessment of Delivery Strategy Options

Delivery Strategy Option	IIA 1: Biodiversity	IIA 2: GHGs, Energy Efficiency and Resources	IIA 3: Climate Resilience	IIA 4: Historic Environment	IIA 5: Landscape	IIA 6: Air Quality	IIA 7: Efficient use of land	IIA 8: Water Quality	IIA 9: Community Needs	IIA 10: Inclusivity and Equality	IIA 11: Health and Wellbeing	IIA 12: Sustainable Transport	IIA 13: Economy and Employment	IIA 14: Crime and Safety	IIA 15: Housing
G. Optimising the density of development sites	0	0	0	0	?	0	++	0	-	-	+	0	0	-	+/-
H. Making as much use as possible of suitable brownfield sites and underutilised land	+	0	0	++	++	0	++	0	+	+	+	0	0	0	+/-
I. Releasing employment sites (LSIS) for redevelopment	+	0	0	+	+	+/-	++	0	+/-	0	0	?	-	0	++
J. Releasing Public Open Space, Playing Pitches and SINCs for development	--	0	-	?	-	0	--	0	+/-	0	+/-	0	?	0	++

Delivery Strategy Option	IIA 1: Biodiversity	IIA 2: GHGs, Energy Efficiency and Resources	IIA 3: Climate Resilience	IIA 4: Historic Environment	IIA 5: Landscape	IIA 6: Air Quality	IIA 7: Efficient use of land	IIA 8: Water Quality	IIA 9: Community Needs	IIA 10: Inclusivity and Equality	IIA 11: Health and Wellbeing	IIA 12: Sustainable Transport	IIA 13: Economy and Employment	IIA 14: Crime and Safety	IIA 15: Housing
K. Releasing Green Belt land for development	--	0	-	+/-	--	-	--	?	+/-	0	+/-	?	?	0	++
L. Releasing Metropolitan Open Land for development	--	0	-	+/-	--	-	--	?	+/-	0	+/-	?	?	0	++

6.3.12 The results of the Assessment reveal the following patterns, with the detailed appraisal of the delivery options is presented in **Appendix B**:

- A notable mix of positive and negative effects across all options, with no one option outstanding in its relative performance, and all options offering at least some degree of positive sustainability performance.
- Significant positive effects recorded against IIA4 (historic environment) and IIA5 (landscapes) for Option B (brownfield land), against IIA7 (Efficient Use of Land) for Options A (higher density), B (brownfield land) and C (partial release of industrial land) and IIA15 (Housing) for Options D (use of open spaces, playing pitches etc), C (partial release of industrial land) and E and F (partial release of GB/MOL).
- Significant negative effects recorded against Option D (use of open spaces, playing pitches etc) and Option E and F (partial release of GB/MOL) in respect of IIA Objectives 1 (Biodiversity), 5 (Landscape) and 7 (Efficient Use of Land), reflecting the inherent sensitivity of these resources.
- Uncertainty in respect of the likely effects against Option D (use of open spaces, playing pitches etc), Option E and F (partial release of GB/MOL) in respect of IIA Objective 12 (Sustainable Transport) IIA Objective 13 (Economy and Employment).
- Practically, combinations of these spatial options likely to be used in order to make best use of the character of localities balanced against the imperative to meet housing requirements.
- Using greenfield land, whilst inherently not the immediate choice at least in sustainability terms, performs relatively poorly but may be a forced choice, with limited opportunity for mitigation.

6.3.13 Recommendations for the application and refinement of Options A to F, from a sustainability perspective, are:

- Selective use of poorer performing options, such that the sustainability of existing areas is not undermined e.g. through erosion of open space and employment land.
- Detailed site briefs which set out challenging sustainability performance standards which aspire to enhanced levels of self-containment, provision of community spaces and specific measures which promote quality of life such as crime reduction.
- Ensure accessible and adaptable units are included within high density housing and design should consider inclusive design guidance to ensure accessibility.
- Ensure a range of types and tenures are provided to contribute to meeting community needs.

- Prioritise sustainable transport connectivity and connectivity to local employment opportunities, both of which are significant components of sustainability performance including enhancing air quality, increasing health and well-being and supporting the local economy.
    - In light of the likely shortfall in meeting the Borough's housing requirement, and following national policy guidance, RBKT commissioned a Green Belt/Grey Belt assessment in early 2025 to help determine where the potential for additional land release might be located. Consequent to that study, the potential for approximately 1,750 dwellings on other non-grey belt sites and 1,364 dwellings on higher performing MOL sites (3,114 dwellings) has been identified (**Table 6-2**). Policy KH1 notes (para 6.7) that: *"Based on the findings of the [Green Belt & Metropolitan Open Land Review (2025), the Local Plan will allocate sites for development through the de-designation of over 30 hectares of Grey Belt land and 2 hectares of low-performing Metropolitan Open Land at the Motspur Park Gas Holder site. A further 38 hectares of other Green Belt land are identified as having potential for release, subject to further detailed assessment to ensure their release would not fundamentally undermine the purposes of the remaining Green Belt. The indicative capacity from these and other sites identified in the SHLAA enables the Council to plan for a total of approximately 17,100 homes over the 15-year plan period."*

Reasons for Selection of the Delivery Strategy Options and the Rejection of the Alternatives

6.3.14 Assessment of the delivery strategy options reveals that, in-principle, all six delivery strategy options could be employed to deliver the housing requirement. However, some options are more palatable than others; Options A and B are part of established planning practice and perform overall relatively well against sustainability objectives. Options E and F entail greenfield land release which whilst providing a significant resource for meeting housing needs, carry significant potential disadvantages against landscape, biodiversity and land use objectives.

6.3.15 Similarly, Option C, while aligned with London Plan intensification principles introduces delivery risks and loss of employment land. Note: this option excludes Strategic Industrial Land. The London Plan is clear regarding the protection of SIL, strictly safeguarding it from residential encroachment to protect London's macro-economic industrial capacity. Option D has generally been discounted and rejected due to negative impacts on urban biodiversity, climate resilience, and community health.

Spatial Options for the Delivery of the Housing Requirement

6.3.16 Drawing on the delivery strategy options A to E identified above, three spatial options for delivery of the Housing Requirement (Preferred Strategy of 28,754 dwellings) have been identified as follows:

- Option 1: Housing capacity based on development sites within urban areas only.
- Option 2: Housing capacity to include the targeted release of Green Belt land.
- Option 3: Housing capacity to include the targeted release of Green Belt land and MOL (the Preferred Spatial Approach)

6.3.17 **Option 1: Urban Capacity Only**: Restricts site allocations strictly to urban areas, entirely protecting the Green Belt and MOL. This yields a severe shortfall against the baseline OAN, which introduces a risk of the Local Plan being found unsound for failing to explore sustainable development options in line with the National Planning Policy Framework (given that the current London Plan will have exceeded five years since its publication).

6.3.18 **Option 2: Urban Capacity, plus Targeted Green Belt Release:** Expands housing capacity to include the targeted release of Green Belt land—specifically identified Grey Belt land and sustainable parcels whose release does not fundamentally undermine the remaining Green Belt—while leaving all MOL designations intact.

6.3.19 **Option 3: Urban Capacity, Green Belt, plus MOL (Meeting Proposed Housing Requirement)**: Combines urban optimisations, targeted Green Belt releases, and the release of specific underutilised brownfield sites within the MOL. This maximises land supply without compromising high-performing environmental assets, establishing a Total Supply of 19,246 homes from 2019–2042, comprising the following stepped approach to delivery:

- Planning Permissions (1,946 homes): Committed schemes forming the immediate supply pipeline.
- Windfall - Large Sites (1,000 homes): Windfall capacity from "suitable sites" identified through the borough's Strategic Housing Land Availability Assessment (SHLAA) evidence. Due to the inherent uncertainty regarding the availability of these sites, delivery is only projected for the latter part of the plan period.
- Windfall - Small Sites (3,375 homes): Based on an allowance of 225 homes per year, aligned with the guidelines in London Plan Policy H2.
- Draft Allocations - Non-GB/MOL (10,360 homes): The optimised capacity baseline derived entirely from urban brownfield intensification. Including the intensification of LSIS for Mixed-Use Co-Location.

- Green Belt & MOL Releases (2,575 homes): The capacity added to the plan through targeted boundary alterations for Green Belt and MOL, where exceptional circumstances can be demonstrated.

6.3.20 **Table 6-4** sets out the assessment of the spatial delivery strategy options identified above. The assessment demonstrates the following characteristics:

- Using urban capacity only (Option 1) whilst yielding significant positive benefits in respect of the efficient use of land, conversely yields significant negative effects in relation to meeting housing needs, with associated minor negative effects in respect of community needs (IIA9) and inclusivity and equality (IIA10) where access to services could become constrained. Health and wellbeing (IIA11) effects are likely to be positive, reflecting the protection of MOL and Green Belt resources in and around the urban area.
- Using targeted Green Belt release will begin to meet housing need (IIA15) along with delivery of additional service provision which is likely to have benefits for community needs (IIA9) and inclusivity and equality (IIA10). However, negative effects appear across against a number of Objectives, notably biodiversity (IIA1), landscape (IIA5), the efficient use of land (IIA7) ad health and wellbeing (IIA11) where existing and new residents could be affected by the loss of open space and natural assets are likely to be compromised by the introduction of significant tracts of new housing on greenfield sites. Uncertain effects on air quality (IIA6) and sustainable transport (IIA12) are recorded reflecting the increase in car use associated with new development and the extent to which thus could be balanced by sustainable transport investment and greater self-containment reducing the need to travel. Larger developments have the potential to address such issues.
- The use of MOL under Option 3 is likely to reinforce the negative effects associated with Option 2 and accentuate the positive effect associated with housing delivery (IIA15). Landscape and townscape (IIA5) in particular is likely to experience significant negative effects where change to existing open areas will occur. Larger greenfield developments are likely to provide opportunities for the incorporation of climate resilience measures such as SUDS and innovative building design which over the longer term will contribute to the sustainability performance of the Borough as a whole.
- Overall, however, there is relatively limited difference between the performance of Options 2 and 3, reflecting the broadly similar character and location of MOL and Green Belt in proximity to the urban edge (identified as grey belt).
- Significantly, only Option 3 will meet the housing needs identified as part of the proposed housing requirement.

Table 6-4 Assessment of Spatial Options for the Delivery of the Proposed Housing Requirement

Spatial Approach	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
Option 1: Urban Capacity Only	0	0	0	0	?	0	++	0	- /?	-/?	+	0	0	-	--
Option 2: Urban Capacity, plus Targeted Green Belt Release	-/?	0	+	?	-	?	-	0	+/?	+/?	-/?	?	?	0	+
Option 3: Urban Capacity, Green Belt, plus MOL (Meeting Proposed Housing Requirement). The Preferred Spatial Option.	-/?	0	+	?	-	?	-	0	+/?	+/?	-/?	?	?	0	++

Reasons for Selection of the Proposed Spatial Approach and Rejection of Reasonable Alternatives

6.3.21 The proposed spatial approach (Option 3) will meet the housing needs identified as part of the proposed housing requirement, using the full range of land resources (brownfield land, higher densities, surplus employment sites and greenfield land) in a balanced fashion.

6.3.22 The proposed spatial approach will focus new housing and employment growth to the most sustainable locations by making the best use of brownfield land and intensification of urban sites in the built-up area of Kingston, including the town centre. Windfall sites are further expected to be a reliable source of supply.

6.3.23 The limited release of Green Belt and MOL is required and will complement the brownfield first approach through targeted sites which are based on evidence of grey belt status and present opportunities through their size and location for the maximising sustainable performance through access to and provision of community services, for example.

6.3.24 Options 1 (Urban Capacity only) and 2 (Urban Capacity plus targeted Green Belt release) both cannot fully meet the identified housing requirement

6.3.25 Overall, the IIA found broadly positive effects associated with the delivery of homes, services and employment opportunities, set out in **Chapter 7**, with the full Appraisal (including reasonable alternatives) set out in **Appendix C**, with the GIS analysis of these sites set out in **Appendix D.**

6.4 Reasonable Alternatives: Employment and Retail

6.4.1 The 2022 Employment Land Review (ELR) identifies the employment need as 59,050sq.m or 8.77 ha. This translates to the following amount of net additional floorspace across the Borough by 2043:

- 42,750 square metres of office floorspace;
- 5,620 square metres of light industrial floorspace; and
- 11,160 square metres of general industrial floorspace.

6.4.2 In response to the identified employment land need, Chapter 7 of the Local Plan considers employment uses and proposes that, in line with ELR, there should be the "*proactive intensification of some of the Borough's existing employment areas will be an important part of a strategy for accommodating the Borough's economic and market needs over the Plan period. It also suggests that further work should be undertaken by the Council to refine specific opportunities to intensify and co-locate business uses across the employment areas. This approach is in line with the principles set out in the London Plan 2021* (para 7.18).

Option 1: Business as Usual

6.4.3 If these past trends continue unmitigated over the plan period to 2041, the borough would see an overall net loss of 62,590 sq.m (ELR 2022) of employment floorspace (primarily driven by office losses), which would fail to meet the borough's gross employment requirements.

6.4.4 Focussing specifically on the Kingston Road Corridor Locally Significant Industrial Sites (LSISs), this approach would only see employment intensification on the Council-owned Kingsmill Business Park. Across the rest of the corridor, this piecemeal residential encroachment would result in the net loss of around 20,000 to 25,000 sq.m of existing employment floorspace and approximately 600 local jobs, while delivering between 650 and 950 new residential units.

Option 2: Masterplan-led Intensification (Modified Exploration 2 / Scenario 3) and Town Centre Site Allocations

Industrial

6.4.5 This alternative adopts a coordinated, masterplan-led approach from the ELR Part 2 that balances strong policy protection for viable employment areas with the tactical release of specific sites for residential development. It focuses on intensifying the Kingston Road Corridor sites. Crucially, while the original Employment Land Review (ELR) Part 2 study proposed releasing the Cambridge Road / Hampden Road LSIS for housing, this modified approach retains the site in its current employment use, as the landowners do not plan to bring the site forward for residential development.

6.4.6 The borough's total shortfall comprises a combined 13,040 sq.m deficit for industrial and distribution space. By delivering between 13,000 and 15,000 sq.m of intensified workspace and light industrial floorspace, Option 2 would fully satisfy and potentially slightly exceed the borough's entire industrial and distribution requirement.

Offices

6.4.7 To address the borough-wide office shortfall, draft site allocations within the town centres will be utilised. Rather than applying a strict, rigid split between office (70%) and retail (30%) space—which may overestimate real-world town centre office demand—the Council will evaluate capacity against a single, combined commercial floor space metric.

6.4.8 Given the flexibility of Class E use classes, combining these elements into a single commercial total creates a more resilient planning baseline. High-density town centre allocations are projected to yield 37,000 sq.m gross internal area (GIA) of commercial space. Applying a standard 15% structural efficiency discount establishes a baseline of 31,450 sq.m net internal area (NIA) of flexible commercial capacity to be measured against total borough requirements.

Retail

Option 1: Business as Usual

6.4.9 Under the "Business as Usual" alternative, the projected retail floorspace needs for both comparison and convenience goods are met naturally through market forces taking up existing vacant premises in the borough's town centres, without the need to actively allocate new sites.

6.4.10 For comparison goods, the Retail & Leisure Needs Assessment (RLNA) identifies only a minimal need for additional floorspace over the initial ten-year forecast period, amounting to just 727 sq.m net by 2034, rising to 7,907 sq.m net by 2041. Because the rate of expenditure growth is not sufficient to override the absorption capacity of existing floorspace and the growth of online shopping, the RLNA advises that the policy approach should be one of consolidation and enhancement rather than strategic growth. Therefore, under this option, there is no requirement to allocate sites on the edge of or outside the existing network of town centres to meet comparison retail needs.

6.4.11 For convenience goods, the RLNA forecasts a stronger need of 8,532 sq.m net by 2029, 8,138 sq.m net by 2034, and 7,971 sq.m net by 2041. Under Option 1, this projected need would be naturally absorbed by the current supply of vacant units rather than new development. The RLNA identifies a substantial total of 35,880 sq.m gross of vacant floorspace across the four main town centres (Kingston, New Malden, Surbiton, and Tolworth). Furthermore, the RLNA concludes that existing main foodstores currently have additional physical capacity to absorb much of this forecast need, based on observed queuing and car parking availability.

6.4.12 By pursuing this business as usual approach, the borough would rely on the natural turnover and re-occupation of the existing 35,880 sq.m of vacant town centre floorspace to satisfy its retail requirements over the plan period.

Option 2: Town Centre Site Allocations and Consolidated Growth

6.4.13 Under this alternative, the Council would pursue a spatial strategy that concentrates new retail capacity within defined town centre site allocations, primarily focused on high-density mixed-use delivery within the Eden Walk and Eden Quarter areas. This option intentionally moves away from allocating fragmented, smaller parcels of retail land across the borough's secondary shopping areas. Instead, it consolidates growth to reinforce the retail hierarchy of Kingston Town Centre.

6.4.14 High-density town centre allocations are projected to yield 37,000 sq.m gross internal area (GIA) of commercial space. Applying a standard 15% structural efficiency discount establishes a baseline of 31,450 sq.m net internal area (NIA) of flexible commercial capacity which is shared with the Office provision. This approach allows town centre allocations to be managed flexibly as multi-use commercial hubs, ensuring the Local Plan remains resilient to shifting economic trends while steering town centre consolidation into a unified, high-density commercial total.

6.4.15 **Table 6-7** sets out the assessment of the employment and retail delivery strategy options identified above. The assessment demonstrates the following characteristics:

- Employment option 1 (business as usual) is likely to result in a high degree of uncertainty and neutral effects, notably against Objective 9 (Community needs), 10 (Inclusivity and equality) and 13 (Economy & employment) where aspirations for economic development and its wider benefits could remain unfulfilled.
- Masterplan-led intervention is likely to lead to more positive outcomes in respect of generating growth, although uncertainty remains as to whether the wider benefits in respects of Objective 9 (Community needs), 10 (Inclusivity and equality) will be met.
- Retail options 1 and 2 exhibit a similar pattern to Employment options 1 and 2, that is direct interventions through allocations are likely to produce more positive outcomes where specific aspects of retail provision can be managed and directed according to need, notwithstanding the need for significant preparatory work and detailed monitoring of effects.

Table 6-5 Assessment of Employment and Retail Options

Delivery Strategy Option	IIA 1: Biodiversity	IIA 2: GHGs, Energy Efficiency and Resources	IIA 3: Climate Resilience	IIA 4: Historic Environment	IIA 5: Landscape	IIA 6: Air Quality	IIA 7: Efficient use of land	IIA 8: Water Quality	IIA 9: Community Needs	IIA 10: Inclusivity and Equality	IIA 11: Health and Wellbeing	IIA 12: Sustainable Transport	IIA 13: Economy and Employment	IIA 14: Crime and Safety	IIA 15: Housing
Employment Option 1: Business as Usual	0	0	0	0	0	0	?	0	?	?	0	0	?	0	0
Employment Option 2: Masterplan-led Intensification (Modified Exploration 2 / Scenario 3) and Town Centre Site Allocations – The Proposed Approach	0	0	0	?	0	0	+	0	?	?	0	0	+	0	0
Retail Option 1: Business as Usual	0	0	0	0	0	0	?	0	?	?	0	0	?	0	0
Retail Option 2: Town Centre Site Allocations and Consolidated Growth – The Proposed Approach	0	0	0	?	0	0	+	0	?	?	0	0	+	0	0

Reasons for Selection of the Proposed Approach and Rejection of Reasonable Alternatives

- The proposed approach to the delivery of employment growth is selected as a proactive solution to meeting employment floorspace requirements, fully satisfy and potentially slightly exceed the borough's entire industrial and distribution requirement.
- The proposed approach entails adopting a flexible approach to the office/retail balance.
- The sustainability performance of the proposed approaches to office and retail provision is higher, focused on the efficient use of land through the intensification of existing sites and a focus on town centre locations for office uses, as well as providing predictability in terms of employment locations.
- By contrast, a business as usual approach would fail to meet the Borough’s gross employment requirements as a result of a net loss of employment floorspace.

6.5 Reasonable Alternatives: Gypsies and Traveller Sites

Option 1: Business as Usual (Reactive Approach)

6.5.1 Under the "Business as Usual" alternative, the Council would not actively allocate new land parcels or establish dedicated delivery frameworks to satisfy the Gypsy and Traveller requirement. Instead, pitch delivery would be managed entirely reactively through the standard development management planning application process, allowing private landowners to bring forward individual schemes on a case-by-case basis.

6.5.2 While a reactive approach provides flexibility this strategy does not establish a guaranteed rolling supply of pitches to meet the target of 55 pitches derived from the London Gypsy and Traveller Accommodation Assessment (GTANA) 2025, the Council will be highly vulnerable to planning appeals. In practice, if a continuous pipeline cannot be demonstrated via local policy, delivery is highly likely to be dictated by planning inspectors via the appeal process rather than local spatial design preferences. Over the plan period to 2041, this uncoordinated approach is projected to result in a delivery shortfall of approximately 50 pitches, leaving the borough exposed to persistent enforcement challenges and unauthorized encampments.

Option 2: Allocation of Specific Sites (Council-Owned Land Interventions)

6.5.3 Under this alternative, the Council would take direct planning intervention measures to meet the target of 55 pitches identified in the London Gypsy and Traveller Accommodation Assessment (GTANA) 2025. This strategy establishes a delivery mechanism focused strictly on the formal allocation of new, targeted parcels of land on the Policies Map utilising public land assets.

6.5.4 By identifying specific council-owned land parcels for direct allocation, the Council maintains strict statutory control over layout standards, site access, and long-term delivery and management frameworks. In order to preserve spatial flexibility and prevent premature speculation during the consultation stage, specific land asset names are excluded from the general options. These combined council-owned land interventions are estimated to provide a baseline capacity of 10 pitches, leaving a residual deficit to be met through alternative means.

Option 3: Pitch Regularisation and Supportive Criteria-Based Policy

6.5.5 This option shifts the focus from direct council land allocation to a dual framework of regularisation and a positive, forward-looking criteria policy. Firstly, the Council would formally regularise and authorise 15 existing pitches, legally absorbing them into the borough’s verified permanent housing supply.

6.5.6 This option incorporates a supportive, criteria-based development management policy to manage new Gypsy and Traveller provisions brought forward by private

developers or landowners. Rather than forcing pitches onto sites, this policy would state that new pitches will be positively supported across the borough provided they meet strict environmental, access, and residential amenity criteria.

6.5.7 While this option provides a clear framework for regularisation, its forward-looking element is largely abstract in a borough heavily constrained by the Green Belt. As inappropriate development in the Green Belt requires a demonstration of 'very special circumstances', a criteria-based policy alone may have limited practical effectiveness in generating entirely new pipelines.

Option 4: Supportive Criteria-Based Policy for Larger Developments

6.5.8 This alternative establishes a mandatory planning policy mechanism requiring the integrated provision of Gypsy and Traveller pitches as a proportion of large-scale strategic private developments. To capture major land releases without over-burdening smaller urban regeneration schemes, the mandatory threshold for this policy is explicitly defined as developments over 2 hectares (ha) in size.

6.5.9 Strategic sites exceeding the 2ha threshold are projected to yield a gross additional capacity of 40 pitches (equivalent to 4-5 pitches per site) over the plan period. When tested against examination benchmarks, Option 4 creates an independent, developer-led pipeline that reduces reliance on public land assets. However, because its success is entirely tied to the build-out rate of major housing developments, delivery timelines remain subject to broader economic and housing factors.

6.5.10 **Table 6-6** sets out the assessment of the gypsy and traveller sites delivery strategy options identified above. The assessment demonstrates the following characteristics:

- A business as usual approach is likely to result in detrimental effects on IIIA9 Community needs, IIA10 Inclusivity and equality, IIA11 Health & wellbeing and IIA15 Housing, reflecting the persistence of unmet needs against these Objectives.
- By contrast, Options 2 and 3 are likely to deliver positive outcomes against Objectives IIA9, 10, 11 and 15, reflecting the effects of positive interventions to secure pitch provision to meet demand. For Option 3, effects on landscape (IIA5) could arise where additional development could be required in the Green Belt, for example.
- Option 4 is likely to yield the greatest degree of uncertainty against Objectives IIA7, 9, 10, 11 and 15, reflecting the uncertainty of delivery, being dependent upon strategic sites. In addition, there could unforeseen effects on landscape (IIA5) where additional development could be required in the Green Belt, for example.

- For all options monitoring and evaluation would be required to determine the effects of implementation which could be interrelated, complex and unforeseen.

Table 6-6 Assessment of Gypsy & Traveller Site Options

Delivery Strategy Option	IIA 1: Biodiversity	IIA 2: GHGs, Energy Efficiency and Resources	IIA 3: Climate Resilience	IIA 4: Historic Environment	IIA 5: Landscape	IIA 6: Air Quality	IIA 7: Efficient use of land	IIA 8: Water Quality	IIA 9: Community Needs	IIA 10: Inclusivity and Equality	IIA 11: Health and Wellbeing	IIA 12: Sustainable Transport	IIA 13: Economy and Employment	IIA 14: Crime and Safety	IIA 15: Housing
Option 1: Business as Usual (Reactive Approach)	0	0	0	0	0	0	0	0	-	-	-	0	0	0	-
Option 2: Allocation of Specific Sites (Council-Owned Land Interventions) – The Proposed Approach	0	0	0	0	0	0	?	0	+	+	+	0	0	0	+
Option 3: Pitch Regularisation and Supportive Criteria-Based Policy	0	0	0	0	-	0	?	0	+	+	+	0	0	0	+
Option 4: Supportive Criteria-Based Policy for Larger Developments	0	0	0	0	?	0	?	0	?	?	?	0	0	0	?

Reasons for Selection of the Proposed Approach and Rejection of Reasonable Alternatives

The proposed approach is preferred over the three alternatives because:

- The identified need for pitches can be met through the formal allocation of new, targeted parcels of land on the Policies Map utilising public land assets.
- The Council will maintain strict statutory control over layout standards, site access, and long-term delivery and management frameworks.
- The Proposed approach demonstrates the best sustainability performance, reflecting meeting community needs, inclusivity and equality and meeting housing needs.
- The alternative options do not perform as well in sustainability terms reflecting a lack of certainty in delivery.
- Lack of certainty is a wider characteristic of the three alternatives in terms of the physical delivery of sites for a variety of reasons including reliance on market forces, Green Belt sites and incorporation within strategic sites with necessarily long delivery timescales.
- The alternative approaches are likely to result in a delivery shortfall of authorised pitches, leaving the borough exposed to persistent enforcement challenges and unauthorized encampments.

7 Assessment of Proposed Development Sites

7.1 Introduction

7.1.1 **Table 7-2** overleaf provides a summary of the performance of the proposed development sites against each IIA objective and **Tables 7-3** to **7-17** show the summary of significant effects based on each IIA objective. The detailed appraisal of each site is presented in **Appendix C**, with the GIS analysis presented in **Appendix D**.

7.1.2 **Figure 7-1** shows the location of existing and proposed sites for potential allocation.

Table 7-1 Key to Assessment Scores

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

Figure 7-1 - Proposed Development Sites

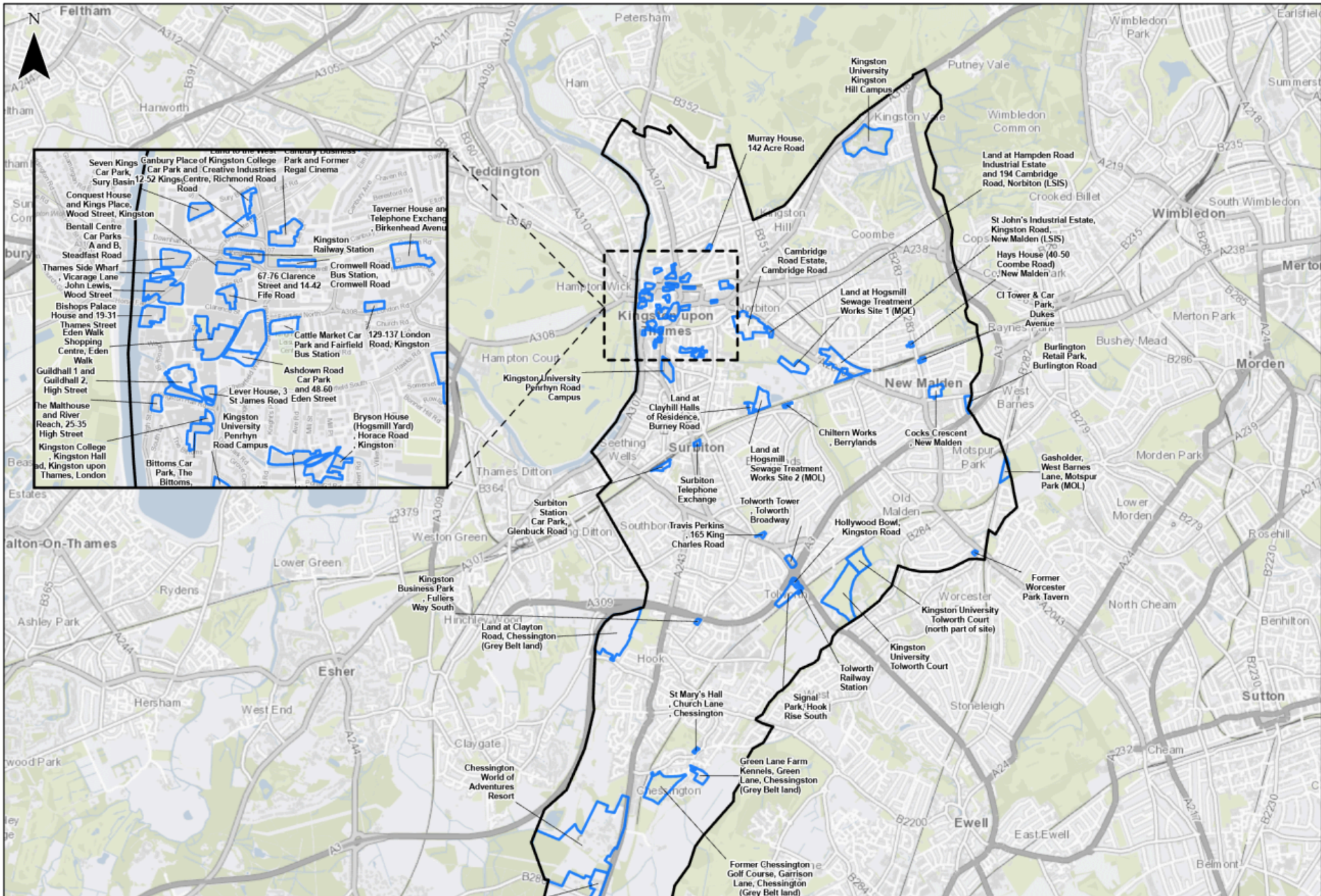

N
Feltham
Hanworth
Petersham
Ham
Teddington
Hampton Wick
Kingston upon Thames
Hampton Court
Thames Ditton
Surbiton
Seething Wells
Weston Green
Lower Green
Rydens
Ashley Park
Esher
Hersham
West End
Claygate
Hook
Chessington
Malden Rushett
Tolworth
Old Malden
New Malden
Coombe
Kingston Hill
Norbiton
Kingston Vale
Putney Vale
Crooked Billet
Wimbledon
Wimbledon Common
Wimbledon Park
South Wimbledon
Merton
Merton Park
Morden
Morden Park
Bushey Mead
Motspur Park
West Barnes
Lower Morden
North Cheam
Worcester Park
Stoneleigh
Ewell
East Ewell
Cheam
Sutton
Benhilton
Rosehill
Belmont
Seven Kings Car Park, Sury Basin
Canbury Place of 12-52 Kings
Car Park and Kingston College Creative Industries Centre, Richmond Road
Canbury Business Park and Former Regal Cinema
Conquest House and Kings Place, Wood Street, Kingston
Bentall Centre Car Parks A and B, Steadfast Road
Thames Side Wharf , Vicarage Lane
John Lewis, Wood Street
Bishops Palace House and 19-31 Thames Street
Eden Walk Shopping Centre, Eden Walk
Guildhall 1 and Guildhall 2, High Street
The Malthouse and River Reach, 25-35 High Street
Kingston College , Kingston Hall Rd, Kingston upon Thames, London
Bittoms Car Park, The Bittoms,
Kingston Railway Station
Cromwell Road Bus Station, Cromwell Road
67-76 Clarence Street and 14-42 Fife Road
Taverner House and Telephone Exchange , Birkenhead Avenue
Cattle Market Car Park and Fairfield Bus Station
129-137 London Road, Kingston
Ashdown Road Car Park and 48-60 Eden Street
Lever House, 3 St James Road
Kingston University Penrhyn Road Campus
Bryson House (Hogsmill Yard) , Horace Road , Kingston
Kingston University Kingston Hill Campus
Murray House, 142 Acre Road
Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)
St John's Industrial Estate, Kingston Road, New Malden (LSIS)
Hays House (40-50 Coombe Road) New Malden
Cambridge Road Estate, Cambridge Road
Land at Hogsmill Sewage Treatment Works Site 1 (MOL)
CI Tower & Car Park, Dukes Avenue
Burlington Retail Park, Burlington Road
Kingston University Penrhyn Road Campus
Land at Clayhill Halls of Residence, Burney Road
Chiltern Works , Berrylands
Cocks Crescent , New Malden
Land at Hogsmill Sewage Treatment Works Site 2 (MOL)
Surbiton Telephone Exchange
Tolworth Tower , Tolworth Broadway
Surbiton Station Car Park, Glenbuck Road
Travis Perkins , 165 King Charles Road
Hollywood Bowl, Kingston Road
Gasholder, West Barnes Lane, Motspur Park (MOL)
Former Worcester Park Tavern
Kingston University Tolworth Court (north part of site)
Kingston University Tolworth Court
Tolworth Railway Station
Signal Park, Hook Rise South
Kingston Business Park , Fullers Way South
Land at Clayton Road, Chessington (Grey Belt land)
St Mary's Hall , Church Lane , Chessington
Green Lane Farm Kennels, Green Lane, Chessington (Grey Belt land)
Chessington World of Adventures Resort
Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)

Table 7-2 Proposed Sites 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	I H W
Seven Kings Car Park, Sury Basin	+/-	?	+/-	+/-	+	+	++	+/-	++	++	
Canbury Place Car Park and 12-52 Kingsgate Road	+	?	- -	+/-	+/-	+	++	0	?	++	
Canbury Business Park and Former Regal Cinema	+	?	?	+/-	+/-	+	++	0	++	++	
Murray House, 142 Acre Road	?	?	+	+/-	+	?	++	+/-	++	++	
Bentall Centre Car Parks A and B, Steadfast Road	+	?	+/-	+/-	+/-	+	++	+/-	?	+	
Cromwell Road Bus Station, Cromwell Road	+	?	+/-	+/-	+	?	++	0	?	+	
Thames Side Wharf, Vicarage Lane	++	?	+/-	+/-	+	+	++	+/-	?	+	
John Lewis, Wood Street	?	?	--	--	?	+/-	++	-	+	+	
Bishops Palace House and 19-31 Thames Street	+/-	?	+/-	+/-	+/-	+	++	+/-	++	++	

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	I H W
67-76 Clarence Street and 14-42 Fife Road	?	?	+/-	0	+	?	++	+/-	++	++	
Cattle Market Car Park and Fairfield Bus Station	+/-	?	+/-	+/-	+	+	++	0	++	++	
Eden Quarter, Lady Booth Road, Kingston	?	?	--	0	0	?	++	0	++	++	
Eden Walk Shopping Centre, Eden Walk	?	?	--	+/-	+/-	?	++	0	++	++	
Conquest House and Kings Place, Wood Street, Kingston	?	?	--	0	0	?	++	0	++	++	
Ashdown Road Car Park and 48-60 Eden Street	?	?	--	+/-	+	+	++	0	++	++	
Guildhall 1 and Guildhall 2, High Street	++	?	+/-	+/-	+/-	+	++	+/-	+	+	
Lever House, 3 St James Road	-	?	--	?	+/-	?	++	-	++	++	
The Malthouse and River Reach, 25-35 High Street	+	?	+/-	+/-	+/-	+	++	-	+	+	
Bittoms Car Park, The Bittoms, Kingston	+	?	+/-	+/-	+	+	++	-	+	+	

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	I H W
Bryson House (Hogsmill Yard), Horace Road, Kingston	?	?	--	0	0	?	++	0	++	++	
Kingston University Knights Park Campus and Middle Mill	-	?	?	?	?	+	++	0	?	+/-	
Taverner House and Telephone Exchange, Birkenhead Avenue	+/-	?	+	?	+/-	+	++	+	+	+	
129-137 London Road, Kingston	0	?	+	?	0	+	++	+	+	+	
Cambridge Road Estate, Cambridge Road	?	?	+/-	0	+/-	0	++	+/-	++	++	
Chiltern Works, Berrylands	0	?	?	0	0	+	++	?	?	?	
Land at Clayhill Halls of Residence, Burney Road	?	?	0	0	-	?	0	0	+/-	+/-	
Kingston College, Kingston Hall Road, Kingston upon Thames, London	+	?	+/-	+/-	+	+	++	-	+	+	
Kingston Railway Station	?	?	-	0	0	?	++	0	++	++	

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	I H W
Kingston University Kingston Hill Campus	-	?	?	?	?	+	++	0	?	+/-	
Kingston University Penrhyn Road Campus	0	?	+	?	?	+	++	+	+	+	
Land to the West of Kingston College Creative Industries Centre, Richmond Road	+/-	?	?	+/-	+/-	+	+/-	0	?	+	
CI Tower & Car Park, Dukes Avenue	?	?	+/-	0	+	0	++	+/-	?	?	
Cocks Crescent, New Malden	++	++	++	++	++	+	++	+	++	++	
Hays House (40-50 Coombe Road), New Malden	?	?	+/-	0	?	0	++	0	?	?	
Burlington Retail Park, Burlington Road	-	?	--	0	?	?	++	0	+	+	
Signal Park, Hook Rise South	?	?	+/-	0	++	?	++	0	+/-	+/-	
Hollywood Bowl, Kingston Road	?	?	+	0	+	?	++	-	?	?	
Kingston Business Park, Fullers Way South	+/-	?	+	+/-	+/-	+	++	+	?	+/-	

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	I H W
Surbiton Station Car Park, Glenbuck Road	-	?	?	+/-	+/-	?	++	0	+	+	
Surbiton Telephone Exchange, Ewell Road	?	?	+/-	0	?	0	++	0	+	+	
Former Worcester Park Tavern, Cheam Comon Road	0	?	+/-	0	0	0	++	0	+	+	
St Mary's Hall, Church Lane, Chessington	0	?	0	0	0	0	++	0	+	+	
Travis Perkins, 165 King Charles Road	-	?	?	?	?	+	++	0	+	+/-	
Tolworth Railway Station	-	?	?	0	+/-	?	++	0	?	+/-	
Tolworth Tower, Tolworth Broadway	?	?	+/-	0	+	?	++	0	+/-	+/-	
St John's Industrial Estate, Kingston Road, New Malden (LSIS)	+	?	?	0	+	--	-	?	?	?	
Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	-	?	?	-	-	+	+	?	+	+	

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	II H W
Chessington Garden centre and adjoining land	?	?	+/-	0	0	0	++	0	-	-	
Chessington World of Adventures Resort	?	?	+/-	+/-	++/--	0	++	0	++/-	++/-	
Green Lane Farm Kennels, Green Lane, Chessington (Grey Belt land)	--	?	?	-	--	-	+/-	0	+	+	
Land at Clayton Road, Chessington (Grey Belt land)	--	?	?	0	--	0	--	?	-/?	+	
Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	--	?	?	0	?	-	--	0	+	?	
Silverglade Business Park, Leatherhead Road, Chessington	?	?	+	0	+	0	++	+/-	+/-	+/-	
Gasholder, West Barnes Lane, Motspur Park (MOL)	--	?	--	?	--	+	+/-	?	+/-	+	
Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	-	?	--	0	++	?	++	-	+/-	+/-	

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	I H W
Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	?	?	--	0	++	?	++	0	+/-	+/-	
Kingston University Tolworth Court	?	?	+/-	0	--	0	--	?	+/-	+/-	
Kingston University Tolworth Court (north part of site)	?	?	+/-	0	--	0	--	0	+/-	+/-	

7.1.3 The assessment of the identified site allocations is summarised in **Table 7-12** using the significance criteria identified in **Table 3-2**. The sites are shown in **Figure 7-1**. The principal characteristics of the sites which have been identified as holding potential to help deliver the housing requirement are:

- Overall the sites display positive sustainability performance, reflecting their inherent character, for example being previously developed land, proximity to existing services, the promotion of health and well-being, inclusivity and equality and opportunities to provide affordable housing.
- Mixed positive and negative and uncertain effects are broadly associated with the IIA Objectives 1 (Biodiversity), 2 (Green House Gas emissions/energy efficiency), 3 (Climate Resilience), 4 (Historic Environment), 5 (Landscape), 6 (Air Quality), 9 (Community Needs), 12 (Sustainable Transport) and 13 (Economy and Employment).
- Significant negative effects merit further exploration and the degree to which site-specific mitigation and the application of development management policies could lessen or reverse these effects.
- It is notable that there are clusters of negative effects associated with the additional sites which have been identified. This is to be expected given their peripheral location (creating challenges for service provision, for example) and the current land uses (which include recreational land) which are inherently more sensitive. The application of Plan-wide strategic and development management policies and potentially site-specific policies/development briefs which address specific issues including those identified in the Assessment.

7.1.4 An assessment of alternative sites is set out in **Appendix C**. In summary, the assessment shows that none of the alternative sites perform any better than those which are proposed, and in many cases perform more poorly, notably against objectives relating to biodiversity, landscape and efficient use of land.

Reasons for Selection of the Proposed Sites and Rejection of Reasonable Alternatives

7.1.5 Meeting the Borough's housing requirement, potentially through the use of a combination of the spatial strategy options set out in **Section 6.2**, requires the identification of 58 sites which together can fulfil that requirement.

7.1.6 The reasons for selecting the proposed sites reflect:

- Compliance with the Local Plan Vision, Objectives, Delivery Strategy and Spatial Approach in particular by focussing development at well-connected locations, balancing the delivery through the use of existing allocations, windfall sites, brownfield land, sensitive intensification of existing sites, proportionate release of employment land and release of Grey Belt and Green Belt in locations where relatively limited harm is identified.
- Support by plan evidence assessment, including flood risk, transport, site viability, heritage, tall buildings, Green Belt and biodiversity.
- There are no overriding constraints that would hinder the delivery of the sites.
- Collectively, the sites will contribute to housing supply.
- The sites are viable and available.
- The reasonable alternative sites do not exhibit significantly higher sustainability performance than the proposed sites.

7.2 Site Assessment Summary

Tables 7-3 to **7-17** below summarise the effects of the suite of sites against each of the IIA objectives. The full assessment can be found in **Appendix C**.

IIA1: Biodiversity

Table 7-3 – Summary of Biodiversity Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	3	Significant positive effects are identified for those sites which have limited ecological value (such as Canbury Place Car Park and Bentall Centre Car Parks A and B) as development is likely to include additional landscaping and tree planting, increasing biodiversity within these sites and the local area.
Significant Negative (--)	4	Significant negative effects are identified for sites which are proximate to biodiversity assets.
Uncertain (?)	23	Uncertain effects are identified for those sites where information on proposals for green infrastructure and biodiversity net gain are currently unclear.
Minor Negative (-)	9	Minor negative effects are identified for those sites located in close proximity to locally significant sites and it's not clear on the potential inclusion of green infrastructure and biodiversity net gain. These include sites such as Kingston University, Travis Perkins and Burlington Retail Park.
Minor Positive (+)	8	Minor positive effects are 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.

Effect	Number of effects	Significant Assessment Findings
Mixed (+/-)	6	Mixed effects are generally 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 7-4– Summary of GHGs, Energy Efficiency and Resources Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	1	The Cocks Crescent, New Malden site is the only site that has resulted in significant positive effects on IIA2. As part of the Cocks Crescent Supplementary Planning Document (SPD)[19] 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 connected to public transport and active travel routes, which is likely to encourage a modal shift and subsequently reduce GHGs from the road network.
Uncertain (?)	57	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.

[19] 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 7-5 – Climate Resilience Findings

Effect	Number of effects	Assessment Findings
Significant Positive (++)	1	The Cocks Crescent, New Malden site is the only site that has resulted in significant positive effects on IIA3. As part of the Cocks Crescent Supplementary Planning Document (SPD)[20] 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 (--)	12	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 are identified. These sites include Canbury Place Car Park, and John Lewis.
Minor Negative (-)	1	Minor negative effects are identified for a site with potential for floodrisk effects.
Uncertain (?)	13	Uncertain effects are 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 Burlington Retail Park and Kingston Road.
Minor Positive (+)	7	Minor positive effects are 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

[20] 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	Assessment Findings
		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.
Mixed (+/-)	23	Mixed effects are 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 7-6 – Summary of Historic Environment Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	1	The Cocks Crescent, New Malden 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	Significant negative effects are 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. The site is adjacent to the Kingston Old Town Conservation Area and the Grade II and locally listed Bentall Shopping Centre. 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.
Minor Negative (-)	2	Minor negative effects are identified for those sites located in close proximity to locally significant sites with potential effects.
Uncertain (?)	8	Uncertain effects are 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. Similarly, uncertain effects are 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.
Mixed (+/-)	19	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

Effect	Number of effects	Significant Assessment Findings
		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. 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.

IIA5: Landscape and Townscape

Table 7-7 – Summary of Landscape Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	4	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.
Significant Negative (--)	5	Significant negative effects are identified for larger greenfield sites where significant change is to be expected.
Uncertain (?)	9	Uncertain effects are identified for those sites where information on proposals for green infrastructure and biodiversity net gain are currently unclear.

Minor negative (-)	2	A number of sites are identified as having the potential for minor negative effects on IIA5 as these sites will result in the direct loss of Green Belt and MOL.
Minor Positive (+)	14	A number of sites include the small-scale provision of green infrastructure through tree planting, incorporation of SuDs and minor public realm improvements, which have potential to result in minor positive effects on the landscape. These sites include: Seven Kings Car Park, Ashdown Road Car Park and Cromwell Road Bus Station
Mixed (+/-)	14	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 Canbury Business Park, Cattle Market Car Park
Mixed (++/--)	1	The Chessington World of Adventures Resort Site offers opportunities for considerable landscape improvements through developing the Site into a use that is more congruent with local landscapes. However, the Site is large in scale and its current use as a theme park is part of the local landscape to some degree, with its loss/transformation taking a long time to dissipate and for any development to naturalise into the local landscape.

IIA6: Air Quality

Table 7-8 – Summary of Air Quality Findings

Effect	Number of effects	Significant Assessment Findings

Significant Negative (--)	1	Sites which have already high NO2 which may be exacerbated by construction works alongside poor connectivity to public transport links. Sites that are poorly connected to public transport networks and local facilities are likely to rely upon private vehicles, which may increase levels of congestion and air pollution from the transport network.
Uncertain (?)	18	Uncertain effects are 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.
Minor negative (-)	2	Minor negative effects are identified for sites which currently have high NO2 levels which may be exacerbated by construction works.
Minor Positive (+)	24	Minor positive effects have generally been identified for those sites which are well connected 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.
Mixed (+/-)	1	Mixed effects are identified for sites which currently have relatively good air quality but poor connectivity to public transport links. Sites that are poorly connected to public transport networks and local facilities are likely to rely upon private vehicles, which may increase levels of congestion and air pollution from the transport network.

IIA7: Efficient Use of Land

Table 7-9 – Summary of Efficient Use of Land Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	49	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.
Minor Positive (+)	1	Redevelopment of brownfield land but potential loss of open space assets.
Mixed (+/-)	2	Uncertain effects are identified for sites which will result in the loss of some Green Belt and MOL land, however, sites may incorporate non residential floor space and high density development which will make the most efficient use of limited space.
Minor Negative (-)	1	Site which use MOL but are relatively small scale.
Significant Negative (--)	4	Large sites which require greenfield land resulting in its permanent loss.

IIA8: Water Quality

Table 7-10 – Summary of Water Quality Findings

Effect	Number of effects	Significant Assessment Findings
Uncertain (?)	6	Uncertain effects are identified for sites where it is uncertain if there is potential for construction activities to pollute nearby water bodies.
Minor Positive (+)	5	Minor positive effects are 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.
Minor Negative (-)	7	Minor negative effects are identified for the John Lewis site. 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 (+/-)	10	Both positive and negative effects are 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 7-11 – Summary of Community Needs Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	15	The Cocks Crescent site would result in significant positive effects on IIA9 as it is well located to existing community services and facilities. 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 can cater for community events and markets. Other sites such as Bishops Palace House and Cattle Market Car Park would also result in significant positive effects due to their existing provision or community services coupled with the proposed addition of new community and leisure facilities.
Uncertain (?)	14	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 propose any additional facilities at this stage. 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.
Minor negative (-)	2	Minor negative effects have been identified for sites which have poor proximity to local centres, shopping frontages, primary and secondary shopping frontages and poor PTAL scores, however, are located in relatively close proximity to the public transport network.
Minor Positive (+)	17	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 at this stage. These sites include sites such as Bentall Centre Car Parks and Guildhall Buildings 1 and 2.
Mixed (+/-)	9	Mixed effects are identified for sites which are located within relatively good proximity to existing facilities, however, it is unclear if new facilities are part of their development.

Effect	Number of effects	Significant Assessment Findings
Mixed (++/-)	1	The Chessington World of Adventures Resort Site is located away from certain services, mainly shopping facilities. However, given the significant scale of this Site, it is likely able to provide services and facilities on-site.

IIA10: Inclusivity and Equality

Table 7-12 – Summary of Inclusivity and Equality Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	16	The Cocks Crescent site would result 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 can cater for community events and markets. Other sites such as Bishops Palace House would also result in significant positive effects due to their existing provision or community services coupled with the proposed addition of new community and leisure facilities.

Uncertain (?)	6	Uncertain negative effects are identified for sites where it is not clear on the provision for services the new site may provide.
Mixed (+/-)	13	Mixed effects are 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.
Minor Positive (+)	21	Minor positive effects are 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, Guildhall Buildings 1 and 2 and Cattle Market Car Park.
Mixed (++/-)	1	The Chessington World of Adventures Resort Site is located away from certain services. However, given the significant scale of this Site, it is likely able to provide services and facilities on-site.

IIA11: Health and Wellbeing

Table 7-13 – Summary of Health and Wellbeing Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	21	The Cocks Crescent site would result 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 can cater for community events and markets. Other sites such as [add example] would also result in significant positive effects due to their existing provision or community services coupled with the proposed addition of new community and leisure facilities.
Uncertain (?)	2	Likely effects are unproven at this stage.
Minor negative (-)	1	Minor negative effects are identified for the Greenwell site due to being in the 10-20% most deprived in IMD Health domain, low female life expectancy, and poor access to leisure services and social services.
Minor Positive (+)	25	Minor positive effects are 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.

Effect	Number of effects	Significant Assessment Findings
Mixed (+/-)	8	Mixed effects are 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.
Mixed (++/-)	1	The Chessington World of Adventures Resort Sites are located away from certain health services. However, given the significant scale of these Sites, they are likely able to provide health services and facilities on-site.

IIA12: Sustainable Travel

Table 7-14 – Summary of Sustainable Travel Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	18	The majority of sites have good access to sustainable transport modes and active travel modes such as the 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.

Effect	Number of effects	Significant Assessment Findings
Minor negative (-)	7	Minor negative effects are 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.
Uncertain (?)	2	Both the Cromwell Road Bus Station and Cattle Market Car Park and Fairfield Bus Station would result 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 positive (+)	14	Minor positive effects have been identified for sites with relatively good transport connectivity, such as the Gasholder site which has good access to bus stops, train stations, strategic walking network and strategic cycling network. However, the area has a low PTAL score.
Mixed (+/-)	17	Mixed effects are identified for sites which have low PTAL scores and have some transport connectivity, such as access to the strategic walking and cycling networks.

IIA13: Economy and Employment

Table 7-15 – Summary of Economy and Employment Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	3	Cocks Crescent, Thames Side Wharf, and Bentall Centre Car Parks would result 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 (?)	32	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 negative (-)	1	Minor negative effects are identified for sites which do not have any locally significant industrial or strategic industrial locations as well as being over 800m from employment sites. Additionally, these sites are in the 10-20% least deprived in the IMD employment domain and 30-50% for the IMD income domain.
Minor Positive (+)	18	The majority of sites would result 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.

Effect	Number of effects	Significant Assessment Findings
Mixed (+/-)	1	Mixed effects are 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 7-16 – Summary of Crime and Safety Findings

Effect	Number of effects	Significant Assessment Findings
Minor Positive (+)	43	Most sites would result in minor positive effects on crime. Although crime reduction 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.
Mixed (+/-)	16	Some Sites are located in areas that are subject to higher than the national average crime rates and are scored as having a mixture of minor positive and minor negative effects to reflect this. New development can help make safe place that help to reduce crime.

IIA15: Housing

Table 7-17 – Summary of Housing Findings

Effect	Number of effects	Significant Assessment Findings
Significant Positive (++)	51	Most sites are likely to result in significant positive effects on housing as they will all work towards meeting the Boroughs ambitious housing target.
Minor Postive (+)	3	Some small sites will make a more modest contribution to housing supply.

8 Assessment of Proposed Policies

8.1.1 The assessment of the proposed Local Plan policies is summarised below and presented in full in **Appendix E**.

8.1.2 A matrix approach has been used for the assessment which has used the significance criteria identified in **Table 8-1** below. **Table 8-2** provides an overview on the performance of the Local policy themes against each IIA objective.

8.1.3 The performance of the proposed policies against the IIA Objectives reveals the following broad patterns:

- Taken together, there are largely positive and significant positive effects recorded against the policies, reflecting their overall intent to realise social and economic progression for the Borough in a sustainable fashion.
- Mixed and uncertain effects are concentrated across IIA Objectives 1-7, generally associated with the delivery of housing (Policies KH1-7), social infrastructure (Policies KS1-8) and transport (KT1-5).
- A minor negative effect was only identified for policy KT5 on IIA Objective 8 Water Quality, reflecting the policy's potential to cause disruption to the rivers of the Borough and possibly increase pollution within them from increased residential and freight travel.
- Minor negative effects are identified across a range of the IIA Objectives and resulting from a range of policies. However, minor negative effects are always accompanied by uncertainties or minor positive effects, reflecting that the adverse effects identified might not occur and/or are accompanied by benefits.

8.1.4 The results of the assessment of proposed policies demonstrate that, as a whole, their implementation will help to help realise the IIA Objectives.

Table 8-1 – 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	?

Effect Significance	Key
Potential for both minor positive and minor negative effects	**+/-**
Potential for a mixed score that includes at least one significant effect	**++/--** **++/-** **+/--**
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 8-2 – Summary of Effects – Proposed 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	++	++	++	++	++	++	++	+	++	++	++	++	++	+	++
K2	++/-	+	+	++	++/-	+	++/-	0	++	++	++	++	++	+	++
K3	+	+	+	++	++	+	++	+	++	++	++	++	++	+	++
KC1	+	++	++	+	+	++	0	0	+	0	+	0	+	0	+
KC2	+	+	++	+	0	++	0	+	0	0	++	0	0	0	0
KC3	+	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

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
KC6	+	++	++	0	+	0	0	0	0	0	++	0	0	0	0
KC7	0	++	++	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
KC9	+	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
KD1	+	++	++	++	++	+	+	0	++	++	++	+	0	++	++
KD2	++/?	+	+	++	++	+	0	0	++	++	++	++	+	++	+
KD3	+	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
KD4	++/?	+	+	++	++	+	0	0	++	++	++	++	+	+	0
KD5	0	0	0	0	+	0	0	0	++	++	++	0	0	++	0
KD6	0	++	+	0	0	0	0	0	0	0	+	0	0	+	0
KD7	+	0	+	0	++	+	++	0	0	++	++	0	0	0	++
KD8	0	0	0	+	+	0	+	0	0	0	0	0	+/?	+	+/?
KD9	0	0	0	+/?	+/?	0	++	0	++	++	0	0	++/?	0	++/?
KD10	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	+	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
KD13	0	0	0	++	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
KH1	-/?	-/?	?	+/-/?	+/-	-/?	+/--	0	+	+	+	0	+	0	++
KH2	+/-	-/?	?	+/?	+/-	-/?	+/-	0	+/-	++	++	0	++	0	++
KH3	+/-	-/?	?	+/?	+/-	-/?	+/-	0	+/-	++	++	0	++	0	++
KH4	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
KH5	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	++	+	++	0	++
KH6	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
KH7	+/-	-/?	?	+/?	+/-	+/-	+/-	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
KH8	+	-/?	0	0	0	+/-	+/-	0	+/-	++	+	+	++	0	++
KE1	+/-	-/?	+/?	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
KE4	0	0	0	0	0	0	0	0	+	+	0	0	++	0	0
KE5	+/-/?	-/?	0	0	-/?	0	++	0	0	0	?	+/?	++	0	0
KE6	+/-/?	-/?	0	0	-/?	0	++	0	0	0	?	+/?	++	0	0
KE7	0	-/?	0	+/-	+	+	+	0	++	++	+	+	++	+/-	+
KE8	0	0	0	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
KE9	0	-/?	0	0	+	0	0	0	+	0	+	0	+	0	0
KE10	0	-/?	0	0	+	0	0	0	+	0	+	0	+	0	0
KS1	+	-/?	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
KS6	0	-/?	?	?	+	+	?	0	++	++	++	+	+	0	0
KS7	+/?	-/?	?	?	+	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
KS8	0	0	0	0	0	0	0	0	0	+	+	0	++	-/?	0
KN1	++	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
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
KN7	++/-/?	0	+/?	++	++	0	+	++	0	0	++	+	+	0	+
KN8	++/-/?	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
KT1	+/-/?	+/-	?	+/-	+/-	+/-	++	0	+	+	+	++	+	0	0
KT2	+	+/-/?	0	+	+	+	0	0	+	+	++	++	+	+	0
KT3	+	+	0	+	+	+	0	0	0	+	+	++	+	0	0
KT4	+/-	+/-/?	?	+/-	+/-	+/?	0	0	+/-	+/-	+	+	+	0	0
KT5	+/-	+/-	0	0	+/-	+/-	0	/?	0	0	+	+	+	0	0
KI1	0	+/-	0	?	?	+/-	0	0	+	+	+	?	++	?	0
KI2	++	++	+	++	+	+	+	+	+	+	+	++	+	+	+

9 Assessment of Alternative Site Options and Policies

9.1 Introduction

9.1.1 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.

9.1.2 The assessment of reasonable alternatives does not need to 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.

9.2 Assessment of Alternative Sites

9.2.1 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 identified as potentially developable.

9.2.2 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 9-1** overleaf sets out the summary of the findings from the assessment of alternative sites.

Summary of the Sustainability Performance of Alternative Sites

9.2.3 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 Green Belt and MOL, as well as habitats (some priority habitats) and species which reside within them.

9.2.4 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 experience higher levels of nitrogen dioxide. Minor to significant negative effects have been identified for IIA12 (sustainable transport).

9.2.5 There are a number of sites located on LSIS which would result 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.

9.2.6 Uncertain effects are 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.

9.2.7 However, for some sites, significant negative effects are 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. These include sites such as The River Club and Tolworth Court.

9.2.8 A number of uncertain effects are 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.

Figure 9-1 - Reasonable Alternative Site Locations

wsp

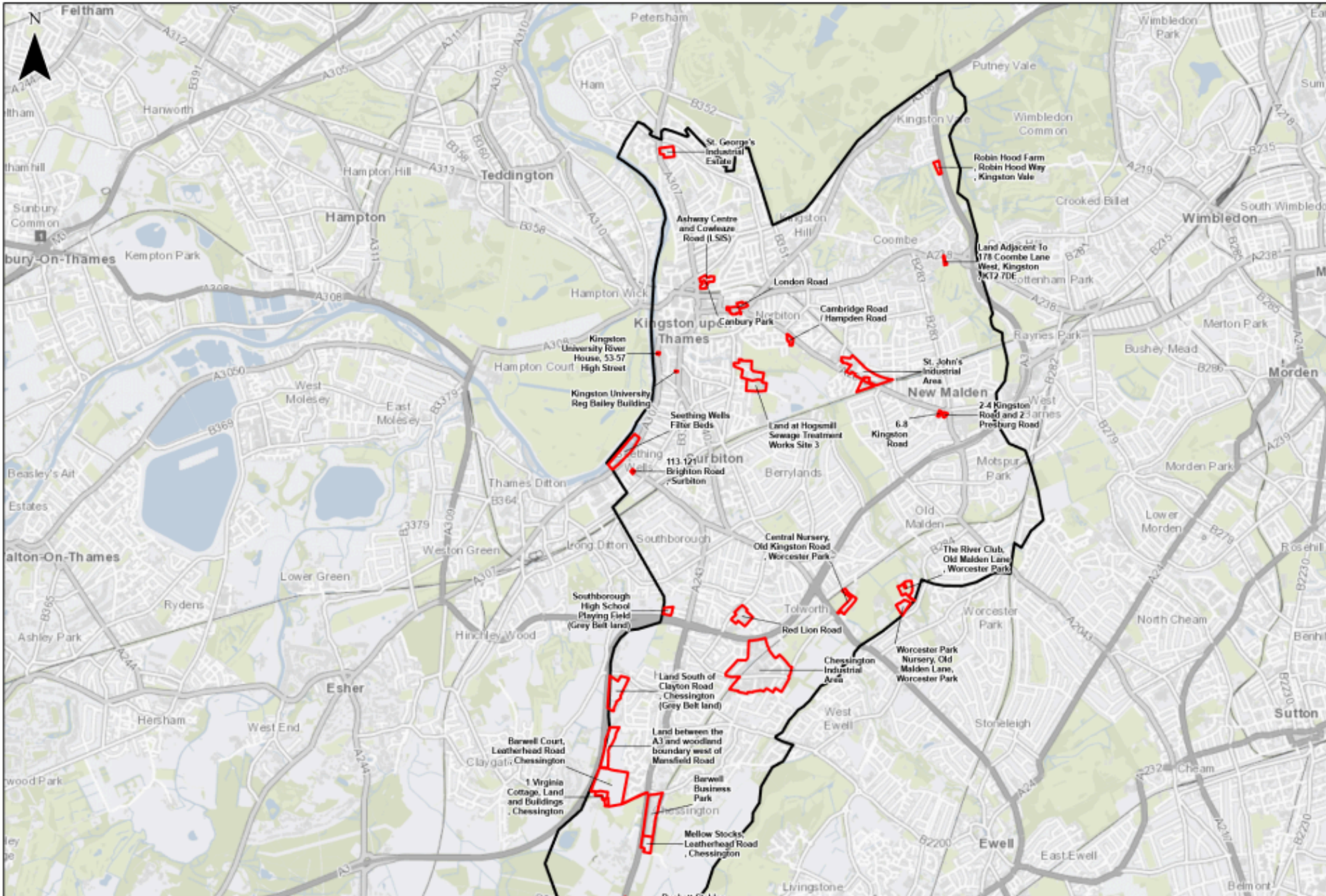

N
St. George's Industrial Estate
Robin Hood Farm , Robin Hood Way , Kingston Vale
Ashway Centre and Cowleaze Road (LSIS)
Land Adjacent To 178 Coombe Lane West, Kingston KT2 7DE
London Road
Canbury Park
Cambridge Road / Hampden Road
Kingston University River House, 53-57 High Street
Kingston University Reg Bailey Building
St. John's Industrial Area
Land at Hogsmill Sewage Treatment Works Site 3
2-4 Kingston Road and 2 Prestbury Road
6-8 Kingston Road
Seething Wells Filter Beds
113-121 Brighton Road , Surbiton
Central Nursery, Old Kingston Road , Worcester Park
The River Club, Old Malden Lane , Worcester Park
Southborough High School Playing Field (Grey Belt land)
Red Lion Road
Chessington Industrial Area
Worcester Park Nursery, Old Malden Lane, Worcester Park
Land South of Clayton Road , Chessington (Grey Belt land)
Land between the A3 and woodland boundary west of Mansfield Road
Barwell Court, Leatherhead Road Chessington
1 Virginia Cottage, Land and Buildings , Chessington
Barwell Business Park
Mellow Stocks, Leatherhead Road , Chessington
Feltham
Hanworth
Hampton Hill
Teddington
Hampton
Sunbury Common
Kempton Park
Petersham
Ham
Putney Vale
Wimbledon Park
Wimbledon Common
Crooked Billet
Wimbledon
Coombe
Kingston upon Thames
Hampton Wick
Norbiton
Kingston Hill
Tottenham Park
Raynes Park
Merton Park
Bushey Mead
Morden
New Malden
West Molesey
East Molesey
Hampton Court
Surbiton
Berrylands
Thames Ditton
Long Ditton
Southborough
Weston Green
Lower Green
Rydens
Ashley Park
Esher
Hersham
West End
Hinchley Wood
Claygate
Chessington
Tolworth
Old Malden
Motspur Park
Morden Park
Lower Morden
West Barnes
Worcester Park
North Cheam
Stoneleigh
West Ewell
Ewell
East Ewell
Cheam
Sutton
Livingstone
Beaverley's Ait Estates
alton-On-Thames
wood Park

Table 9-1 Reasonable Alternative Sites Assessment Summary

	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
Barwell Court, Leatherhead Road, Chessington	--	?	?	-	--	-	--	0	?	?	+	-	?	+	++
Land between the A3 and woodland boundary west of Mansfield Road	--	?	+	0	-	0	--	+/-	+/-	+/-	++	+	?	+	++
Land at Hogsmill Sewage Treatment Works Site 3	?	?	--	0	+/-	0	?	+/-	+/-	+/-	++	+/-	?	+/-	++
Mellow Stocks, Leatherhead Road, Chessington	--	?	?	+/-	--	+/-	--	0	?	?	?	-	+	+	++
The River Club, Old Malden Lane, Worcester Park	--	?	--	-	+/-	-	+/-	?	+/-	+	+/-	+/-	+	+	++
Central Nursery, Old Kingston Road, Worcester Park	+/-	?	+	+/-	+/-	+/-	++	0	?	?	?	+/-	?	+	+
Worcester Park Nursery, Old Malden Lane, Worcester Park	--	?	+/-	-	+/-	-	+/-	?	?	?	?	+/-	?	+	?

	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
Ashway Centre and Cowleaze Road (LSIS)	?	?	+/-	+/-	+/-	0	++	+/-	++	++	++	+	?	+	++
Rushett Stables, Leatherhead Road, Chessington	--	?	?	-	--	-	--	0	?	?	?	-	?	+	+
Land adj Rushett Lane, Malden Rushett	--	?	?	0	--	-	--	?	?	?	?	--	--	+	+
1 Virginia Cottage, Land and Buildings, Chessington	--	?	?	-	--	-	--	0	?	?	?	--	+	+	+
Southborough High School Playing Field (Grey Belt land)	-	?	--	+	-	-	?	?	+/-	+	+	--	+/-	+	++
Robin Hood Farm, Robin Hood Way, Kingston Vale	--	?	?	0	--	-	--	?	?	?	?	-	?	+	+
419 Leatherhead Road, Chessington	--	?	?	0	--	-	--	0	0	0	?	--	0	+	+
2-4 Kingston Road and 2 Presburg Road	?	?	?	?	?	+	++	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
Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	?	?	0	0	0	?	+/-	0	+/-	+/-	+/-	+	0	+	++
6-8 Kingston Road	?	?	?	?	?	+	++	0	+	+	+	++	?	+	++
113-121 Brighton Road, Surbiton	0	?	+	0	+	+	++	?	+	+	+	+	?	?	++
Kingston University River House, 53-57 High Street	+	?	+/-	+/-	+/-	+	++	-	+	+	+	++	+	+	++
Kingston University Reg Bailey Building	0	?	+	?	?	+	++	+	+	+	+	++	+	+	0
Chessington Industrial Area	+/-	?	+	0	+/-	+	++	+	?	+/-	+	-	?	+	++
Barwell Business Park	0	?	?	0	0	+/−	++	0	?	?	?	+	−	+	++
St. George's Industrial Estate	0	?	?	0	0	+/−	++	0	?	?	?	+	−	+	++
Silverglade Business Park	−	?	?	0	0	−	++	?	−	?	?	−−	−	+	+
Canbury Park	?	?	+/-	+/-	+/-	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
St. John's Industrial Area	+	?	?	0	+	--	-	?	?	?	?	-	--	+	++
London Road	0	?	+	?	0	+	++	+	+	+	+	++	?	+	++
FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	?	?	--	0	+/-	0	++	+/-	+/-	+/-	++	+/-	?	+/-	++
Cambridge Road / Hampden Road	-	?	?	-	-	+	+	?	+	+	+	+	--	+	+
Red Lion Road	+/-	?	+	0	+/-	+	++	+	?	+/-	+	-	?	+	++
Seething Wells Filter Beds	+/-	?	--	--	+/-	+	-	?	+	+	+	+	?	?	++
Land South of Clayton Road, Chessington (Grey Belt land)	--	?	?	0	--	0	--	?	-/?	+	+	+	0	+	++

9.3 Assessment of Alternative Policies

9.3.1 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.

9.3.2 **Table 9-2** below provides a summary of the application of these scenarios. It uses the same key to effects set out in **Table 3-1**.

Table 9-2 – Assessment of Policy Alternative Scenarios

IIA Objective	Application of Existing Core Strategy Summary of Effects	Significance	Application of London Plan Summary of Eff
IIA1: Biodiversity	The existing Core Strategy includes 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. However, the Core Strategy doesn't reflect current legislation, particularly with regard 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 are identified.	?	There are a number of policies within the Lond enhancement and net gain in biodiversity (spe London Plan also includes a supplementary de Biodiversity Net Gain: A Design Guide[21]) which gain can be achieved through new developme The London Plan does set out plans for new d target of 9,640 new homes by 2028/29. This c development which have potential for negative effects may be temporary during construction, could result in the loss and degradation of bioc effects have therefore been identified.
IIA2: GHGs, Energy Efficiency and Sustainable Resources	The Core Strategy doesn't benefit from a specific policy which tackles 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. Policy DM1 supports sustainable design and construction standards whilst Policy DM2 supports low carbon development which includes support for district heating networks. Although there is potential for positive effects, these are unlikely to be significant, as policies don't go far enough to support net zero.	+	Policy SI2 (minimising greenhouse gas emissio development should be net zero-carbon, by re minimising both annual and peak energy dema hierarchy. However, the London Plan is workin 2050, which is 12 years longer than the Counc initiatives it's unlikely that the London Plan will ambitions, resulting in minor negative effects.
IIA3: Climate Resilience	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	++	Policy GG6 (increasing efficiency and resilienc efficient and resilient city. This will ensure build adapt to a changing climate, making efficient u natural hazards like flooding and heatwaves, w to the urban heat island effect.

[21] 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	Significance	Application of London Plan Summary of Eff
	and are likely to still be effective without the updated Local Plan. Significant positive effects have therefore been identified.		
IIA4: Historic Environment	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 an important contribution to the historic environment. 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 are identified.	+	Chapter 7 of the London Plan sets out heritage sensitively management London's heritage ass harm to, the significance of London's heritage help to preserve and enhance the Borough's h The London Plan sets out plans for new develo target for the Borough of 9,640 new homes by levels of development which have potential for environment. Some of these effects may be te a local approach, some sites could result in the environment. Both positive and negative effect
IIA5: Landscape and Townscape	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. 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.	+	The London Plan understands the pivotal role townscape plays in shaping its character and s from one specific landscape policy; however, it such as D8, HC1, HC3, G1, G3 and G9. These natural environment, which in turn will benefit t The London Plan sets out plans for new develo target for the Borough of 9,640 new homes by levels of development which have potential for townscape. Some of these effects may be tem local approach, some sites could result in the l landscape and townscape. Both positive and n identified.
IIA6: Air Quality	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).	-	Policy SI1 sets out key criteria for dealing with that new developments must not lead to furthe create any new areas that exceed air quality li levels of exposure to poor air quality. The cross-cutting nature of air quality is ackno other policies such as creating a health city (G

IIA Objective	Application of Existing Core Strategy Summary of Effects	Significance	Application of London Plan Summary of Eff
	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.		and enhancing London's waterways (SI17). Po travel and encourage an increase in walking a The application of the London Plan policies is l pollution in RBKT and has therefore resulted in
IIA7: Efficient use of land	Policy CS3 aims to protect the Borough's open space network from inappropriate development through its open spaces designations which includes Green Belt 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. However, the Strategy doesn't condemn development on Green Belt 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.	+	The London Plan includes Policy GG2 which s This aims to enable development on brownfiel land and MOL and where appropriate intensify available site. Policy H1 also aims to optimise suitable and available brownfield sites. The application of the London Plan policies is l efficient use of land in RBKT and has therefore
IIA8: Water Quality	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. 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 are identified.	++	There are a number of policies within the Lond the water environment. Most significantly is Po and enhance London's waterways. This aims f restoration including opportunities to improve w Additionally, Policy SI5 states that new develop improvement of the water environment in line w Management Plan, whilst Policy SI3 states tha implemented in ways that promote multiple ben efficiency, improved water quality, and enhance and recreation. The application of the London Plan policies is l efficient use of land in RBKT and has therefore
IIA9: Community Needs	The Core Strategy contains a number of policies which will help to meet the community's 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	++	The London Plan contains a number of policies communities needs both now and in the future provision of housing (Chapter 4), the protection

IIA Objective	Application of Existing Core Strategy Summary of Effects	Significance	Application of London Plan Summary of Eff
	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 are identified.		education and health care (S2, S3, GG3) and t facilities and open spaces (S5, SI1). The application of the London Plan policies is l community needs in RBKT. However they may lack a local approach, this has therefore result
IIA10: Inclusivity and Equality	The Core Strategy contains a number of policies which will help to create inclusive developments that will meet the community's 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). 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 are identified.	++	Policy GG1 states that good growth is inclusive the city's tradition of diversity and equality to h communities. This includes the provision of co improvements, housing and infrastructure. The application of the London Plan policies is l exclusivity and inequalities in RBKT and has th effects.
IIA11: Health and Wellbeing	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.	++	Policy GG3 identifies the need for new develop of development proposals and Development P and wellbeing of communities, in order to mitig maximise potential positive impacts, and help r through the use of Health Impact Assessments The Plan also sets out policies for the provision and provision of community facilities, education provision and protection of sports facilities and The application of the London Plan policies is l health and wellbeing in RBKT, however they m and lack a local approach, this has therefore re
IIA12: Sustainable Transport	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.	++	The London Plan sets out measures to meet th trips in London to be made by foot, cycle or pu Chapter 10 set out ways in which to reduce the

IIA Objective	Application of Existing Core Strategy Summary of Effects	Significance	Application of London Plan Summary of Eff
	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 are identified.		future developments. The Plan also sets out th paused) and the opportunities this may bring to The application of the London Plan policies is l sustainable transport in RBKT and has therefo
IIA13: Economy and Employment	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. 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.	+	Policy GG5 aims to conserve and enhance Lon and ensure that economic success is shared a plans for sufficient employment and industrial s economic development and regeneration. The Plan also proposes Growth Corridors and as large scale development to provide substan housing, each typically more than 5,000 jobs a intensive use of land and assisted by good pub located in Kingston which is associated with Cr However, since the Covid-19 pandemic, the ec the London may not be robust enough to addre limited to minor positive effects.
IIA14: Crime and Safety	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. 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 are identified.	++	The London Plan does not benefit from a stand however it is an underlying theme in a number (HC6) strong inclusive communities (GG1) and emergency (D11). Given the rising crime rates across London, the these issues. Policies are unlikely to significant therefore minor negative effects are identified.
IA15: Housing	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.	- -	The London Plan 2021 identifies a 10-year min homes within the Borough over the period 201 minimum requirement of 964 homes per year. within the Borough. The requirement of 50% of all new homes deliv affordable, will also help more people access h

IIA Objective	Application of Existing Core Strategy Summary of Effects	Significance	Application of London Plan Summary of Eff
	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.		of housing deprivation. Policies also support sp gypsy and traveller accommodation (H14) stud living (H16), supporting good development to r inclusively. The application of the London Plan policies is l housing in RBKT, however they may be too str approach, this has therefore resulted in minor

10 Findings from Partner IIA Assessments

10.1 Introduction

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

10.2 EqIA Findings

10.2.1 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 G**).

10.2.2 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.

10.2.3 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.

10.3 HIA Findings

10.3.1 The HIA assessed the proposed Local Plan 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.

10.4 HRA Findings

10.4.1 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.

10.4.2 Advice to Local Planning Authorities from Natural England[22] states that: *"Local Plans are likely to generate increased emissions of nitrogen oxides (NOx) and ammonia, and additional nitrogen deposition as a result of increased traffic generation associated with new development. As impacts from individual development management proposals would be difficult to quantify without an overarching assessment of the cumulative impacts from Local Plan development, it is necessary for this to be considered strategically at plan level. Natural England would expect the environmental assessment of the plan including the Sustainability Appraisal (SA) and the Habitats Regulations Assessment (HRA) to consider any detrimental impacts on the natural environment from these emissions."*

10.4.3 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.

10.4.4 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

[22] Natural England (no date) Standard Advice for Air Quality Impacts for Local Plans (unpublished)

Effects (LSE) on nearby Habitats sites relating to increased traffic (and therefore impacts on air quality) and increased recreational and development pressures.

10.4.5 The previous HRA Screening to support Regulation 18 screened in three policies (KH1 – Meeting the Borough's Housing Needs, KN2 Open Spaces and KS3 School, College and University Facilities) for their further consideration at Stage 2 Appropriate Assessment. These policies were considered to have potential for LSE on nearby Habitats sites relating to increased traffic (and therefore impacts on air quality) and increased public access, recreational and development pressures. Overall the policies remain unchanged.

10.4.6 The new allocated sites now bring in a consideration for two further Habitats sites (Thames Basin Heaths SPA and Mole Gap to Reigate Escarpment SAC) that were previously screened out due to their distance from any of the original allocated sites (greater than 10km). Both these sites have air quality and recreational disturbance listed as pressures and / or threats in their SIPs. It is therefore considered an updated HRA screening is undertaken to assess the LSE on these designated sites as a result of the Local Plan.

10.4.7 As the boundary of some of the allocated sites originally assessed have also been amended since the previous HRA, the updated report will also take these changes into account plus any further changes that occur through the development and refinement of the Local Plan.

11 Cumulative Effects

11.1 Introduction

11.1.1 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.

11.1.2 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.

11.1.3 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).

11.2 Intra-Project Effects

11.2.1 The IIA assessment of both policies and strategic sites drew out potential intra-plan cumulative effects. These have been identified in **Tables 11-2** below.

11.2.2 **Table 11-1** below outlines the key to effects for intra-project cumulative effects.

Table 11-1 – Key to Cumulative Effects

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

Table 11-2 – Intra-Plan 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	-	There is the potential for negative cumulative effects housing developments were to come forward. Depen selected and their proposed location, there is potentia lead to damaged and segregated habitats. Given that a large number of housing allocations are Nature Conservation, there's potential for a cumulativ

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
											However, there is the potential for positive cumulative by natural environment policies may provide biodivers and green space. Natural capital enhancements are p spaces and protection of habitats linking population c severed through a lack of maintenance or through oth
IIA2: GHGs, Energy Efficiency and	+	+	0	+/-	+/-	+/-	0	+	0	+/-	If multiple housing developments were to come forwa cumulative effects on energy, due to the increased cu RBKT to support the new populations.

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
Sustainable Resources											However, policies set out in sustainable development sustainability support a transition towards renewable networks and energy efficient design. These alongsid modes, could cumulatively reduce GHGs within the B development proposals are required to adopt a circul and construction to reduce waste. This could result in new developments.
IIA3: Climate Resilience	+	+	0	+/-	0	0	0	0	0	+/-	The addition of increased use of hard standing surfac developments will increase surface water runoff. The

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
											developments could result in potential negative cumu those sites located within flood zone 3. However, climate change and environmental sustaina of sustainable urban drainage systems (SUDs) which the Borough. These policies also aim to manage hea policies will help to provide a cumulative increase in c
IIA4: Historic Environment	0	0	+	+/-	+/-	+/-	0	+/-	0	-	There is the potential for negative cumulative effects housing developments were to come forward in close Conservation Areas. During construction of these new

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
											disturbance to the historic environment due to noise, pollution (dust soiling). This is particularly pertinent given that a large numbe Areas of Archaeological Significance and conservatio However, positive cumulative effects may arise due t proposed housing developments to fit in with the setti assets and Conservation Areas. This will be further s which will respect the existing historic character of the

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
											Policies may also result in a cumulative increase in p assets in the Borough. This could result in better und environment.
IIA5: Landscape and Townscape	0	0	+	+/-	+/-	+/-	+	+/-	0	+/-	There is the potential for negative cumulative effects housing developments were to come forward in close and open spaces and areas with high townscape valu developments there is the potential for disturbance to

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
											However, positive cumulative effects may arise due to developments and improvements to the public realm, environment.
IIA6: Air Quality	+	+	+	+/-	+/-	0	+	+	0	+/-	Temporary negative cumulative effects have the pote phase, if multiple housing developments, with overlap forward. Construction of these developments may rec particulate matter and dust. However, if these developments are located with goo will enable more people to use public transport mode

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
											helping to improve air quality. Therefore, there is also effects to result if multiple housing developments wer Policies set out within sustainable development, clima sustainability, natural environment and transport and increase accessibility and increase green infrastructu
IIA7: Efficient use of land	+	0	0	+	+/-	+/-	0	+/-	0	+	The Local Plan aims (within objectives and Policies K land, in a way that makes as much use of previously possible, and direct significant developments to the m allocations are located on either previously developed positive cumulative effects.

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
											Some other developments which may arise out of the centre and transport and connectivity could result in d previously developed land or brownfield sites and cou valuable land.
IIA8: Water Quality	+	+	0	+/-	0	+/-	+	+/-	0	+/-	There is potential for cumulative increase in surface w surface water and groundwater, particularly from phys from housing allocations as well as developments ass economy and town centre and transport and connect

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
											Drainage and water quality measures are likely to be may be cumulative benefits if implemented Borough-w implementation of sustainable development, climate c and natural environment policies.
IIA9: Community Needs	0	0	0	+/-	0	+	0	0	0	+/-	There is a potential for negative cumulative effects to were to come forward due to the increased strain on increased demand from new populations. However, some of the proposed developments includ and services, such as health provisions. Policy KS2 a high-quality new or enhanced health and social care

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
IIA10: Inclusivity and Equality	0	0	0	+	+	+	0	0	0	+	If multiple housing developments within RBKT were t placed closer to community facilities and employmen social inclusion. Further positive effects on social inclusion and equali to connect people to public transport modes. This will private car to have greater access to education, jobs, Social infrastructure policies will also help to support existing, social and community uses. This coupled wi cumulative increase in community facilities, reducing

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
IIA11: Health and Wellbeing	0	+	0	+/-	+	+	+	+	0	+/-	There is a potential for negative cumulative effects to were to come forward due to the increased strain on potential increased demand from new populations. However, social infrastructure policies and some of th provision of new community facilities and services, su facilities. Therefore, this could result in positive cumu The provision and improvements to the public realm a housing developments and policies, would result in p of the population in RBKT.

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	+	There is the potential for positive cumulative effects c scale housing developments were to come forward w Most new developments will help to improve access t improvements to pedestrian and cycle connections, n to the population within RBKT. Access to public trans improved as part of the developments. This is further supported by policies set out in climate natural environment, housing delivery, social infrastru will ensure that new development is located in suitabl

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
											can be met in a sustainable manner, and which active modes.
IIA13: Economy and Employment	0	0	0	+	+	+	0	+	0	+	There is the potential for positive effects on the econo were to come forward. These developments will prov and jobs, as well as housing provisions, which will he employment centres and the housing markets. These developments also have the potential to increa help communities within RBKT to be better connecte

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
											Developments are further supported by the Local Pla which aim to support existing office, industrial and wa potential new developments could help to attract furth employment opportunities.
IIA14: Crime and Safety	0	0	+	0	+	+	0	0	0	+	It is assumed that all new developments will be built t potential for positive cumulative effects positive from public realm improvements, particularly if designing o

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
											Policies support high quality design and landscaping pride and ownership within the community, resulting i further.
IA15: Housing	0	0	0	+	0	0	0	0	0	+	There is potential for positive effects if multiple housir come forward. These developments will help to meet over a ten-year period and increased the provision of

11.3 Inter-Plan Effects

9.1.1 **Table 11-3** below outlines the sources of potential inter-plan cumulative effects, whilst **Table 11-4** 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 11-1** above.

Table 11-3 – Sources of Inter-Plan Cumulative Effects

Policy or Plan	Plan Details
The London Plan, 2021	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. 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, currently paused) 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 (currently paused) South Growth Corridor.
Crossrail 2	Crossrail 2 (currently paused) 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. 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.
Mayor of London, Mayor's Transport Strategy, 2018	The Mayor's Transport Strategy sets out policies and proposals to reshape transport in London over the next two decades (up to 2038). 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 2043.

Policy or Plan	Plan Details
	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.
Transport for the South East's (TfSE) Regional Transport Strategy, 2020	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. 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. 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.
Neighbouring Local Plans	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. The plans include: ■ Sutton Local Plan 2016-2031 (plan review started in 2024) ■ Merton draft Local Plan (adopted November 2024) ■ Wandsworth draft Local Plan (adopted July 2023) ■ Richmond draft Local Plan (due for adoption 2025) ■ Elmbridge draft Local Plan (withdrawn February 2025) ■ Epsom and Ewell draft Local Plan (Regulation 18 Stage) ■ Mole Valley draft Local Plan 2020-2037 (adopted October 2023)
Neighbouring Local Transport Plans, Strategies and Implementation Plans	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

Policy or Plan	Plan Details
	prioritise a number of areas and schemes for development over the plan period. 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. The plans include: ■ 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 11-4 – Intra-Plan 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-sta developments, across similar timeframes were to come forward. Although it is a mitigated at a project level, there are wider impacts on biodiversity. There is po incorporation of green infrastructure (London Plan, London Transport Plan, Loc
IIA2: GHGs, Energy Efficiency and Sustainable Resources	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	There may be cumulative benefits from transport initiatives (including Crossrail Mayor's Transport Strategy, TfSE and neighbouring transport/implementation p in the London Plan and neighbouring Local Plans) in reducing greenhouse gas likely to increase transport related greenhouse gas emissions, particularly when well as embodied carbon due to development.

IIA Objective	The London Plan 2021	Cross rail 2	Mayor's Transport Strategy	Transport for the South East	Neighbouring Local Plans	Neighbouring Local Transport Plans	Summary
IIA3: Climate Resilience	+	0	+	0	+	0	Climate change adaptation measures are likely to be specific to each developm implemented across multiple plans (as set out in the London Plan, Mayor's Tra
IIA4: Historic Environment	+/-	-	+/-	+/-	+/-	+/-	There is potential for both positive and negative, direct and indirect cumulative heritage assets, and their unique settings. This is in addition to cumulative effe which are also important. However, well-designed developments and infrastruc the quality of visual amenity of heritage assets by managing public access to o additional cumulative benefits for identity, health and wellbeing and placemakin
IIA5: Landscape and Townscape	+/-	-	+/-	+/-	+/-	+/-	The provision of public realm improvements through the London Plan, Local Pl help to increase and improve the open space offering as well as the setting of t will result in positive cumulative effects; however, multiple developments (in pa could result in a cumulative loss of open spaces.

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
IIA6: Air Quality	+	+/-	+	+	+/-	+/-	Temporary negative cumulative effects have the potential to result during the co were to come forward. Construction of these developments may reduce the air matter and dust. Positive cumulative effects will result through the development of sustainable tr currently paused). In combination with the Local Plan's sites and policies, this w reducing the use of a private car, and therefore reducing greenhouse gas emiss cumulative effects will result from the reduction in journey times and congestion
IIA7: Efficient use of land	+/-	+/-	+/-	0	+/-	+/-	There is potential for negative cumulative effects on the efficient use of land as Crossrail 2 (currently paused) and Kingston Opportunity Area coupled with othe large cumulative loss of land, some of which may not be brownfield land. Howe the majority of the of proposed developments are situated on brownfield sites.

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
IIA8: Water Quality	+/-	+/-	+/-	+/-	+/-	+/-	There is potential for cumulative increase in surface water runoff and flood risk, groundwater, particularly from physical alteration as a result of development. D to be specific to each development, but there may be cumulative benefits if imp
IIA9: Community Needs	+/-	+	0	0	+/-	+	There is a potential for negative cumulative effects to result if multiple developm Borough and within neighbouring local authorities due to the increased strain o increased demand from new populations. Positive effects would result from the provision of new community facilities and New transport schemes (Crossrail 2, currently paused) will improve access and services, especially for the people who cannot drive or do not have access to a
IIA10: Inclusivity and Equality	+	+	+	0	+	0	If multiple housing developments within the Borough were to come forward, mo facilities and employment opportunities. This will result in positive cumulative ef

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
							Further positive cumulative effects on social inclusion and equality would result transport schemes (Crossrail2 (currently paused), TfSE). This will enable people greater access to education, jobs, and community facilities.
IIA11: Health and Wellbeing	**+/-**	**+**	**+**	**0**	**+/-**	**+**	There is a potential for negative cumulative effects to result if multiple housing neighbouring local authorities were to come forward, due to the increased strai resulting from the increased demand from new populations. The provision and improvements to the active travel, public realm and open spa will result in positive effects on the health and wellbeing of the population in the can provide better mental health and wellbeing outcomes including reduced lev quality of life, as well as helping to- bind communities together, reduce loneline pollution and excessive noise.

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
IIA12: Sustainable Transport	+	+	+	+	+	+	There is the potential for positive cumulative effects on sustainable transport if forward such as Crossrail 2 (currently paused) and those set out within TfSE a transport/implementation plan. These developments will help to increase and in sustainable transport modes in the region.
IIA13: Economy and Employment	+	+	+	+	+	+	There are likely to be positive cumulative economic benefits across the Boroug Local Plans and transport plans, Crossrail 2 (currently paused), TfSE and the L developments are likely to result in increased connectivity across London and t greater access to them).
IIA14: Crime and Safety	+	0	+	0	+	0	It is assumed that all schemes and projects will be built to a high standard of sa cumulative effects from developing the land to provide housing and public realr crime principles are applied Using high quality design and landscaping across multiple developments could ownership within the community, resulting in a cumulative reduction in crime.

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
IA15: Housing	+	+	0	0	+	0	Positive effects will result if multiple housing developments, were to come forwa development sites. These developments will help to meet Borough specific hou increase the provision of affordable housing.

10 Mitigation, Enhancement and Monitoring

10.1 Mitigation and Enhancement Measures

10.1.1 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.

10.1.2 The mitigation measures set out in **Table 12-1** 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.

10.1.3 As this is the IIA Interim reporting stage, these measures are subject to change as the preferred policies and sites are refined and updated.

Table 12-1 – Potential Mitigation and Enhancement Measures

IIA Objective	Mitigation/Enhancement Recommendation	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 Recommendation	Mechanism
IIA3 – Climate Change IIA2 - GHGs & Energy Efficiency	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. Sustainable design and construction techniques should be promoted, such as low energy lighting and opportunities for renewable energy regeneration.	Project level design and assessment
IIA4 – Historic Environment IIA5 – Landscape and Townscape	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. 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. Where developments are being built and/or improved within, or 500m outside of a designated historic asset, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation.	Historic Landscape Characterisation Project level landscape and visual impacts assessments
IIA9 – Community Needs IIA10 – Inclusivity and Equality IIA11 – Health and Wellbeing	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.	Project level design and assessment

IIA Objective	Mitigation/Enhancement Recommendation	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.	Project level design and assessment and EqIA

IIA Objective	Mitigation/Enhancement Recommendation	Mechanism
IIA10 – Inclusivity and Equality IIA12 – Sustainable Travel	Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles. 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. 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. The Local Plan should also support community engagement with various groups prior the development of transport infrastructure.	Inclusion within preferred Local Plan policies Project level design and assessment and EqIA
IIA10 – Inclusivity and Equality IIA13 - Employment	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).	Inclusion within preferred Local Plan policies
IIA12 – Sustainable Travel	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.	Project specific transport plans/assessments Project active travel plans Incorporation within Local Plan policies

IIA Objective	Mitigation/Enhancement Recommendation	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	Development should incorporate designing out crime principles, particularly for those potential development sites located in areas with high levels of crime deprivation.	Project level design and assessment

10.1.10 Notwithstanding suggested mitigation measures identified above, some residual uncertain and significant negative effects have remained which may require monitoring. These are as follows:

- **IIA1 Biodiversity:** Uncertain effects regarding the number of new developments achieving biodiversity net gain;
- **IIA1 Biodiversity:** Potential negative effects from the loss of Sites of Importance for Nature Conservation from proposed developments;
- **IIA2 GHGs & Energy Efficiency:** Uncertain effects regarding energy reductions on new developments;
- **IIA3 Climate Change:** The potential number of potential developments located in Flood Zone 3;
- **IIA4 Historic Environment:** Potential negative effects from new developments on heritage assets;
- **IIA6 Air Quality:** Potential negative effects associated with sites which are relatively poorly connected to public transport, resulting in increased congestion and poorer air quality; and
- **IIA12 Sustainable Travel:** Potential negative effects from poor access to sustainable transport modes at a number of proposed developments, particularly where combined with relatively high IMD levels.

10.2 Monitoring Measures

10.2.1 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.

10.2.2 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.

10.2.3 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

10.2.4 **Table 12-2** below sets out those monitoring measures which would be suitable in monitoring those uncertain residual effects outlined above.

Table 12-2 – Potential Monitoring Measures

IIA Objective	Potential Effects	Key Performance Indicators	Targets
IIA1 – Biodiversity	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 – Biodiversity	Potential negative effects from the loss of Sites of Importance for Nature Conservation from proposed developments	Planning permissions involving priority habitats or SINCs	No net loss in priority habitats and SINCs
IIA2 - GHGs & Energy Efficiency	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 – Climate Change	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 – Historic Environment	Potential negative effects from new developments on heritage assets	Increase in the number and/or extent of Conservation Areas	Designate new or extend existing Conservation Areas where a need to do so has been identified through relevant studies

IIA Objective	Potential Effects	Key Performance Indicators	Targets
IIA6 – Air Quality	Potential negative effects associated with sites which are relatively poorly connected to public transport, resulting in increased congestion and poorer air quality	Congestion and air quality monitoring	Improve PTAL levels across the Borough For all relevant developments to incorporate sustainable transport measures
IIA12 – Sustainable Travel	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.

11 Recommendations

11.1.1 This section sets out the recommendations identified throughout the IIA. These have been taken from the IIA Report, HIA, EqIA and HRA. It should be noted that these are different from the mitigation measures set out in **Section 12** above, as they focus on potential changes to the Local Plan, rather than measures identified in response significant effects.

11.1.2 These following changes will be considered by RBKT as part of revisions to the Local Plan:

- More demanding sustainability performance of greenfield sites, including mixed use development, SUDS, open space provision and sustainable transport provision.
- The promotion of greater self containment through travel reduction, mixed use development and local service provision.
- Wider use of site and area-specific Design Codes to ensure compliance and adoption of good practice.
- Designing out crime principles should be applied within high density housing developments.
- Provision of public open space within new developments for socialisation and physical activity.
- Specific reference could be made in the natural environment policies to the effects of air pollution and surface water run-off on biodiversity resources.
- Reference to air pollution could be made in the design & heritage policies/chapter.

12 Overall Outcomes of the IIA Process and the Difference that it has made

12.1 Overall Outcomes of the IIA Process

12.1.1 The findings of the IIA process indicate that the implementation of the Local Plan will be accompanied by improved economic, environmental and social outcomes over the duration of the plan period. Regeneration opportunities will be secured, complemented by necessary development on greenfield land which together will help meet identified housing needs. Larger greenfield development sites offer the opportunity to secure sustainability outcomes in respect of a range of tenures and house types, service provision, green infrastructure, flood risk management, non-car based transport and access to employment opportunities. The protection and enhancement of biodiversity resources and opportunities for accessibility to open spaces is central to the Local Plan and wider strategies such as the Greater London Local Nature Recovery Strategy. The IIA has concluded that the overall strategy and selection of sites will not damage the designated nature conservation resource and will present opportunities for its enhancement through off-site contributions to Biodiversity Net Gain.

12.1.2 It is acknowledged that development will bring increases in road traffic and additional pressures on local services as well as the loss of greenfield land. These effects will need to be addressed through appropriate mitigation as far as possible, using the suite of development management policies and site-specific development briefs and at a plan level through, for example, investment in service provision. New development will be required to demonstrate appropriate standards of sustainable design and construction as proposed policies within the Local Plan. These could involve the provision of on-site renewable energy, decentralised energy systems, the meeting of standards detailed in the Code for Sustainable Homes (CSH) and the Building Research Establishment Environment Assessment Method (BREEAM). Temporary impacts have been identified on the natural environment during the construction phase particularly for air quality, noise, and vibration, which could be mitigated by introducing site specific measures.

12.1.3 Overall, the proposed suite of sites presents a balance by size and location, none of which were found to be inherently unsustainable and on balance perform at least as well as the reasonable alternatives identified. These are part of a spatial strategy which strikes a balance between meeting a proportion (some 60%) of the overall housing need and the required greenfield land-take when brownfield opportunities have been taken.

12.2 Statement on the difference the process has made

12.2.1 The assembly of the IIA has been carried out in parallel with the preparation of the Local Plan, with recommendations taken into account as the Local Plan has evolved. The IIA process sets out a comparative approach to reasonable alternatives to the levels of growth,

spatial strategy, sites identified for delivery of the strategy and policies which support their implementation.

12.2.2 The IIA process has assisted in the process of comparing alternatives, highlighting the overall positive outcomes associated with the proposed spatial strategy and suite of sites, whilst identifying the likely negative effects associated with development which will need to be mitigated through plan-wide and site-specific policies as well as wider measures.

12.2.3 By developing and consulting on both the Local Plan options and policies and the IIA together, economic, environmental and social considerations have been integrated throughout the process. The IIA has generally confirmed that thinking on sustainability issues is well embedded with the preparation of Local Plan and draws on the IIA-specific elements such as the collation of baseline data, identification of indicators and recognition of bespoke equalities and health-related matters through the integrated IIA process, along with an IIA monitoring framework, complementing the wider Annual Monitoring Report which measures Local Plan performance.

13 Next Steps

13.1.1 RBKT is seeking the views of statutory bodies, the public and other stakeholders on the results of the ISA. Consultation at this stage continues to ensure that the ISA provides a robust assessment of the Local Plan.

13.1.2 This ISA Report will be issued to consultees for a 6-week consultation period alongside the draft Local Plan (Regulation 19 Consultation) from XXXX to XXXX.

13.1.3 An indicative timetable of the remaining stages of the ISA and Local Plan have been included in **Table 14-1** below.

Table 14-1 – Indicative Local Plan and ISA Timetable

IIA/ Local Plan Stages	Timescales
Regulation 19 Consultation (ISA Stage D)	Reg 19 consultation - June/July 2026
	Submission - November 2026
Examination (ISA Stage D)	Spring 2027
ISA Post Adoption Statement (Stage E)	Winter 2027/2028

Consultation Details

This Consultation: How to Give Us Your Views

We would welcome your views on any aspect of the ISA Report. In particular, we would like to hear your views as to whether the effects which are predicted are likely and whether there are any significant effects which have not been considered.

Please provide your comments by XXXXXX

Alternatively, comments can be sent:

- By email – localplan@kingston.gov.uk
- By post:

  The Planning Policy Team
  Royal Borough of Kingston upon Thames
  Guildhall 2
  High Street
  Kingston upon Thames
  KT1 1EU
- You can comment on as much or as little as you wish but please ensure you clearly mark which paragraph/figure/table/policy your comments relate to.
- Please note we are unable to accept anonymous representations and any comments

received after the closing date cannot be accepted.

- Full details of how to make comments can be found in the Consultation Statement available at: www.kingston.gov.uk/localplan

Appendix A

Assessment of Growth Approaches

Public

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
Note: where negligible/no effect is recorded, the magnitude, nature of effect, spatial extent, reversibility of effect and permanence cannot be identified, and these cells are therefore left blank.	
Magnitude	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	P/ T
Duration (short / medium / long term).	ST / MT / LT

Assessment of Growth Approaches Against IIA Objectives

IIA1 Biodiversity - To protect and enhance biodiversity and valuable ecological networks that contribute to ecosystem functionality in the Borough, contributing to biodiversity net gain

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**-/?**	**-/?**	**0**
Magnitude	M	M	
Nature of effect	D	D	
Spatial Extent	L	L	
Reversibility	R	R	
Permanence	T	T	
Duration	MT	MT	
Commentary	Approach 3 proposes a lower level of growth compared to Approaches 1 and 2 and consequently is likely to have less impacts on biodiversity across the plan area and in particular localised areas where the other options are proposing growth. The likely minor (uncertain) negative effects associated with Approaches 1 and 2 reflect the additional greenfield land-take associated with these higher growth levels. Paradoxically, larger developments can involve significant biodiversity provision which can to some degree mitigate losses. Overall, none of the Approaches are considered likely to have a significant negative effect on biodiversity once mitigation is taken into account. It is assumed that any development coming forward under the options and that is of sufficient scale will deliver Biodiversity Net Gain in line with requirements. While it could be argued that the higher growth options could deliver a greater overall level of BNG, this also needs to be considered and balanced against the increased loss and fragmentation of habitats as well as increased levels of disturbance. Monitoring of biodiversity change would be required to determine net changes in biodiversity across the Borough.		

IIA2 Greenhouse Gases, energy efficiency and sustainable resources - To reduce greenhouse gas emissions, encourage energy efficiency and promote sustainable use of resources

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**0**	**0**	**0**
Magnitude			
Nature of effect			
Spatial Extent			
Reversibility			
Permanence			
Duration			
Commentary	Residential development would be expected to increase overall energy consumption and greenhouse gas emissions across Kingston. Sources of emissions will include the use of plant, HGV movements and the embodied carbon in materials during construction and domestic energy consumption and vehicle movements once dwellings are occupied, including commuting travel, although these patterns are complex and variable. The delivery of new homes and employment across the Borough could help to maintain and, potentially, stimulate investment in public transport provision reducing emissions associated with car use and congestion. Where development is focused on sites within the existing urban area, prospective residents are also likely to benefit from high levels of accessibility which may reduce car use and associated emissions. Notwithstanding the anticipated increase in overall emissions identified above, per capita emissions for the Borough have generally fallen, albeit slowly, and residential development could present opportunities for new homes to include low carbon technologies within their design and to use low carbon materials within their construction. Overall, all Approaches are scored as neutral reflecting the existence of, and the need to balance, greenhouse gas emitting sources and means of their mitigation, through technology, infrastructure investment and behavioural change.		

IIA3 Climate Change - To ensure that the Borough is resilient to the effects of climate change

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**0**	**0**	**0**
Magnitude			
Nature of effect			
Spatial Extent			
Reversibility			
Permanence			
Duration			
Commentary	Floodrisk across the Borough is largely confined to areas within the vicinity of watercourses (fluvial flooding), with surface water flood risk generally of low to medium risk. Whilst development leads to an increase in impermeable surfaces, it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding). For larger developments, particularly on greenfield land, there may be opportunities as part of new development proposals to enhance existing, or incorporate new, green infrastructure which could potentially have a positive effect on this objective by providing space for flood waters to flow through and additional areas for future flood storage. However, this is dependent on policies contained within the Local Plan, the competing priorities for developer contributions and details of site-specific proposals. Consequently, all Approaches have been scored as neutral, recognising the presence of flood risk across a range of sites, to greater or lesser degrees, and the opportunities through the application of the Sequential and Exceptions tests, to mitigate risks through site masterplanning.		

IIA4 Historic Environment - To protect and enhance the historic environment, including heritage assets (designated, non-designated, and heritage at risk) and their settings.

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**?**	**0**	**0**
Magnitude			
Nature of effect			
Spatial Extent			
Reversibility			
Permanence			
Duration			
Commentary	Adverse effects on these historic and cultural assets may be felt during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development which is currently uncertain. It is assumed at this stage that development under any of the options would not result in the loss of any designated heritage assets. Approaches 2 and 3 are judged to have negligible effects, with Approach 1 being uncertain, reflecting use of large areas greenfield land. However, in all cases the degree of effects will depend on the design and layout of development as well as proposed mitigation at the project level. At a plan-level it is considered that there is little to differentiate between the options against this IIA objective. All of the options could have a positive effect on this objective where it increases the accessibility of residents to cultural heritage assets and there may also be scope for heritage-led development to positively impact and enhance the setting of assets. However, this is uncertain at this stage.		

IIA5 Landscape & Townscape - Protect and enhance the character and quality of the Borough's landscapes and townscapes

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**?**	**?**	**?**
Magnitude			
Nature of effect			
Spatial Extent			
Reversibility			
Permanence			
Duration			
Commentary	There are no national landscape designations within Kingston Borough. However, the delivery of new homes and employment is likely to result in potentially adverse effects on landscape and townscape character. Effects may be felt during construction and once development is complete, although the likelihood of adverse effects occurring and their magnitude will be dependent on the scale, density and location of new development in the context of the landscape sensitivity of the receiving environment. In particular, the level of growth proposed under moderate and higher growth options is likely to increase pressure on greenfield land for development and could lead to higher density (and taller) residential development, particularly for the higher growth approaches. Residential development has the potential to adversely affect townscape character during construction and once development is complete. However, there may also be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped. Overall, for all options, the significance of effects at a local level will depend on the design and layout of development as well as proposed mitigation at the project level. At a plan-level it is considered that a significant negative effect is not likely and there is little to differentiate between the Approaches against this IIA objective.		

IIA6 Air Quality - To protect and enhance air quality

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**-/?**	**-/?**	**0**
Magnitude	M	M	
Nature of effect	D	D	
Spatial Extent	L	L	
Reversibility	I	I	
Permanence	P	P	
Duration	LT	LT	
Commentary	The construction of new residential development is likely to have a negative effect on air quality due to, for example, emissions generated from plant and HGV movements during construction. Once dwellings are occupied, the increase in population in Kingston Borough will in-turn generate additional transport movements and associated emissions to air. Significant additional development is likely to help to maintain and, potentially, stimulate investment in public transport provision reducing emissions to air associated with car use and congestion. With development focused on the urban area prospective residents are also likely to benefit from high levels of accessibility which may reduce car use and associated emissions to air. Consequently, the lower growth Approach 1 is scored as neutral whilst higher growth options are likely to be more reliant on car-based transport and it is unclear whether this situation is able to be mitigated. Consequently, a negative (uncertain) score is accorded. However, at a plan-level it is considered that a significant negative effect is not likely.		

IIA7 Land and soils - To ensure the efficient use of land

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	--	-	++
Magnitude	H	M	L
Nature of effect	D	D	D
Spatial Extent	L	L	L
Reversibility	I	I	I
Permanence	P	P	P
Duration	LT	LT	LT
Commentary	Housing growth is expected to encourage the reuse of brownfield land. However, the limited number of brownfield sites that have not already been earmarked for future development in the Borough will mean that a potentially substantial area of greenfield land will be required, notably for Approach 3. Whilst no high grade agricultural land has been identified, site-specific land quality assessment could reveal localised patterns.		

IIA8 Water Quality - To maintain and enhance water quality

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**0**	**0**	**0**
Magnitude			
Nature of effect			
Spatial Extent			
Reversibility			
Permanence			
Duration			
Commentary	Depending on the location of new development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction activities (through, for example, accidental discharges or uncontrolled surface water runoff from construction sites). However, it is assumed that the appropriate measures will be taken during construction to mitigate risks and the design of new development will include (where appropriate) sustainable urban drainage systems (SUDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks (which also have temporary effects on water quality.		

IIA9 Population and Communities - Cater for existing and future residents' needs as well as the needs of different groups in the community

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**+/-**	**+**	**-**
Magnitude	M	M	M
Nature of effect	D	D	D
Spatial Extent	L	L	L
Reversibility	R	R	R
Permanence	T/P	T/P	T/P
Duration	ST/LT	ST/LT	ST/LT
Commentary	Residential development has the potential to improve the viability and vitality of existing shops, services and facilities across Kingston and support investment in existing, and the provision of new, services and facilities through, for example, developer contributions and on-site provision. This could help enhance the accessibility of existing and prospective residents to key services and facilities, although this would be dependent on the exact location of new development and the level of investment generated. Minor positive effects are identified to reflect the need for the delivery of		

	services associated with housing growth, without relying on existing service centres for immediate needs. No significant negative effects are identified.

IIA10 Equality and Inclusivity - To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**+**	**+**	**-**
Magnitude	M	M	M
Nature of effect	D	D	D
Spatial Extent	L	L	L
Reversibility	R	R	R
Permanence	T/P	T/P	T/P
Duration	ST/LT	ST/LT	ST/LT
Commentary	Whilst addressing equality and inclusivity is complex and related to many factors, access to housing is fundamental. Thus, Approach 3 performs more poorly than Approach 2 which helps to meet housing need, although falling short. Whilst Approach 1 fully meets housing need, the location of the bulk of new development on the periphery of the urban area could cause service provision, integration and local identity issues, although much would depend upon the location, scale and character of new development (for example in the mix of housing tenures).		

IIA11 Health and Wellbeing - Improve the health and wellbeing of the Borough's residents

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**+**	**+**	**+**
Magnitude	M	M	M
Nature of effect	D	D	D
Spatial Extent	L	L	L
Reversibility	R	R	R
Permanence	T/P	T/P	T/P
Duration	ST/LT	ST/LT	ST/LT
Commentary	Overall, minor positive effects are identified across all Approaches, reflecting opportunities for the promotion of healthy lifestyles through, for example, the provision of infrastructure for walking and cycling. This will be dependent, in part, on its location vis-à-vis the accessibility of services, facilities, jobs and open space. Thus whilst town-centre prospective residents are likely to benefit from high levels of accessibility which may promote walking and cycling (and also, potentially, reduce emissions to air associated with car use), larger developments further afield could provide new facilities with the aim of creating relatively self-contained communities, although this would depend upon site-specific proposals. No significant negative effects are identified.		

IIA12 Transport - Promote sustainable transport use and reduce the need to travel

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**-/?**	**+**	**0**
Magnitude	M	M	
Nature of effect	D	D	
Spatial Extent	L	L	
Reversibility	R	R	
Permanence	T/P	T/P	
Duration	ST/LT	ST/LT	
Commentary	The development proposed under the Approaches has the potential, to varying degrees, to increase traffic both during construction and once development is complete. This could result in localised traffic congestion with associated negative effects including driver delay and an increase in road traffic accidents. It would be expected that an increased local population would result in higher levels of out-commuting overall. Moderate growth Approaches could promote walking and cycling (and also, potentially, reduce car use). Lower growth, whilst having less traffic-generation-related effects, is likely to result in less investment in infrastructure, both upgrading the existing network and sustainable transport measures such as bus priority routes.		

IIA13 Economy - Support a strong, diverse and resilient economy that provides opportunities for all

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**+/-**	**+/-**	**0**
Magnitude	M	M	
Nature of effect	D	D	
Spatial Extent	L	L	
Reversibility	R	R	
Permanence	T/P	T/P	
Duration	ST/LT	ST/LT	
Commentary	The construction of new development would support the construction sector both within and outside the City Area and has the potential to create employment opportunities as well as increased economic activity in the local and wider supply chain. However, the extent to which the jobs created benefit the Borough's residents will depend on the number jobs created and the recruitment policies of prospective employers. In the longer term (once development is complete), the increase in local population could boost the local labour market and increase economic activity in the local community. However, the relative remoteness of development could mean that employment opportunities are less accessible to the wider population (for example through public transport). In addition, significantly increasing the quantum of housing could disrupt the relationship between housing and employment growth, leading to out-commuting, for example, thus prompting negative effects amongst the higher growth Approaches.		

IIA14 Crime and Safety - to reduce crime and anti-social behaviour and the fear of crime

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**0**	**0**	**0**
Magnitude			
Nature of effect			
Spatial Extent			
Reversibility			
Permanence			
Duration			
Commentary	Housing growth, whilst potentially changing the age and social profile of the Borough will not necessarily change the incidence of crime and perception of individual and collective safety, reflecting the period of proposed change (to 2043) and the influence of wider forces such as economic health on this Objective. Nevertheless, integration of new communities would be required where these are physically distinct from the current pattern of development, as well as the implementation of policy measures such as 'designing out crime'.		

IIA15 Housing - To meet the housing needs of all Borough's residents inclusively

	Approach 1: Pure OAN via the National Standard Method (**36,087 dwellings**)	Approach 2: The Hybrid Approach (Preferred Strategy): (**28,754 dwellings**)	Approach 3: Shorter Local Plan Period (**15,690 dwellings**)
Score	**++**	**+**	**-**
Magnitude	H	M	M
Nature of effect	D	D	D
Spatial Extent	L	L	L
Reversibility	R	R	R
Permanence	T/P	T/P	T/P
Duration	ST/LT	ST/LT	ST/LT
Commentary	Approach 1 would meet the full Housing Requirement with consequent benefits for meeting pent-up demand, flexibility in delivery and a choice of tenure. Approach 2 proposes meeting the London Plan Housing Requirement and a proportion of Local Housing Need (56% and 62% respectively), consequently identified as having a minor positive effect, although falling shore of the full Housing Requirement. Approach 3 would meet the London Plan housing requirement and a proportion (38%) of Local Housing Need. As a result, it is identified as having a minor long-term negative effect, reflecting the deficit in providing for local housing needs.		

Appendix B

Delivery Strategy Assessment

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
Note: where negligible/no effect is recorded, the magnitude, nature of effect, spatial extent, reversibility of effect and permanence cannot be identified, and these cells are therefore left blank.	
Magnitude	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	P/ T
Duration (short / medium / long term).	ST / MT / LT

Higher density on housing development sites

Assessment of higher density on housing development sites

Spatial Option	Higher density (and building heights) on housing development sites							
IIA Objective	**Significance**							**Description of potential Effects**
IIA1: Biodiversity	0							N/A
IIA2: GHGs, Energy Efficiency and Resources	0							N/A
IIA3: Climate Resilience	0							N/A
IIA4: Historic Environment	0							N/A
IIA5: Landscape	?							There is potential that developing higher building heights may result in negative effects on views within the Borough, however this is dependent on the location of the site. There is also potential for development to result in alteration of the local landscape and townscape through higher density housing. There is potential that if landscaping is not included within site development, this may result in negative effects upon landscape.
IIA6: Air Quality	0							N/A
IIA7: Efficient use of land	++	H	D	L	I	P	LT	Providing higher density housing will result in smaller land parcels being required for housing development. This will also make more efficient use of available sites within the Borough, namely brownfield sites, and protect greenfield sites.
IIA8: Water Quality	0							N/A
IIA9: Community Needs	-	M	I	L	I	P	LT	Developing higher density housing has the potential to increase pressures on local community services through increasing the number of residents in smaller areas.
IIA10: Inclusivity and Equality	-	M	I	L	R	P	LT	Higher density housing may reduce inclusivity of developments and housing due to restrictions to the location of accessible housing units for those with disabilities within developments. There may be fewer accessible units in high density housing as these are predominantly located on lower floors.

Spatial Option	Higher density (and building heights) on housing development sites							
IIA Objective	**Significance**							**Description of potential Effects**
IIA11: Health and Wellbeing	+	L	I	L	R	P	LT	Housing provision is a key component of health. Providing high density housing will improve housing quantities within the Borough, and therefore indirectly contribute to improving human health.
IIA12: Sustainable Transport	0							N/A
IIA13: Economy and Employment	0							N/A
IIA14: Crime and Safety	-	M	I	L	R	P	MT	High density housing experiences higher crime rates than lower density housing. Therefore, there is potential for reduced feelings of safety to arise within higher density housing.
IIA15: Housing	+/-	H	D	L	I	P	LT	Higher density housing will allow for more housing units within Kingston, contributing towards the Borough meeting their housing target. However, higher density/ taller buildings are unlikely to provide a full range of tenures and sizes throughout the Borough; what would be provided is likely to be in taller buildings and therefore not necessarily meeting the needs of families.
Potential Cumulative/ Synergistic Effects	**IIA5:** Potential for adverse cumulative effects arising from high density housing and higher building heights, affecting views and local landscape and townscape settings. **IIA7:** Potential positive cumulative effects upon efficient use of land, utilising the Borough's brownfield sites and protecting Green Belt and MOL. **IIA9:** Potential for adverse cumulative effects from increased pressures on local community facilities. **IIA10:** Potential for adverse cumulative effects on the proportion of adaptable and accessible homes. **IIA11:** Potential positive cumulative effects upon health and wellbeing from providing homes. **IIA14:** Potential for adverse cumulative effects on feelings of safety within the Borough. **IIA15:** Potential positive cumulative effects from increasing housing provision in the Borough. **IIA15:** Potential for adverse cumulative effects due to housing types and tenure not meeting community needs.							
Mitigation and Enhancement Measures	**IIA5:** Development should consider high quality design and landscaping where possible to minimise adverse effects on the local community. **IIA9:** High density housing should be well located close to community services, or provide provision for community spaces within developments.							

Spatial Option	Higher density (and building heights) on housing development sites	
IIA Objective	**Significance**	**Description of potential Effects**
	IIA10: Spatial options should ensure accessible and adaptable units are included within high density housing and design should consider inclusive design guidance to ensure accessibility. **IIA14:** Designing out crime principles should be applied within high density housing developments. **IIA15:** Housing should ensure a range of types and tenures are provided to contribute to meeting community needs.	

Making as much use as possible of suitable brownfield sites and underutilised land

Assessment of Making as much use as possible of suitable brownfield sites and underutilised land

Spatial Option	s much use as possible of suitable brownfield sites and underutilised land							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
IIA1: Biodiversity	+/?	M	I	L	R	P	LT	Use of brownfield sites and underutilised land will reduce the demand for greenfield land with consequent benefits for biodiversity. By contrast, greenfield development can enhance biodiversity through on-site provision and off-setting, In addition, brownfield land can have significant biodiversity value.
IIA2: GHGs, Energy Efficiency and Resources	0							N/A
IIA3: Climate Resilience	0							N/A

Spatial Option	s much use as possible of suitable brownfield sites and underutilised land							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
IIA4: Historic Environment	0							N/A
IIA5: Landscape	?							There is potential for development to result in alteration of the local landscape and townscape through redevelopment at higher densities and heights.
IIA6: Air Quality	0							N/A
IIA7: Efficient use of land	++	H	D	L	I	P	LT	Redevelopment of brownfileld land will make more efficient use of available sites within the Borough, namely brownfield sites, and protect greenfield sites.
IIA8: Water Quality	0							N/A
IIA9: Community Needs	0							N/A
IIA10: Inclusivity and Equality	0							N/A
IIA11: Health and Wellbeing	0							N/A
IIA12: Sustainable Transport	0							N/A
IIA13: Economy and Employment	0							N/A
IIA14: Crime and Safety	0							N/A
IIA15: Housing	++/?	H	D	L	I	P	LT	Use of brownfield land provides additional housing capacity although the range and

Spatial Option	s much use as possible of suitable brownfield sites and underutilised land							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								type of provision can be limited in comparison to larger greenfield sites.
Potential Cumulative/ Synergistic Effects	**IIA1:** Potential for the protection of biodiversity resources on greenfield sites. **IIA5:** Potential for adverse cumulative effects arising from high density housing and higher building heights, affecting views and local landscape and townscape settings. **IIA7:** Potential positive cumulative effects upon efficient use of land, utilising the Borough's brownfield sites and protecting Green Belt and MOL. **IIA15:** Potential positive cumulative effects from increasing housing provision in the Borough. **IIA15:** Potential for adverse cumulative effects due to housing types and tenure not meeting community needs.							
Mitigation and Enhancement Measures	**IIA5:** Development should consider high quality design and landscaping where possible to minimise adverse effects on the local community. **IIA15:** Housing should ensure a range of types and tenures are provided to contribute to meeting community needs.							

Use of public open spaces, playing pitches and SINCs for housing development

Assessment of Use of public open spaces, playing pitches and SINCs for housing development

Spatial Option	The use of public open spaces, playing pitches, and SINCs for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
IIA1: Biodiversity	--	H	D	L	I	P	LT	Utilising public open spaces, playing pitches and Sites of Importance for Nature Conservation (SINCs) for housing development is anticipated to result in a

Spatial Option	The use of public open spaces, playing pitches, and SINCs for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								significant loss of local biodiversity. In particular, SINCs are likely to be home to numerous habitats and species, therefore any housing development in these areas will result in a loss of these local populations of species and habitats.
IIA2: GHGs, Energy Efficiency and Resources	0							N/A
IIA3: Climate Resilience	-	M	I	L	I	P	LT	There is potential that utilising public open spaces, playing pitches and SINCs for housing development may result in increased flood risk. Increasing hard standing in these areas is likely to result in increased surface runoff and reduced natural drainage in these areas. There is therefore potential for increased flooding, particularly due to climate exacerbations to rainfall.
IIA4: Historic Environment	?							Developing open spaces for housing units is likely to result in degradation of local heritage assets. The scale of these effects are likely to be determined by individual sites and developments that may arise.
IIA5: Landscape	--	H	D/I	L	I	P	LT	Significant negative effects on landscape are anticipated as a result of the loss of open spaces and SINCs within the Borough. These spaces contribute positively to the landscape of the Borough, and any reduction in green space is likely to result in significant loss of local landscapes and alter the setting of the Borough.
IIA6: Air Quality	0							N/A
IIA7: Efficient use of land	--	H	D	R	I	P	LT	Utilising public open spaces, playing pitches and SINCs for housing development will result in a loss of greenfield land within the Borough. This is likely to result in significant negative effects upon efficient use of land.

Spatial Option	The use of public open spaces, playing pitches, and SINCs for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
IIA8: Water Quality	0							N/A
IIA9: Community Needs	+/-	M	D	L	I	P	LT	Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure, meeting community needs. However, it is uncertain if new sites for development will be located in close proximity to community facilities and services. This is likely to be determined by individual sites and developments that may arise.
IIA10: Inclusivity and Equality	0							N/A
IIA11: Health and Wellbeing	+/-	M	I	L	R	P	LT	Housing provision is a key component of health. Providing housing units will contribute to improving health. However, removing public open spaces and playing pitches may result in negative effects upon health. These spaces provide areas for recreation and socialisation, therefore removing these spaces is likely to result in reductions to local physical activity and mental wellbeing.
IIA12: Sustainable Transport	?							It is uncertain if new sites for development will be well-connected to the public and active travel network. This is likely to be determined by individual sites and developments that may arise.
IIA13: Economy and Employment	?							It is uncertain if new sites for development will be well-connected close to town centres and employment opportunities. This is likely to be determined by individual sites and developments that may arise.
IIA14: Crime and Safety	0							N/A
IIA15: Housing	++	H	D	L	I	P	LT	This spatial option will contribute to allowing more housing units within RBKT, contributing towards the Borough meeting their housing target. Due to the larger areas

Spatial Option	The use of public open spaces, playing pitches, and SINCs for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure, meeting community needs.
Potential Cumulative/ Synergistic Effects	**IIA1:** Potential for adverse cumulative effects arising from loss of open spaces, playing pitches and SINCs, leading to loss of local biodiversity. **IIA3:** Potential for adverse cumulative effects arising from increased hard standing, surface runoff and reduced natural drainage, increasing flood risk. **IIA4:** Potential for adverse cumulative effects upon the setting of local heritage assets due to loss of open spaces. **IIA5:** Potential for adverse cumulative effects arising from loss of open spaces and SINCs, affecting views, local landscape value and settings. **IIA7:** Potential for adverse cumulative effects upon efficient use of land as a result of use of greenfield land. **IIA9:** Potential for adverse cumulative effects from increased pressures on local community facilities. **IIA11:** Potential positive cumulative effects upon health and wellbeing from providing homes. **IIA11:** Potential for adverse cumulative effects due to loss of open and recreation spaces, reducing areas for physical activity and socialisation. **IIA15:** Potential positive cumulative effects from increasing housing provision in the Borough and providing a variety of housing types and tenure.							
Mitigation and Enhancement Measures	**IIA3:** Any development that may arise from this spatial option should include drainage measures such as SuDS. **IIA4:** Developments should consider sensitive design as to minimise negative impacts upon the setting of local heritage assets. **IIA5:** Development should consider high quality design and landscaping where possible to minimise adverse effects on the local community. **IIA9:** Development should be well located close to community services, or provide provision for community spaces within developments. **IIA11:** Developments should consider implementing public spaces to provide areas for socialisation and physical activity. **IIA12/13:** Developments that may arise within this spatial option should ensure good sustainable transport connectivity and connectivity to local employment.							

Partial release of Locally Significant Industrial Sites and Strategic Industrial Locations for housing

Assessment of partial release of Locally Significant Industrial Sites and Strategic Industrial Locations for housing

Spatial Option	The partial release of Locally Significant Industrial Sites and Strategic Industrial Locations for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
IIA1: Biodiversity	+	M	I	L	R	P	MT	There is potential for improvements to local biodiversity through improvements due to landscaping, providing habitats for local species.
IIA2: GHGs, Energy Efficiency and Resources	0							N/A
IIA3: Climate Resilience	0							N/A
IIA4: Historic Environment	+	M	I	L	R/I	P	LT	Developing industrial sites for housing has potential to improve the setting of local heritage assets through high quality design. There is also potential for the alteration of land use to result in improved air quality during operation due to reduced industrial activities. Air quality is a contributing factor to the degradation of heritage assets, therefore improving air quality is likely to reduce degradation of local assets.
IIA5: Landscape	+	M	I	L	I	P	LT	It is anticipated that utilising industrial sites for housing will result in improved local landscapes and townscapes as a result of high quality housing design. This will also contribute to improving local landscape setting within the Borough.

Spatial Option	The partial release of Locally Significant Industrial Sites and Strategic Industrial Locations for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
IIA6: Air Quality	+/-	M	D/I	L	R	P/T	ST/ LT	It is anticipated that the change to site usage will result in reductions in industrial activities, improving air quality in the local area. However, the change of land use and construction of new housing sites is anticipated to result in reductions in local air quality during the construction phase.
IIA7: Efficient use of land	++	H	D	L	I	P	LT	Utilising brownfield sites for development will efficiently utilise existing land within the Borough and prevent the use of greenfield sites. Therefore, significant positive effects have been identified.
IIA8: Water Quality	0							N/A
IIA9: Community Needs	+/-	M	D	L	I	P	LT	Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure, meeting community needs. However, it is uncertain if locally significant industrial sites and strategic industrial locations for housing development will be located in close proximity to community facilities and services. This is likely to be determined by individual sites and developments that may arise.
IIA10: Inclusivity and Equality	0							N/A
IIA11: Health and Wellbeing	+	M	D	L	R	P	LT	Housing provision is a key component of health. Providing housing units will contribute to improving health. However, it is currently unclear if sites within industrial areas will be suitably located close to local open spaces, or provide open space. If this is not provided there is potential for negative effects on human health. This is likely to be determined by individual sites and developments that may come forward.
IIA12: Sustainabl	?							It is uncertain if new sites for development will be well-connected to the public and active travel

Spatial Option	The partial release of Locally Significant Industrial Sites and Strategic Industrial Locations for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
e Transport								network. This is likely to be determined by individual sites and developments that may arise.
IIA13: Economy and Employment	+/-	H	D	R	I	P	LT	Mixed positive and negative effects have been identified for economy and employment. The change of land use away from industrial use has the potential to result in negative effects on the local economy. However, housing developments that are located on these sites may be well located close to employment opportunities in industrial services.
IIA14: Crime and Safety	+/-	H	D	L	R	P	LT	Mixed positive and negative effects have been identified for crime and safety. The release of Industrial Sites and Locations for housing development may create feelings of unsafety due to living in an industrial area, which are generally associated with higher crime rates than residential areas. However, transforming an industrial area into a more residential area may improve crime rates if design methods are followed to discourage criminal activity, such as lighting, visibility, and maintenance.
IIA15: Housing	++	H	D	L	I	P	LT	This spatial option will contribute to allowing more housing units within RBKT, contributing towards the Borough meeting their housing target. Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure.
Potential Cumulative/ Synergistic Effects	**IIA1:** Potential for positive cumulative effects on biodiversity through increasing the number of local habitats. **IIA4:** Potential for positive cumulative effects upon the setting and accessibility of local heritage assets. **IIA5:** Potential for positive cumulative effects to local landscape and townscape value, improving views and settings. **IIA6:** Potential for positive cumulative effects from reducing industrial emissions. **IIA6:** Potential for adverse cumulative effects as a result of constriction of developments. **IIA7:** Potential positive cumulative effects upon efficient use of land, utilising the Borough's brownfield sites and protecting Green Belt and MOL. **IIA9:** Potential for adverse cumulative effects from increased pressures on local community facilities.							

Spatial Option	The partial release of Locally Significant Industrial Sites and Strategic Industrial Locations for housing development							
IIA Objective	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Description of potential Effects
	IIA11: Potential positive cumulative effects upon health and wellbeing from providing homes. **IIA13:** Potential for adverse cumulative effects through loss of local industrial land providing economic use. **IIA13:** potential positive cumulative effects through improved access to employment. **IIA15:** Potential positive cumulative effects from increasing housing provision in the Borough and providing a variety of housing types and tenure.							
Mitigation and Enhancement Measures	**IIA4:** Developments should consider sensitive design as to minimise negative impacts upon the setting of local heritage assets. **IIA5:** Development should consider high quality design and landscaping where possible to enhance the local landscape value. **IIA9:** Development should be well located close to community services, or provide provision for community spaces within developments. **IIA12/13:** Developments that may arise within this spatial option should ensure good sustainable transport connectivity and connectivity to local employment.							

Partial release of Green Belt and MOL for housing

Assessment of partial release of Green Belt and MOL for housing

Spatial Option	The partial release of Green Belt and MOL for housing development							
IIA Objective	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Description of potential Effects
IIA1: Biodiversity	--	H	D	L	I	P	LT	Releasing Green Belt and MOL for housing development is anticipated to result in a significant loss of local

Spatial Option	The partial release of Green Belt and MOL for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								biodiversity, including habitats and species.
IIA2: GHGs, Energy Efficiency and Resources	0							N/A
IIA3: Climate Resilience	-	M	I	L	I	P	LT	There is potential that utilising Green Belt and MOL for housing development may result in increased flood risk. Increasing hard standing in these areas is likely to result in increased surface runoff and reduced natural drainage in these areas. There is therefore potential for increased flooding, particularly due to climate exacerbations to rainfall.
IIA4: Historic Environment	+/-	M	I	L	I	P	LT	Developing Green Belt and MOL for housing is likely to result in degradation of local heritage assets both through a reduction in local settings and reductions in air quality due to increased local activity. However, there is potential that development in the area may improve access to local assets, increasing appreciation and accessibility of the historic environment.
IIA5: Landscape	--	H	D/I	L	I	P	LT	Significant negative effects on landscape are anticipated as a result of the loss of Green Belt and MOL within the Borough. Development in this area would result in loss of open spaces, alterations to views and degradation to the setting of the local landscape value.
IIA6: Air Quality	-	M	I	L	R/I	P	LT	It is anticipated that increased development within the Green Belt will result in increased vehicle movements accessing housing developments and local area. This is likely to result in reductions to local air quality. Additionally, developing

Spatial Option	The partial release of Green Belt and MOL for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								these sites will temporarily result in air quality reductions during construction.
IIA7: Efficient use of land	--	H	D	R	I	P	LT	Utilising Green Belt and MOL for housing development will result in a loss of greenfield land within the Borough. This is likely to result in significant negative effects upon efficient use of land.
IIA8: Water Quality	?							It is uncertain if development within the Green Belt and MOL will result in reductions to water quality. This is likely to be based on individual developments and sites that may arise.
IIA9: Community Needs	+/-	M	D	L	I	P	LT	Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure, meeting community needs. However, it is uncertain if new sites for development will be located in close proximity to community facilities and services. This is likely to be determined by individual sites and developments that may arise.
IIA10: Inclusivity and Equality	0							N/A
IIA11: Health and Wellbeing	++	M	D	L	R	P	LT	Housing provision is a key component of health. Providing housing units will contribute to improving health. Additionally, these developments will be located in close proximity to open space, providing areas for recreation and socialisation, improving physical and mental wellbeing.
IIA12: Sustainable Transport	?							It is uncertain if new sites for development will be well-connected to the public and active travel network. This is likely to be

Spatial Option	The partial release of Green Belt and MOL for housing development							
IIA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								determined by individual sites and developments that may arise.
IIA13: Economy and Employment	?							It is uncertain if new sites for development will be well-connected close to town centres and employment opportunities. This is likely to be determined by individual sites and developments that may arise.
IIA14: Crime and Safety	0							N/A
IIA15: Housing	++							This spatial option will contribute to allowing more housing units within RBKT, contributing towards the Borough meeting their housing target. Due to the larger areas available for development, it is anticipated that this option will be able to deliver a variety of housing types and tenure.
Potential Cumulative/ Synergistic Effects	**IIA1:** Potential for adverse cumulative effects arising from loss of Green Belt / MOL, leading to loss of local biodiversity. **IIA3:** Potential for adverse cumulative effects arising from increased hard standing, surface runoff and reduced natural drainage, increasing flood risk. **IIA4:** Potential for adverse cumulative effects upon the setting of local heritage assets due to loss of open spaces. **IIA4:** Potential positive cumulative effects on the accessibility of local heritage assets. **IIA5:** Potential for adverse cumulative effects arising from loss of Green Belt / MOL, affecting views, local landscape value and settings. **IIA7:** Potential for adverse cumulative effects upon efficient use of land as a result of use of greenfield land. **IIA9:** Potential for adverse cumulative effects from increased pressures on local community facilities. **IIA11:** Potential positive cumulative effects upon health and wellbeing from providing homes. **IIA15:** Potential positive cumulative effects from increasing housing provision in the Borough and providing a variety of housing types and tenure.							

Spatial Option	The partial release of Green Belt and MOL for housing development							
IIA Objective	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Description of potential Effects
Mitigation and Enhancement Measures	**IIA3:** Any development that may arise from this spatial option should include drainage measures such as SuDS. **IIA4:** Developments should consider sensitive design as to minimise negative impacts upon the setting of local heritage assets. **IIA5:** Development should consider high quality design and landscaping where possible to minimise adverse effects on the local community. **IIA6:** Development should consider minimising car usage to prevent worsening local air quality. **IIA9:** Development should be well located close to community services, or provide provision for community spaces within developments. **IIA12/13:** Developments that may arise within this spatial option should ensure good sustainable transport connectivity and connectivity to local employment.							

Appendix C

Site Assessments

Site Assessments

This appendix sets out the site assessment findings. Mitigation measures can be found in Section 12 of the main report. The assessment of sites 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-0 - 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	+/-

Effect Significance	Key
Negligible / No effect	0
Note: where negligible/no effect is recorded, the magnitude, nature of effect, spatial extent, reversibility of effect and permanence cannot be identified, and these cells are therefore left blank.	
Nature of effect (direct / indirect).	D / I
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

Figure C-1 Proposed Site Allocations

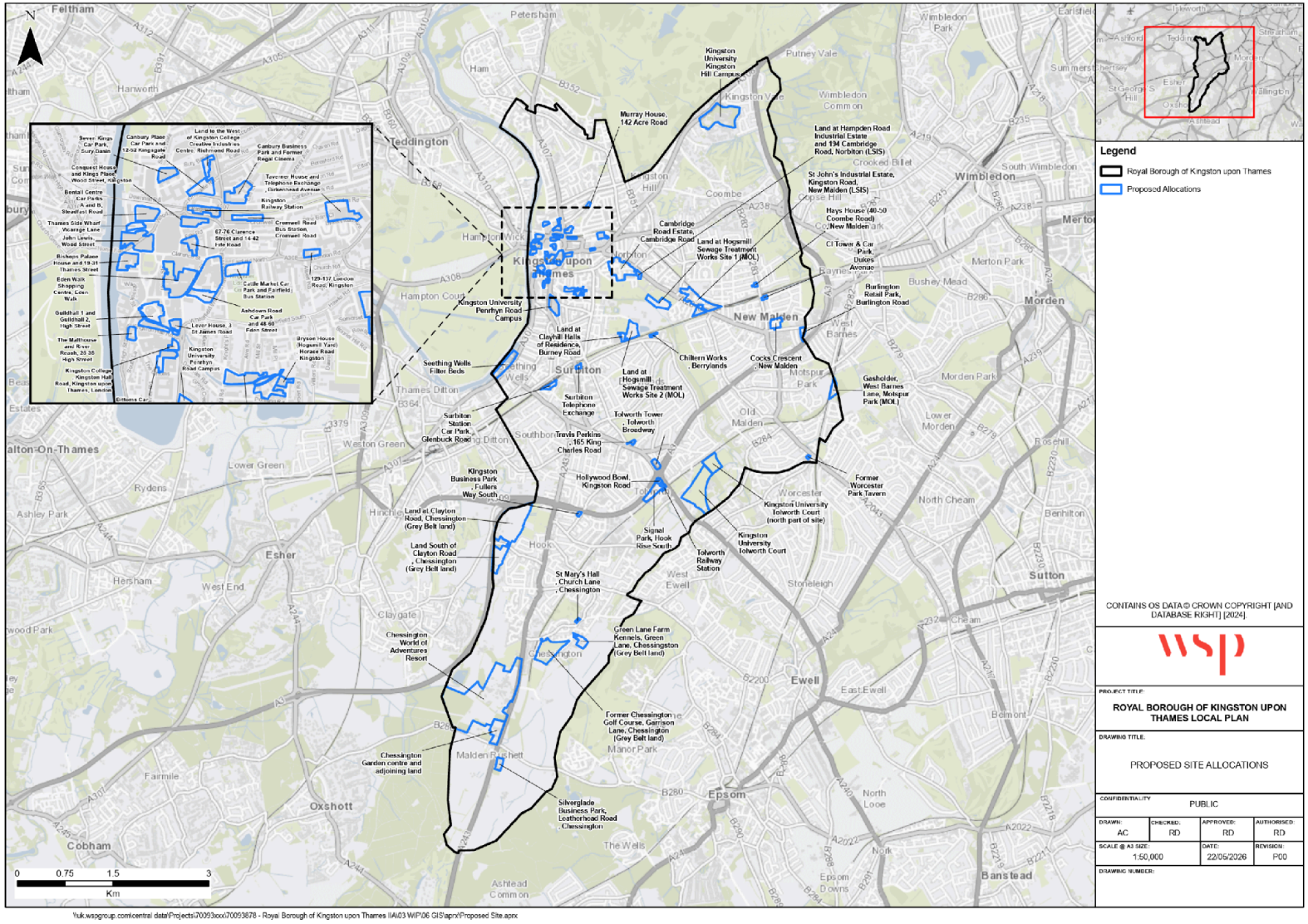


Table C-1 Summary of the Sustainability Performance of Proposed Sites

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, Sury Basin	+/-	?	+/-	+/-	+	+	++	+/-	++	++	++	++	+	+	++
Canbury Place Car Park and 12-52 Kingsgate Road	+	?	- -	+/-	+/-	+	++	0	?	++	+	++	+	+	++
Canbury Business Park and Former Regal Cinema	+	?	?	+/-	+/-	+	++	0	++	++	++	++	+	+	++
Murray House, 142 Acre Road	?	?	+	+/-	+	?	++	+/-	++	++	++	+/-	?	+	++
Bentall Centre Car Parks A and B, Steadfast Road	+	?	+/-	+/-	+/-	+	++	+/-	?	+	+	++	++	+	++
Cromwell Road Bus Station, Cromwell Road	+	?	+/-	+/-	+	?	++	0	?	+	+	?	+	+	++
Thames Side Wharf, Vicarage Lane	++	?	+/-	+/-	+	+	++	+/-	?	+	+	++	++	+	++
John Lewis, Wood Street	?	?	--	--	?	+/-	++	-	+	+	+	++	?	+	++

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
Bishops Palace House and 19-31 Thames Street	+/-	?	+/-	+/-	+/-	+	++	+/-	++	++	++	++	+/-	+	++
67-76 Clarence Street and 14-42 Fife Road	?	?	+/-	0	+	?	++	+/-	++	++	++	+	?	+/-	++
Cattle Market Car Park and Fairfield Bus Station	+/-	?	+/-	+/-	+	+	++	0	++	++	++	?	+	+	++
Eden Quarter, Lady Booth Road, Kingston	?	?	--	0	0	?	++	0	++	++	++	+	?	+/-	++
Eden Walk Shopping Centre, Eden Walk	?	?	--	+/-	+/-	?	++	0	++	++	++	+	?	+/-	++
Conquest House and Kings Place, Wood Street, Kingston	?	?	--	0	0	?	++	0	++	++	++	+	?	+/-	++
Ashdown Road Car Park and 48-60 Eden Street	?	?	--	+/-	+	+	++	0	++	++	++	++	+	+	++
Guildhall 1 and Guildhall 2, High Street	++	?	+/-	+/-	+/-	+	++	+/-	+	+	+	++	+	+	++

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
Lever House, 3 St James Road	-	?	--	?	+/-	?	++	-	++	++	+	+	?	+/-	++
The Malthouse and River Reach, 25-35 High Street	+	?	+/-	+/-	+/-	+	++	-	+	+	+	++	+	+	++
Bittoms Car Park, The Bittoms, Kingston	+	?	+/-	+/-	+	+	++	-	+	+	+	++	+	+	++
Bryson House (Hogsmill Yard), Horace Road, Kingston	?	?	--	0	0	?	++	0	++	++	++	+	?	+/-	++
Kingston University Knights Park Campus and Middle Mill	-	?	?	?	?	+	++	0	?	+/-	+	-	?	+	++
Taverner House and Telephone Exchange, Birkenhead Avenue	+/-	?	+	?	+/-	+	++	+	+	+	+	++	?	+	++
129-137 London Road, Kingston	0	?	+	?	0	+	++	+	+	+	+	++	?	+	++
Cambridge Road Estate, Cambridge Road	?	?	+/-	0	+/-	0	++	+/-	++	++	++	+/-	?	+/-	++

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
Chiltern Works, Berrylands	0	?	?	0	0	+	++	?	?	?	?	+	?	+	++
Land at Clayhill Halls of Residence, Burney Road	?	?	0	0	-	?	0	0	+/-	+/-	++	+/-	?	+	++
Kingston College, Kingston Hall Road, Kingston upon Thames, London	+	?	+/-	+/-	+	+	++	-	+	+	+	++	+	+	++
Kingston Railway Station	?	?	-	0	0	?	++	0	++	++	++	+	?	+/-	++
Kingston University Kingston Hill Campus	-	?	?	?	?	+	++	0	?	+/-	+/-	-	?	+	++
Kingston University Penrhyn Road Campus	0	?	+	?	?	+	++	+	+	+	+	++	+	+	0
Land to the West of Kingston College Creative Industries Centre, Richmond Road	+/-	?	?	+/-	+/-	+	+/-	0	?	+	+	++	+	+	++
CI Tower & Car Park, Dukes Avenue	?	?	+/-	0	+	0	++	+/-	?	?	++	+/-	?	+/-	++

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
Cocks Crescent, New Malden	++	++	++	++	++	+	++	+	++	++	++	++	++	+	++
Hays House (40-50 Coombe Road), New Malden	?	?	+/-	0	?	0	++	0	?	?	++	+/-	?	+/-	++
Burlington Retail Park, Burlington Road	-	?	--	0	?	?	++	0	+	+	+	-	?	+	++
Signal Park, Hook Rise South	?	?	+/-	0	++	?	++	0	+/-	+/-	++	+/-	?	+/-	++
Hollywood Bowl, Kingston Road	?	?	+	0	+	?	++	-	?	?	+/-	+	?	+/-	++
Kingston Business Park, Fullers Way South	+/-	?	+	+/-	+/-	+	++	+	?	+/-	+	-	?	+	++
Surbiton Station Car Park, Glenbuck Road	-	?	?	+/-	+/-	?	++	0	+	+	+	++	+	+	++
Surbiton Telephone Exchange, Ewell Road	?	?	+/-	0	?	0	++	0	+	+	++	+/-	?	+/-	++

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
Former Worcester Park Tavern, Cheam Comon Road	0	?	+/-	0	0	0	++	0	+	+	+	+/-	?	+/-	++
St Mary's Hall, Church Lane, Chessington	0	?	0	0	0	0	++	0	+	+	+	+/-	?	+/-	++
Travis Perkins, 165 King Charles Road	-	?	?	?	?	+	++	0	+	+/-	+/-	+	?	+	++
Tolworth Railway Station	-	?	?	0	+/-	?	++	0	?	+/-	+/-	-	+	+	++
Tolworth Tower, Tolworth Broadway	?	?	+/-	0	+	?	++	0	+/-	+/-	+/-	+	?	+	++
St John's Industrial Estate, Kingston Road, New Malden (LSIS)	+	?	?	0	+	--	-	?	?	?	?	-	--	+	++
Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	-	?	?	-	-	+	+	?	+	+	+	+	--	+	+

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
Chessington Garden centre and adjoining land	?	?	+/-	0	0	0	++	0	-	-	+	+/-	+	+	0
Chessington World of Adventures Resort	?	?	+/-	+/-	++/--	0	++	0	++/-	++/-	++/-	+/-	?	+	++
Green Lane Farm Kennels, Green Lane, Chessington (Grey Belt land)	--	?	?	-	--	-	+/-	0	+	+	+	-	0	+	+
Land at Clayton Road, Chessington (Grey Belt land)	--	?	?	0	--	0	--	?	-/?	+	+	+	-/?	+	++
Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	--	?	?	0	?	-	--	0	+	?	+	+/-	+	+	++
Silverglade Business Park, Leatherhead Road, Chessington	?	?	+	0	+	0	++	+/-	+/-	+/-	-	+/-	?	+	++
Gasholder, West Barnes Lane, Motspur Park (MOL)	--	?	--	?	--	+	+/-	?	+/-	+	+/-	+	?	+	+

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
Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	-	?	--	0	++	?	++	-	+/-	+/-	++	+/-	?	+	++
Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	?	?	--	0	++	?	++	0	+/-	+/-	++	+/-	?	+	++
Kingston University Tolworth Court	?	?	+/-	0	--	0	--	?	+/-	+/-	+/-	+/-	+	+	0
Kingston University Tolworth Court (north part of site)	?	?	+/-	0	--	0	--	0	+/-	+/-	+/-	+/-	+	+	0

Seven Kings Car Park, Sury Basin	Table C-2
Canbury Place Car Park and 12-52 Kingsgate Road	Table C-3
Canbury Business Park and Former Regal Cinema	Table C-4
Murray House, 142 Acre Road	Table C-5
Bentall Centre Car Parks A and B, Steadfast Road	Table C-6
Cromwell Road Bus Station, Cromwell Road	Table C-7
Thames Side Wharf, Vicarage Lane	Table C-8
John Lewis, Wood Street	Table C-9
Bishops Palace House and 19-31 Thames Street	Table C-10
67-76 Clarence Street and 14-42 Fife Road	Table C-11
Cattle Market Car Park and Fairfield Bus Station	Table C-12
Eden Quarter, Lady Booth Road, Kingston	Table C-13
Eden Walk Shopping Centre, Eden Walk	Table C-14
Conquest House and Kings Place, Wood Street, Kingston	Table C-15
Ashdown Road Car Park and 48-60 Eden Street	Table C-16

Guildhall 1 and Guildhall 2, High Street	Table C-17
Lever House, 3 St James Road	Table C-18
The Malthouse and River Reach, 25-35 High Street	Table C-19
Bittoms Car Park, The Bittoms, Kingston	Table C-20
Bryson House (Hogsmill Yard), Horace Road, Kingston	Table C-21
Kingston University Knights Park Campus and Middle Mill	Table C-22
Taverner House and Telephone Exchange, Birkenhead Avenue	Table C-23
129-137 London Road, Kingston	Table C-24
Cambridge Road Estate, Cambridge Road	Table C-25
Chiltern Works, Berrylands	Table C-26
Land at Clayhill Halls of Residence, Burney Road	Table C-27
Kingston College, Kingston Hall Road, Kingston upon Thames, London	Table C-28
Kingston Railway Station	Table C-29
Kingston University Kingston Hill Campus	Table C-30
Kingston University Penrhyn Road Campus	Table C-31
Land to the West of Kingston College Creative Industries Centre, Richmond Road	Table C-32

CI Tower & Car Park, Dukes Avenue	Table C-33
Cocks Crescent, New Malden	Table C-34
Hays House (40-50 Coombe Road), New Malden	Table C-35
Burlington Retail Park, Burlington Road	Table C-36
Signal Park, Hook Rise South	Table C-37
Hollywood Bowl, Kingston Road	Table C-38
Kingston Business Park, Fullers Way South	Table C-39
Surbiton Station Car Park, Glenbuck Road	Table C-40
Surbiton Telephone Exchange	Table C-41
Former Worcester Park Tavern	Table C-42
St Mary's Hall, Church Lane, Chessington	Table C-43
Travis Perkins, 165 King Charles Road	Table C-44
Tolworth Railway Station	Table C-45
Tolworth Tower, Tolworth Broadway	Table C-46
St John's Industrial Estate, Kingston Road, New Malden (LSIS)	Table C-47
Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	Table C-48

Chessington Garden centre and adjoining land	Table C-49
Chessington World of Adventures Resort	Table C-50
Green Lane Farm Kennels, Green Lane, Chessington (Grey Belt land)	Table C-51
Land at Clayton Road, Chessington (Grey Belt land)	Table C-52
Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	Table C-53
Silverglade Business Park, Leatherhead Road, Chessington	Table C-54
Gasholder, West Barnes Lane, Motspur Park (MOL)	Table C-55
Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	Table C-56
Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	Table C-57
Kingston University Tolworth Court	Table C-58
Kingston University Tolworth Court (north part of site)	Table C-59

Site Allocations

SA01: Seven Kings Car Park, Sury Basin

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, Sury Basin

	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
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
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, Sury Basin

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, 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.

SA02: Canbury Place Car Park, 12-52 Kingsgate Road

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-3 – Assessment of SA03: Canbury Place Car Park, 12-52 Kingsgate Road

	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
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
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 Place Car Park, 12-52 Kingsgate Road

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.

SA03: Canbury Business Park and Regal Cinema

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-4 – Assessment of SA03: Canbury Business Park and Former Regal Cinema

	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
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
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 – SA03: Canbury Business Park and Former Regal Cinema

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.

SA28: Murray House, 142 Acre Road

Site Allocation Description and Location

The 0.35ha Site is located on the current Murray House site. The Site is bordered by residential uses on all sides.

Table C-5 – Assessment of SA28: Murray House, 142 Acre Road

	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
Sig. of effect	?	?	+	+/-	+	?	++	+/-	++	++	++	+/-	?	+	++
Magnitude			M	M	M		H	M	H	H	H	H		M	H
Nature of effect			D	D	D		D	D	D	D	D	D		D	D
Spatial Extent			L	L	L		L	L	L	L	L	L		L	L
Reversibility			R	I	R		I	I	I	I	I	I		I	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 – SA28: Murray House, 142 Acre Road

The Site has limited biodiversity value due to its existing residential use. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does not compromise any Priority Habitat Inventory,

Sites of Importance for Nature Conservation, National Nature Reserve, SAC or SSSI. The redevelopment of the site could potentially help to inject green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and has a low score for climate risk and heat risk. The redevelopment of the Site could help to reduce the level of hardstanding on Site as such elements are replaced with more flood water conscious development that can incorporate modern SuDS systems. A minor positive effect is identified for IIA3 (climate resilience).

The only heritage assets located in close proximity to the Site are a number of Listed Buildings. The redevelopment of the Site offers opportunities to create development that is congruent with the character and setting of nearby Listed Buildings and improve their setting. Given the small number of heritage assets located close to this Site and that adverse effects on such heritage assets would be limited to the construction phase of any development, a mixture of minor positive and minor negative effect is identified for IIA4 (historic environment).

The Site is not located near to any landscape designations and is surrounded by residential development. The redevelopment of the Site would result in development that enhances the surrounding built environment and local landscapes, resulting in minor positive effects on IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

Much of the Site is comprised of the existing Murray House and residential development. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Over 15% of the site is within a Critical Drainage Area, although there are no rivers or water bodies located within or close to the Site. It is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

The Site is well positioned to be serviced by a wide range of services and has easy access to nearby educational facilities, Local Centres and shops. It is considered that future users of the Site would not struggle for a lack of access to needed services and facilities. It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown and unlikely given its small scale. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality). Similarly, the Site has good access to healthcare facilities, leisure services, social services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network, though it is not connected to the Borough's Strategic Walking Network. The PTAL score for the Site is only moderate (2, 3 or 4). The redevelopment of the Site could involve improvements to its accessibility, therefore a mixture of minor positive and minor negative effects is identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (though the Site is not large enough for mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

SA04: 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 SA04: Bentall Centre Car Parks A & B, Steadfast Road

	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
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

	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
Sig. of effect	+	?	+/-	+/-	+/-	+	++	+/-	?	+	+	++	++	+	++
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
Duration	MT		LT	LT	MT	MT	LT	MT		MT	MT	MT	MT	MT	LT

Assessment Summary – SA04: 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, 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.

SA07: Cromwell Road Bus Station, Cromwell Road

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 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-7 – Assessment of SA07: Cromwell Road Bus Station, Cromwell Road

	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
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

	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
Sig. of effect	+	?	+/-	+/-	+	?	++	0	?	+	+	?	+	+	++
Spatial Extent	L		L	L	L		L			L	L		L	L	L
Reversibility	R		I	I	I		I			R	R		R	R	I
Permanence	P		P	P	P		P			P	P		P	T	P
Duration	MT		LT	LT	MT		LT			MT	MT		MT	MT	LT

Assessment Summary – SA07: Cromwell Road Bus Station, Cromwell Road

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 as the proposed site includes no specification of drainage systems or the use of SuDS, negative effects have been identified 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 on 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.

SA13: Thames Side Wharf, Vicarage 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 C8 – Assessment of SA13: Thames Side Wharf, Vicarage Lane

	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
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
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 – SA13: Thames Side Wharf, Vicarage Lane

The Site is currently vacant and 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, 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 than 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 historic environment and the local landscape can be sought from the use of high quality, sensitive design, especially since the Site is currently vacant. 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 and recycled.

SA18: John Lewis, Wood Street

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 are 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-9 – Assessment of SA18: John Lewis, Wood Street

	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
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

	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
Sig. of effect	?	?	--	--	?	+/-	++	-	+	+	+	++	?	+	++
Reversibility			R	I		R	I	R	I	I	I	I	I	R	I
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 – SA18: John Lewis, Wood Street

The Site currently has limited biodiversity value due to its existing use as 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, resulting in a minor positive effect 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 Kington 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 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).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 change, 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 and recycled.

SA05: Bishops Palace House and 19-31 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-10 – Assessment of SA05: Bishops Palace House and 11-31 Thames Street

	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
Sig. of effect	+/-	?	+/-	+/-	+/-	+	++	+/-	++	++	++	++	+/-	+	++
Magnitude	M		M	M	M	M	M	L	M	M	L	M	L	L	M

	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
Sig. of effect	+/-	?	+/-	+/-	+/-	+	++	+/-	++	++	++	++	+/-	+	++
Nature of effect	D		D	I	I	I	D	I	I	I	I	I	I	I	D
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 – SA05: 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 the 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 storeys 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, 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 area. 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.

SA30: 67-76 Clarence Street and 14-42 Fife Road

Site Allocation Description and Location

The 0.43ha site is located on across 67-76 Clarence Street and 14-42 Fife Road, which are comprised of a wide range of development ranging from residential to office and retail development and some food/restraint related businesses. Similar development types surround the Site on all sides.

Table C-11 – Assessment of SA30: 67-76 Clarence Street and 14-42 Fife Road

	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
Sig. of effect	?	?	+/-	0	+	?	++	+/-	++	++	++	+	?	+/-	++
Magnitude			H		M/H		H	H	H	H	H	H		M	H
Nature of effect			D		D		D	D	D	D	D	D		D	D
Spatial Extent			L		L		L	L	L	L	L	L		L	L
Reversibility			I		I		I	I	I	I	I	I		I	I
Permanence			P		P		P	P	P	P	P	P		P	P
Duration			LT		LT		LT	LT	LT	LT	LT	LT		LT	LT

Assessment Summary – SA22: 67-76 Clarence Street and 14-42 Fife Road

The Site has limited biodiversity value due to its existing uses. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does not compromise any Priority Habitat Inventory,

Sites of Importance for Nature Conservation, or SSSI. The redevelopment of the site could potentially help to inject green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 2 land, is identified as having surface water issues and has a moderate risk from future climate effects and overheating. The development of the Site could help to improve the flood resilience of the Site and its surroundings. A mixture of minor positive and minor negative effects is therefore identified on IIA3 (climate resilience).

The only historical assets located in close proximity to or within the Site are Areas of Archaeological Significance, which could be disturbed by development. However, it is likely that potential effects on such historical assets can be appropriately mitigated through good design and proper construction practices. A neutral effect is therefore identified for IIA4 (historic environment).

The Site is not located near to any landscape designations and is surrounded by mixed development. The redevelopment of the Site would result in development that enhances the surrounding built environment and local landscapes, resulting in minor positive effects on IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

Much of the Site is comprised of the existing development associated with 67-76 Clarence Street and 14-42 Fife Road. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Over 15% of the site is within a Critical Drainage Area, although there are no rivers or water bodies located within or close to the Site. It is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

The Site is well positioned to be serviced by a wide range of services and has easy access to nearby educational facilities, Local Centres and shops. It is considered that future users of the Site would not struggle for a lack of access to needed services and facilities. It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality). Similarly, the Site has good access to healthcare facilities, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (heath and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network but not to the Borough's Strategic Walking Network. The PTAL score for the Site is good. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (though unlikely to deliver both housing and employment opportunities at the same time as the Site is likely not large enough)). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is higher than 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 and minor negative effects are identified for IIA14 (crime and safety).

SA08: 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 Recreation Ground, Kingston Museum and a community leisure centre with open space. The site is currently utilised by Fairfield Bus Station and the Cattle Market Car Park.;

Table C-12 – Assessment of SA08: Cattle Market Car Park and Fairfield Bus Station

	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
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
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 – SA08: 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 as the proposed site includes no specification of drainage systems or the use of SuDS, negative effects have been identified 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.

SA12: Eden Quarter, Lady Booth Road, Kingston

Site Allocation Description and Location

The 1.92ha Site is located to the east of Eden Street. The Site is bordered by primarily office and retail development on all sides.

Table C-13 – Assessment of SA12: Eden Quarter, Lady Booth Road

	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
Sig. of effect	?	?	--	0	0	?	++	0	++	++	++	+	?	+/-	++
Magnitude			H				H		H	H	H	M		M	H
Nature of effect			D				D		D	D	D	D		D	D
Spatial Extent			L				L		L	L	L	L		L	L
Reversibility			R				I		I	I	I	I		I	I
Permanence			P				P		P	P	P	P		P	P
Duration			LT				LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA12: Eden Quarter, Lady Booth Road

The Site has limited biodiversity value due to its existing use as a shopping centre and any associated development. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does

not compromise any Priority Habitat Inventory, Sites of Importance for Nature Conservation and SSSIs. The redevelopment of the site could potentially help to introduce green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this). A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding.

The Site is within an Area of Archaeological Significance but not in proximity to other heritage assets. Neutral effects are therefore identified for IIA4 (historic environment).

Development of the Site is not within the vicinity of townscape assets and consequently a neutral effect is therefore identified for IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

The land of the site is considered to be brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality) reflecting the site's location and scale of housing development (535 units). Similarly, the Site has good to reasonable access to healthcare

facilities, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The site benefits from good access to public transport and the Borough's Strategic Cycling Network, though it does not interconnect with the Borough's Strategic Walking Network. The site is of a scale to deliver a well pedestrianised development, and a minor positive effect is identified for IIA12 (sustainable transport).

As development in this location will provide additional housing (535 units) helping to meet RBKT's housing targets, 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 potential shop floorspace/offices. Therefore, uncertain effects have been identified for IIA13 (economy) as it is also not known to what degree the existing retail and employment offering provided by the Eden Walk Shopping Centre would be replaced, especially given the size of the Site.

The area surrounding the site has a crime rate that is higher than 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 with minor negative effects are identified for IIA14 (crime and safety).

SA26: Eden Walk Shopping Centre, Eden Walk

Site Allocation Description and Location

The 1.83ha Site is located on the current Eden Walk Shopping Centre. The Site is bordered by primarily office and retail development on all sides.

Table C-14 – Assessment of SA26: Eden Walk Shopping Centre, Eden Walk

	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
Sig. of effect	?	?	--	+/-	+/-	?	++	0	++	++	++	+	?	+/-	++
Magnitude			H	H	H		H		H	H	H	M		M	H
Nature of effect			D	D	D		D		D	D	D	D		D	D
Spatial Extent			L	L	L		L		L	L	L	L		L	L
Reversibility			R	R	R		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
Sig. of effect	?	?	--	+/-	+/-	?	++	0	++	++	++	+	?	+/-	++
Permanence			P	P	P		P		P	P	P	P		P	P
Duration			LT	LT	LT		LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA22: Eden Walk Shopping Centre, Eden Walk

The Site has limited biodiversity value due to its existing use as a shopping centre and any associated development. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does not compromise any Priority Habitat Inventory, Sites of Importance for Nature Conservation and SSSIs. The redevelopment of the site could potentially help to inject green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this). A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding.

The Site is surrounded by a number of Listed Buildings and is within a Conservation Area, alongside also being within an Area of Archaeological Significance. The development of the Site therefore has the potential to affect a range of heritage assets and their setting, though it is acknowledged that the final design/master plan for the Site can substantially work to minimise potential effects and even, in the long-term, enhance the character and setting of local heritage assets. A mixture of minor positive and minor negative effects is therefore identified for IIA4 (historic environment).

Development of the Site has the potential to compromise a Strategic Area of Special Character and a local open space. However, the final design of the Site could well ensure the enhancement and expansion of this open space and could be designed in a manner that is complimentary to the surrounding built environment. The replacement of the Eden Walk Shopping Centre offers an opportunity for new development that would be designed to modern standards, potentially helping to enhance the local built environment and its setting. A mixed minor positive and minor negative effect is therefore identified for IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

Much of the Site comprises the existing Eden Walk Shopping Centre, with there being little open space left to develop. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

The redevelopment of the Eden Walk Shopping Centre would remove its retail offering from the area, though the new development could contain new retail offerings and mixed uses. The Site itself is well located, having easy access to a wide

range of services and facilities, ensuring future residents/users of the Site do not lack access to educational and shopping services and facilities. It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality). Similarly, the Site has good to reasonable access to healthcare facilities, allotments, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The site benefits from good access to public transport and the Borough's Strategic Cycling Network, though it does not interconnect with the Borough's Strategic Walking Network. The site is of a scale to deliver a well pedestrianised development, and a minor positive effect is identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices. Therefore, uncertain effects have been identified for IIA13 (economy) as it is also not known to what degree the existing retail and employment offering provided by the Eden Walk Shopping Centre would be replaced, especially given the size of the Site.

The area surrounding the site has a crime rate that is higher than 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 with minor negative effects are identified for IIA14 (crime and safety).

SA14: Conquest House and Kings Place, Wood Street, Kingston

Site Allocation Description and Location

The 0.51ha Site is located to the south of Wood Street. The Site is bordered by primarily office and retail development on all sides.

Table C-15 – Assessment of SA14: Conquest House and Kings Place, Wood Street, Kingston

	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
Sig. of effect	?	?	--	0	0	?	++	0	++	++	++	+	?	+/-	++
Magnitude			H				H		H	H	H	M		M	H
Nature of effect			D				D		D	D	D	D		D	D
Spatial Extent			L				L		L	L	L	L		L	L
Reversibility			R				I		I	I	I	I		I	I
Permanence			P				P		P	P	P	P		P	P
Duration			LT				LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA14: Conquest House and Kings Place, Wood Street, Kingston

The Site has limited biodiversity value due to its existing use as a shopping centre and any associated development. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does

not compromise any Priority Habitat Inventory, Sites of Importance for Nature Conservation and SSSIs. The redevelopment of the site could potentially help to introduce green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this). A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding.

The Site is within an Area of Archaeological Significance but not in proximity to other heritage assets. Neutral effects are therefore identified for IIA4 (historic environment).

Development of the Site is not within the vicinity of townscape assets and consequently a neutral effect is therefore identified for IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

The land of the site is considered to be brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality) reflecting the site's location and scale of housing development (230 units). Similarly, the Site has good to reasonable access to healthcare

facilities, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The site benefits from good access to public transport and the Borough's Strategic Cycling Network, though it does not interconnect with the Borough's Strategic Walking Network. The site is of a scale to deliver a well pedestrianised development, and a minor positive effect is identified for IIA12 (sustainable transport).

As development in this location will provide additional housing (230 units) helping to meet RBKT's housing targets, 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 potential shop floorspace/offices. Therefore, uncertain effects have been identified for IIA13 (economy) as it is also not known to what degree the existing retail and employment would be replaced, especially given the size of the Site.

The area surrounding the site has a crime rate that is higher than 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 with minor negative effects are identified for IIA14 (crime and safety).

SA06: Ashdown Road Car Park, and 48-60 Eden Street

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 Recreation Ground 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-16 – Assessment of SA06: Ashdown Road Car Park, and 48-60 Eden Street

	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
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

	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
Sig. of effect	?	?	--	+/-	+	+	++	0	++	++	++	++	+	+	++
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
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 – SA06: Ashdown Road Car Park, and 48-60 Eden Street

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 provision for community uses, including leisure uses. The provision for community uses 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 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.

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 storeys 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.

SA9: 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 Church.

Table C-17 – Assessment of SA9: Guildhall Buildings 1 and 2, High Street

	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
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 – SA9: 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).

SA23: Lever House, 3 St James Road

Site Allocation Description and Location

The 0.3ha Site is located on the current Lever House site. The site is bordered by road infrastructure (St James Road and A307) to the east, south and west. To the north, bordering the Site, is a large office complex.

Table C-18 – Assessment of SA23: Lever House, 3 St James Road

	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
Sig. of effect	-	?	--	?	+/-	?	++	-	++	++	+	+	?	+/-	++
Magnitude	M		H		M/H		M	M	L	L	L	M		M	H
Nature of effect	D		D		D		D	D	I	I	I	I		D	D
Spatial Extent	L		L		L		L	L	L	L	L	L		L	R
Reversibility	I		I		I		I	I	I	I	I	I		I	I
Permanence	T		P		P		P	T	P	P	P	P		P	P
Duration	MT		LT		LT		LT	MT	LT	LT	LT	LT		LT	LT

Assessment Summary – SA23: Lever House, 3 St James Road

The Site is located adjacent to Hogsmill River, meaning the development of the Site could have minor negative effects on IIA1 (biodiversity) due to the development of the site potentially affecting this important biodiversity asset if development is not carefully undertaken.

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the site resulting in the use of resources and the production of GHGs and emissions, but the Site being small in scale and potentially able to mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of flooding and is in close proximity to Hogsmill River. A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of flooding.

The Site is located in close proximity to a Conservation Area and contains, or is adjacent to, an Area of Archaeological Significance. The development of the Site has the potential to compromise nearby heritage assets during its construction, though the degree to which this is likely is unknown and construction standards and practices would likely help ensure effects are minimal. The Site is also relatively small in scale. An uncertain effect is identified for IIA4 (historic environment).

A mixture of minor positive and minor negative effects is identified for IIA5 (landscape). This is due to the Site containing or being adjacent to a green corridor and a Strategic Area of Special Character but likely being able to provide landscape improvements once the Site has finished development that naturalises into the surrounding built environment.

The Site is located in an area that receives between 28-43µ/m^3 NO2, likely due to the site being bordered by important road infrastructure. Development would result in temporary construction emissions that would contribute to harming local air quality and be a nuisance on surroundings uses. However, such effects are potentially mitigatable and lesser during the operational phase of the development. New development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

The Site is also located on a brownfield site resulting in minor positive effects on IIA7 (efficient use of land).

A minor negative effect is identified against IIA8 (water quality) due to the Site being adjacent to Hogsmill River and its development potentially compromising it to some degree during its construction and operation.

The Site is located within close proximity to a wide range of services and facilities, ensuring future residents/users of the Site can access such services/facilities. Significant positive effects are therefore identified on IIA9 (community needs) and IIA10 (inclusivity and equality). The Sites location also means it is only lacking in terms of its access to a form of social service, the closest of which is over 800m away. Besides this, the Site has good access to open spaces, leisure services and parks/open spaces. Therefore, a minor positive effect is identified for IIA11 (health and wellbeing) as it is lacking access to some health services.

A range of public transport is within walking distance from the Site and is connected to the Borough's Strategic Cycling Network, though it is not interconnected with the Borough's Strategic Walking Network. A minor positive effect is therefore identified for IIA7 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (though the Site is not large enough for mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is higher than 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 with minor negative effects are identified for IIA14 (crime and safety).

SA10: 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 Church.

Table C-19 – Assessment of SA10: The Malthouse and River Reach, 25-35 High Street

	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
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 – SA10: 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 Recreation Ground (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 effects 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.

SA11: 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 pattern.

Table C-20 – Assessment of SA11: Bittoms Car Park, The Bittoms

	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
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: 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 Recreation Ground (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 rivers[23], is at risk of surface water flooding, and is within a Critical Drainage Area[24]. 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.

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

[23] Environment Agency (2022) Flood Map for Planning. Available at: https://check-long-term-flood-risk.service.gov.uk/map?easting=517923&northing=168994&map=RiversOrSea
[24] RBKUT (2022) Surface Water Flood Risk Map. Available at: https://rbk.maps.arcgis.com/apps/webappviewer/index.html?id=385599e6a20543e29e084c569520b40a

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).

SA20: Bryson House (Hogsmill Yard), Horace Road, Kingston

Site Allocation Description and Location

The 026ha Site is located to north of Horace Road. The Site is bordered residential development to the south and east, commercial development to the west and the Hogsmill River to the north.

Table C-21 – Assessment of SA20: Bryson House (Hogsmill Yard), Horace Road

	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
Sig. of effect	?	?	--	0	0	?	++	0	++	++	++	+	?	+/-	++
Magnitude			H				H		H	H	H	M		M	H
Nature of effect			D				D		D	D	D	D		D	D
Spatial Extent			L				L		L	L	L	L		L	L
Reversibility			R				I		I	I	I	I		I	I
Permanence			P				P		P	P	P	P		P	P
Duration			LT				LT		LT	LT	LT	LT		LT	LT

Assessment Summary –SA20: Bryson House (Hogsmill Yard), Horace Road

The Site has limited biodiversity value due to its existing use as a shopping centre and any associated development. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does

not compromise any Priority Habitat Inventory, Sites of Importance for Nature Conservation and SSSIs. The redevelopment of the site could potentially help to introduce green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this). A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding.

The Site is within an Area of Archaeological Significance but not in proximity to other heritage assets. Neutral effects are therefore identified for IIA4 (historic environment).

Development of the Site is not within the vicinity of townscape assets and consequently a neutral effect is therefore identified for IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

The land of the site is considered to be brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality) reflecting the site's location and scale of housing development (230 units). Similarly, the Site has good to reasonable access to healthcare

facilities, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The site benefits from good access to public transport and the Borough's Strategic Cycling Network, though it does not interconnect with the Borough's Strategic Walking Network. The site is of a scale to deliver a well pedestrianised development, and a minor positive effect is identified for IIA12 (sustainable transport).

As development in this location will provide additional housing (230 units) helping to meet RBKT's housing targets, 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 although uncertain effects have been identified for IIA13 (economy) given the size of the Site.

The area surrounding the site has a crime rate that is higher than 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 with minor negative effects are identified for IIA14 (crime and safety).

SA29: Kingston University Knights Park Campus and Middle Mill

Site Allocation Description and Location

The 2ha site is located on the current Kingston University Knights Park Campus site. The site is bordered by residential uses on all sides.

Table C-22 – Assessment of SA29: Kingston University Knights Park Campus and Middle Mill

	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
Sig. of effect	?	?	--	+/-	+/-	0	++	-	++	++	++	+/-	?	+/-	++
Magnitude			H	H	H		H	H	H	H	H	H		M	H
Nature of effect			D	D	D		D	D	D	D	D	D		D	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

	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
Sig. of effect	?	?	--	+/-	+/-	0	++	-	++	++	++	+/-	?	+/-	++
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 – SA29: Kingston University Knights Park Campus and Middle Mill

The Site is located adjacent to Hogsmill River, meaning the development of the Site could have minor negative effects on IIA1 (biodiversity) due to the development of the site potentially affecting this important biodiversity asset if development is not carefully undertaken.

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this) and having a

moderate risk from the climate and heat. A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding and being vulnerable to the ongoing effects of climate change.

The Site is located within a Conservation Area and an Area of Archaeological Significance and contains or is adjacent to heritage assets that are identified as being at risk. The development of the Site could help to improve the setting and character of nearby heritage assets and the overall character and setting of the Conservation Area. A mixture of minor positive and minor negative effects is identified for IIA4 (historic environment).

The Site is also located in a Local Area of Special Character and contains, or is adjacent to, a Green Corridor. New development could be designed in a manner that is complimentary to the special characteristics of the local landscape and help to expand the Green Corridor. A mixture of minor positive and minor negative effects is identified for IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

Much of the Site is comprised of the existing Kingston University Knights Park Campus and associated buildings. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Over 15% of the Site is within a Critical Drainage Area and the Site is adjacent to the Hogsmill River. Whilst it is likely that the development of the Site could be carried out in a manner that does not affect Hogsmill River and helps to improve the drainage of the Site, a minor negative effect is still identified for IIA8 (water quality).

The Site is well positioned to be serviced by a wide range of services and has easy access to nearby educational facilities, Local Centres and shops. It is considered that future users of the Site would not struggle for a lack of access to needed services and facilities. It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality). Similarly, the Site has good access to healthcare facilities, allotments, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore a mixture of minor positive and minor negative effects is identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities. Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is higher than 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 and minor negative effects are identified for IIA14 (crime and safety).

SA14: 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-23 - Assessment of SA14: Taverner House and Telephone Exchange, Birkenhead Avenue

	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
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
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 – SA14: 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

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. 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 to1900. 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 and recycled.

SA23: 129-137 London Road, Kingston

Site Allocation Description and Location

The Site is located along London Road on a site currently occupied by commercial enterprises, with a wide variety of non-residential buildings in the vicinity. Kingston Town Centre is approximately 500m to the west.

The Site is 0.28ha and has been allocated for a residential development of 110 units.

Table C-24 – Assessment of SA23: 129-137 London Road, Kingston

	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
Sig. of effect	0	?	+	?	0	+	++	+	+	+	+	++	?	+	++
Magnitude			M			M	H	L	M	M	M	M		L	H
Nature of effect			I			D	D	D	D	D	D	I		I	D
Spatial Extent			L			L	L	L	L	L	L	L		L	R
Reversibility			R			R	I	R	R	R	R	R		R	I
Permanence			P			T/P	P	P	P	P	P	P		T	P
Duration			MT			LT	LT	MT	LT	LT	LT	MT		MT	LT

Assessment Summary – SA23: 129-137 London Road, Kingston

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 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 land occupied by a variety of existing commercial enterprises and disturbance from demolition and construction effects (noise, vibration and dust) is likely to occur with effects on local amenity. Therefore, both neutral effects have been determined for IIA5 (landscape/townscape).

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 and recycled.

SA25: Cambridge Road Estate, Cambridge Road

Site Allocation Description and Location

The 9ha Site is located on the current Cambridge Road Estate. The Site is broadly bordered by residential areas on all sides, though there is a cemetery and football grounds also to the south of the Site.

Table C-25 – Assessment of SA25: Cambridge Road Estate, Cambridge Road

	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
Sig. of effect	?	?	+/-	0	+/-	0	++	+/-	++	++	++	+/-	?	+/-	++
Magnitude			H		H		H	M	H	H	H	M		M	H
Nature of effect			D		D		D	D	D	D	D	D		I	D
Spatial Extent			L		L		L	L	L	L	L	L		L	L
Reversibility			I		I		I	I	I	I	I	I		R	I
Permanence			P		P		P	P	P	P	P	P		P	P
Duration			LT		LT		LT	LT	LT	LT	LT	LT		LT	LT

Assessment Summary – SA25: Cambridge Road Estate, Cambridge Road

The Site has limited biodiversity value due to its existing use as a residential estate. It is not located in close proximity to any biodiversity designations. The redevelopment of the site could potentially help to inject green elements into the local area,

though this would be dependent upon the final design/masterplan chosen for the site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and scores highly for climate risk and heat risk. The redevelopment of the Site could help to reduce the level of hardstanding on Site as parking places and buildings are replaced with more flood water conscious development that can incorporate modern SUD systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The only historical assets located in close proximity to or within the Site are Areas of Archaeological Significance, which could be disturbed by development. However, it is likely that potential effects on such historical assets can be appropriately mitigated through good design and proper construction practices. A neutral effect is therefore identified for IIA4 (historic environment).

The Site is located adjacent to Green Chain land and significant uncertainties exist around if the development of the Site would compromise this asset. It is likely that the redevelopment of the Site would help to create well designed development within an existing built environment (wider housing estate). Therefore, a mixture of minor positive and minor negative effects is identified for IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

Much of the Site is comprised of the existing Cambridge Road Estate. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Over 15% of the site is within a Critical Drainage Area although there are no rivers or water bodies located within or close to the Site. It is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

The Site is well positioned to be serviced by a wide range of services and has easy access to nearby educational facilities, Local Centres and shops. It is considered that future users of the Site would not struggle for a lack of access to needed services and facilities. It is possible that the redevelopment of the Site could provide new services to the area especially given its scale, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality). Similarly, the Site has good access to healthcare facilities, allotments, leisure services, social services, parks and open spaces and sports facilities, and is of a size to potentially provide health facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network, though it is not connected to the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore a mixture of minor positive and minor negative effects is identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (this site is of a scale that it could accommodate some mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is slightly higher than 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 and minor negative effects are identified for IIA14 (crime and safety).

SA25: Chiltern Works, Berrylands

Site Allocation Description and Location

Located to the southwest of Berrylands Station, bounded by the railway line to the north, residential development to the south and commercial (retail) development to the east. The 0,34ha site currently contains commercial buildings and has been allocated for a residential development of 75 units.

Table C-26 – Assessment of BV07: St John's Industrial Estate, Kingston Road, New Malden

	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
Sig. of effect	0	?	?	0	0	+	++	?	?	?	?	+	?	+	++
Magnitude						M	H					M		M	H
Nature of effect						D	D					D		I	D
Spatial Extent						L	L					L		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
Sig. of effect	0	?	?	0	0	+	++	?	?	?	?	+	?	+	++
Reversibility						R	I					R		R	I
Permanence						P	P					P		P	P
Duration	0					LT	LT					LT		LT	LT

Assessment Summary – SA25: Chiltern Works, Berrylands

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, is enclosed and separated from the Hogsmill Valley by the railway line and will have no effects on IIA1 (biodiversity) and IIA5 (landscape).

The site is currently used for industrial purposes therefore uncertain effects have been identified for IIA13 (economy and employment). Major positive effects have been identified for IIA7 (efficient use of 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.

The site is located outside of the vehicle restriction zone and, notwithstanding proximity to Berrylands Station has a PTAL score of 2-4 showing moderate connectivity to public transport, with minor positive effects anticipated on IIA12 (sustainable transport).

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.

SA26 Land at Clayhill Halls of Residence, Burney Avenue

Site Allocation Description and Location

The site is situated to the east of Burney Avenue, south of Surbiton Cemetery and the Hogsmill Sewerage Works. The 0.89ha site currently is open grassland (MOL) and has been allocated for a residential development of 135 units.

Table C-27 – Assessment of SA26: Land at Clayhill Halls of Residence, Burney Avenue

	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
Sig. of effect	?	?	0	0	-	?	0	0	+/-	+/-	++	+/-	?	+	++
Magnitude					L				H	H	H	H		M	H
Nature of effect					D				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
Duration					LT				LT	LT	LT	LT		LT	LT

Assessment Summary – SA26: Land at Clayhill Halls of Residence, Burney Avenue

The Site is located on open space (managed grassland) immediately to the east of the Clayhill Halls of Residence. The site is part classified as MOL and is adjacent to a Priority Habitat Inventory and a Site of Importance for Nature Conservation and the nearby Local Nature Reserve. Development of the Site would have to take care to not compromise these important biodiversity designations and uncertain effects are therefore identified again IIA1 (biodiversity).

The Site is located within Flood Zone 1 land, with some risk of some surface water flooding (though the application of SuDS could help to mitigate this). A neutral effect is identified for IIA3 (climate resilience).

The Site is unlikely to compromise heritage assets as it is not located close to any. A neutral effect is therefore identified for IIA4 (historic environment).

The Site is adjacent to a Green Chain and Green Corridor and would result in the development of a greenfield site. Reflecting the size of the site a minor negative effect is identified against IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

The Site is undeveloped land comprising managed grassland. A minor negative effect is identified against IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

The Site has good access to educational facilities (though higher educational facilities are some distance from the Site) and a Local Centre but struggles to access shopping options and it is not known if such development would be developed on-site. A mixture of minor positive and minor negative effects is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, allotments, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects with on IIA11 (health and wellbeing), though the Site does struggle to access social services.

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor negative effects are identified for IIA12 (sustainable transport). As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, significant positive effects have been determined for IIA15 (housing). The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

SA27: Kingston College, Kingston Hall Road

Site Allocation Description and Location

This site is approximately 0.21ha 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 80 homes.

This site is located in Kingston Town Ward, to the east of the Borough. It is bordered by the A240 (Wheatfield Way) to the west. The current land use of the site is as an educational institution. In the immediate area there are commercial and retail land uses.

Table C-28 – Assessment of SA27: Kingston College, Kingston Hall Road

	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
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 – SA27: Kingston College, Kingston Hall Road

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 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 rivers[25], is at risk of surface water flooding, and is within a Critical Drainage Area[26]. 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.

[25] Environment Agency (2022) Flood Map for Planning. Available at: https://check-long-term-flood-risk.service.gov.uk/map?easting=517923&northing=168994&map=RiversOrSea
[26] RBKUT (2022) Surface Water Flood Risk Map. Available at: https://rbk.maps.arcgis.com/apps/webappviewer/index.html?id=385599e6a20543e29e084c569520b40a

Effects during construction may cause dust and other pollutants to enter the River Thames via surface runoff, as the site is located 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.

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 80 residential units. This will have a significant positive effect on IIA15 (Housing). which 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 and design measures will have positive effects on IIA14 (Crime and Safety).

SA28: Kingston Railway Station

Site Allocation Description and Location

The 0.56ha Site is located to the south of Wood Street. The Site is bordered by primarily office and retail development on all sides.

Table C-29 – Assessment of SA28: Kingston Railway Station

	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
Sig. of effect	?	?	-	0	0	?	++	0	++	++	++	+	?	+/-	++
Magnitude			M				H		H	H	H	M		M	H
Nature of effect			D				D		D	D	D	D		D	D
Spatial Extent			L				L		L	L	L	L		L	L
Reversibility			R				I		I	I	I	I		I	I
Permanence			P				P		P	P	P	P		P	P
Duration			LT				LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA28: Kingston Railway Station

The Site has limited biodiversity value due to its existing use as a railway station and associated land uses. It is not located in close proximity to any biodiversity designations. The redevelopment of the site could potentially help to introduce green

elements into the local area, although this would be dependent upon the final design/masterplan chosen for the Site and the nature of the redevelopment (above the existing railway station). Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 2 land, meaning it is at moderate risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this). A moderate negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding.

The Site is within an Area of Archaeological Significance but not in proximity to other heritage assets. Neutral effects are therefore identified for IIA4 (historic environment).

Development of the Site is not within the vicinity of townscape assets and consequently a neutral effect is therefore identified for IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

The land of the site is considered to be brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality) reflecting the site's location and scale of housing development (155 units). Similarly, the Site has good access to healthcare facilities, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The site benefits from good access to public transport and the Borough's Strategic Cycling Network, though it does not interconnect with the Borough's Strategic Walking Network and a minor positive effect is identified for IIA12 (sustainable transport).

As development in this location will provide additional housing (155 units) helping to meet RBKT's housing targets, 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 although it is also not known to what degree especially given the size of the Site.

The area surrounding the site has a crime rate that is higher than 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 with minor negative effects are identified for IIA14 (crime and safety).

SA19: Kingston University, Kingston Hill Campus, Coombe

Site Allocation Description and Location

The 15.72ha Site is located to the south east of the A308 Kingston Hill, Coombe, some 3km north east of Kingston town centre. The site comprises an educational campus with a wide variety of office, residential and ancillary buildings set within densely wooded grounds. The Site is surrounded by predominantly residential dwellings with a primary school immediately to the east.

Table C-30 – Assessment of SA19: Kingston University, Kingston Hill Campus

	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
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

	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
Sig. of effect	-	?	?	?	?	+	++	0	?	+/-	+/-	-	?	+	++
Reversibility	R					R	I		I	I	I	I	I	R	I
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 – SA19: Kingston University, Kingston Hill Campus

The Site is situated in proximity or adjacent to a range of biodiversity assets. The precise relationship between these and proposed development would need to be carefully considered. 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 a developed site, resulting in a significant positive effect on IIA7 (efficient use of land).

The Site is within the Coombe Wood Conservation Area and 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 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 poor access to public transport (PTAL score between 0- 1b) but there are good bus services along the adjacent A308 with a number of adjacent bus stops with services to Kingston which is the nearest train station. The Site is also adjacent to the Borough Strategic Cycling and Walking Network.

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. 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 mixed 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. Overall, minor positive effects have been identified on IIA6 (air quality).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, significant positive effects have been determined for IIA15 (housing). Development of housing 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 and recycled.

SA30: Kingston University Penrhyn Road Campus

Site Allocation Description and Location

The Site is located off Penrhyn Road and forms the main part of the Kingston University Campus. Kingston Town Centre is approximately 600m to the north. The Site is 3.34ha and has been allocated for higher education development.

Table C-31 – Assessment of SA30: Kingston University Penrhyn Road Campus

	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
Sig. of effect	0	?	+	?	?	+	++	+	+	+	+	++	+	+	0
Magnitude			M			M	H	L	M	M	M	M	M	L	
Nature of effect			I			D	D	D	D	D	D	I	I	I	
Spatial Extent			L			L	L	L	L	L	L	L	L	L	
Reversibility			R			R	I	R	R	R	R	R	R	R	
Permanence			P			T/P	P	P	P	P	P	P	P	T	
Duration			MT			LT	LT	MT	LT	LT	LT	MT	MT	MT	

Assessment Summary – SA30: Kingston University Penrhyn Road Campus

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 have been identified for IIA6 (air quality) reflecting the site's good sustainable transport access.

The Site includes a significant part of the existing Penrhyn Road Campus and depending on the masterplan could have effects on the townscape, and as such uncertain effects have been determined for IIA5 (landscape/townscape).

Due to its existing use, development here will result in significant positive effects on IIA7 (efficient use of land). Positive effects on IIA13 will result from the employment floorspace being re-provided or expanded.

The Site has excellent access to public transport with bus services and Kingston train station located approx. 600m to the north. The Site is also adjacent to the Borough Strategic Cycling and Walking Network. 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). 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 and recycled.

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-32 – Assessment of SA02: Land to the West of Kingston College Creative Industries Centre, Kingston Road

	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
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
Permanence	P			P/T	P	T	P			P	P	P	P	T	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
Sig. of effect	+/-	?	?	+/-	+/-	+	+/-	0	?	+	+	++	+	+	++
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.

SA31: CI Tower & Car Park, Dukes Avenue

Site Allocation Description and Location

The 0.25ha site is located on the current CI Tower site and its car park. The site is bordered by office/business uses to the east, south and west, with a trainline to the north.

Table C-33 – Assessment of SA31: CI Tower & Car Park, Dukes Avenue

	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
Sig. of effect	?	?	+/-	0	+	0	++	+/-	?	?	++	+/-	?	+/-	++
Magnitude			M		M/H		H	M			H	H		M	H
Nature of effect			D		D		D	D			D	D		D	D
Spatial Extent			L		L		L	L			L	L		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
Sig. of effect	?	?	+/-	0	+	0	++	+/-	?	?	++	+/-	?	+/-	++
Reversibility			I		I		I	I			I	I		I	I
Permanence			P		P		P	P			P	P		P	P
Duration			LT		LT		LT	LT			LT	LT		LT	LT

Assessment Summary – SA31: CI Tower & Car Park, Dukes Avenue

The Site has limited biodiversity value due to its existing uses. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does not compromise any Priority Habitat Inventory and Sites of Importance for Nature Conservation. The redevelopment of the site could potentially help to inject green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and has a moderate score for climate risk and heat risk. The redevelopment of the Site could help to reduce the level of hardstanding on Site as such elements are replaced with more flood water conscious development that can incorporate modern SuDS systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

There are no identifiable heritage assets located near to the Site, meaning its development would have no adverse effects on local heritage and their character and setting. A neutral effect is identified against IIA4 (historic environment).

The Site would not compromise any landscape assets besides potentially a Green Corridor, which the Site could potentially expand depending on its final use and design. The CI Tower is prominent within local landscapes, though is a fairly standard office tower and could be replaced with development that enhances the surrounding built environment more. A minor positive effect is identified for IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

Much of the Site is comprised of the existing development associated with the CI Tower and its associated car park. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Over 15% of the site is within a Critical Drainage Area, although there are no rivers or water bodies located within or close to the Site. It is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

Future residents of the Site would have mixed access to services and facilities, with the Site being located within a reasonable distance of primary schools and secondary schools and Local Centres. Access to shopping opportunities is limited, though there are some present within easy walking distance and it is not known if such development (or other services/facilities development) would occur on-site. An uncertain effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, allotment, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and to the Borough's Strategic Walking Network. The PTAL score for the Site is moderate (2, 3, 4). The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (though unlikely to deliver both housing and employment opportunities at the same time as the Site is likely not large enough)). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is slightly higher than 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 and minor negative effects are identified for IIA14 (crime and safety).

SA15: Cocks Crescent, New Malden

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 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-34 – Assessment of SA15: Cocks Crescent, New Malden

	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
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
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

	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
Sig. of effect	++	++	++	++	++	+	++	+	++	++	++	++	++	+	++
Duration	LT	LT	LT	LT	LT	MT	LT	MT	LT	LT	LT	MT	LT	MT	LT

Assessment Summary – SA15: Cocks Crescent, New Malden

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)[27] 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

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

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 can cater for community events and markets. This would result in significant positive effects on IIA9 (community facilities) and IIA11 (health and wellbeing), as 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.

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).

SA34: Hays House (40-50 Coombe Road), New Malden

Site Allocation Description and Location

The 0.37ha site is located on Coombe Road and comprises a series of retail units. Various commercial and residential buildings are in the immediate vicinity of the site. Some 105 dwellings are proposed.

Table C-35 – Assessment of SA34: Hays House (40-50 Coombe Road), New Malden

	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
Sig. of effect	?	?	+/-	0	?	0	++	0	?	?	++	+/-	?	+/-	++
Magnitude			M				H				H	H		M	H
Nature of effect			D				D				D	D		D	D
Spatial Extent			L				L				L	L		L	L
Reversibility			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
Sig. of effect	?	?	+/-	0	?	0	++	0	?	?	++	+/-	?	+/-	++
Permanence			P				P				P	P		P	P
Duration			LT				LT				LT	LT		LT	LT

Assessment Summary – SA34: Hays House (40-50 Coombe Road), New Malden

The Site has limited biodiversity value due to its existing uses. It is not located in close proximity to any biodiversity designations and redevelopment of the site could potentially help to introduce green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and has a moderate score for climate risk and heat risk. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The site is located in proximity to a Conservation Area and Area of Special Character meaning its development would have no adverse effects on local heritage and their character and setting. An uncertain effect is identified against IIA4 (historic environment).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The land of the site is considered to be brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Future residents of the Site would have mixed access to services and facilities, with the Site being located within a reasonable distance of primary schools and secondary schools and Local Centres. Access to shopping opportunities is limited, though there are some present within easy walking distance and it is not known if such development (or other services/facilities development) would occur on-site. An uncertain effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, allotment, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and to the Borough's Strategic Walking Network. The PTAL score for the Site is moderate (2, 3, 4), therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (though unlikely to deliver both housing and employment opportunities at the same time as the Site is likely not large enough)). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is slightly higher than 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 and minor negative effects are identified for IIA14 (crime and safety).

SA21: Burlington Retail Park, Burlington Road

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-36 – Assessment of SA21: Burlington Retail Park, Burlington Road

	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
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 – SA21: Burlington Retail Park, Burlington Road

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.

SA27: Signal Park, Hook Rise South

Site Allocation Description and Location

The 3.98ha Site is located on the current Signal Park Site, which appears to have undergone considerable demolition. The site is bordered by Kingston Road and the A3 to the north, east and west. The site borders a trainline to the south, with offices and industrial uses on the other side of this trainline.

Table C-37 – Assessment of SA27: Signal Park, Hook Rise South

	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
Sig. of effect	?	?	+/-	0	++	?	++	0	+/-	+/-	++	+/-	?	+/-	++
Magnitude			H		H		H		H	H	H	H		M	H
Nature of effect			D		D		D		D	D	D	D		D	D
Spatial Extent			L		L		L		L	L	L	L		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
Sig. of effect	?	?	+/-	0	++	?	++	0	+/-	+/-	++	+/-	?	+/-	++
Reversibility			R		I		I		I	I	I	I		I	I
Permanence			P		P		P		P	P	P	P		P	P
Duration			LT		LT		LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA27: Signal Park, Hook Rise South

The Site has limited biodiversity value due to its existing use as a former housing estate, though a lot of it appears to have been demolished but with a lot of hardstanding remaining. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does not compromise any Priority Habitat Inventory, Sites of Importance for Nature Conservation and Local Nature Reserves. The redevelopment of the site could potentially help to inject green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and scores moderately for climate risk and heat risk. The redevelopment of the Site could help to reduce the level of hardstanding on Site as former foundations are redeveloped with more flood water conscious development that can incorporate modern SuDS systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The Site is unlikely to compromise heritage assets as it is not located close to any, although it is in an Area of Archaeological Significance. It is highly likely that if any archaeological assets were found during the redevelopment of the Site these could be preserved. A neutral effect is therefore identified for IIA4 (historic environment).

The Site does contain or is adjacent to a Green Corridor. The redevelopment of the Site offers ample opportunities to replace an old housing estate that is partially/entirely demolished/abandoned with modern development that helps to enhance local landscapes and the built environment. A significant positive effect is identified for IIA5 (landscape), reflecting the potential positive transformation of the Site by new development.

The Site is located in an area that receives between 28-43µ/m^3 NO2, likely due to the site being bordered by important road infrastructure. Development would result in temporary construction emissions that would contribute to harming local air quality and be a nuisance on surroundings uses. However, such effects are potentially mitigatable and lesser during the operational phase of the development. New development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

Much of the Site is comprised of the existing Signal Park housing estate, with much of the site containing hardstanding in the form of former foundations for housing. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

A mixture of minor positive and minor negative effects is identified for IIA9 (community needs) and IIA10 (inclusivity and equality). This is due to the Site being located in an area that has limited access to Local Centres and shopping services,

whilst having good access to primary schools and secondary schools. It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown, especially given the Site is not extensive in scale. However, significant positive effects are identified against IIA11 (health and wellbeing) due to the Site having good access to healthcare facilities, allotments, leisure facilities, parks and open space and sports facilities, with the site only lacking access to social service facilities.

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network, though it is not connected to the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore a mixture of minor positive and minor negative effects is identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (Site is of a size that it could accommodate mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is slightly higher than 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 and minor negative effects are identified for IIA14 (crime and safety).

SA32: Hollywood Bowl, Kingston Road

Site Allocation Description and Location

The 0.36ha site is located on the current Hollywood Bowl site. The site is bordered by residential uses to the north, east and south on the other side of the A240 and A3, with a trainline running to the south.

Table C-38 – Assessment of SA32: Hollywood Bowl, Kingston Road

	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
Sig. of effect	?	?	+	0	+	?	++	-	?	?	+/-	+	?	+/-	++
Magnitude			M		M		H	M			H	M		M	H
Nature of effect			D		D		D	D			D	D		D	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	LT			LT	LT		LT	LT

Assessment Summary – SA32: Hollywood Bowl, Kingston Road

The Site has limited biodiversity value due to its existing uses. It is not located in close proximity to any biodiversity designations, though the development of the Site would need to ensure it does not compromise any Local Nature Reserves,

Priority Habitat Inventory and Sites of Importance for Nature Conservation. The redevelopment of the site could potentially help to inject green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is within Flood Zone 1 land and is not identified as having surface water flooding issues, though the site is identified to be at a moderate climate risk and a moderate overall heat risk. It is likely that a Site designed to modern standards would be able to result in development that is resilient to the ongoing and emerging effects of climate change and help to ensure future residents are not at risk of overheating. A minor positive effect is identified for IIA4 (climate resilience).

There are no identifiable heritage assets located near to the Site, meaning its development would have no adverse effects on local heritage and their character and setting. A neutral effect is identified against IIA4 (historic environment).

The Site is not located near to any landscape designations and is surrounded by a range of development. The redevelopment of the Site would result in development that enhances the surrounding built environment and local landscapes, resulting in minor positive effects on IIA5 (landscape).

The Site is located in an area that receives between 28-43µ/m^3 NO2, likely due to the site being bordered by important road infrastructure. Development would result in temporary construction emissions that would contribute to harming local air quality and be a nuisance on surroundings uses. However, such effects are potentially mitigatable and lesser during the operational phase of the development. New development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

Much of the Site is comprised of the existing development associated with Hollywood Bowl and its associated car park. The land of the site is therefore considered to be largely brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Over 15% of the Site is within a Critical Drainage Area. Whilst it is likely that the development of the Site could be carried out in a manner that helps to improve the drainage of the Site, a minor negative effect is still identified for IIA8 (water quality) due to the amount of the site that is identified as being in a Critical Drainage Area.

The Site has access to primary schools, but secondary schools and higher education establishments are located some distance from the Site. The Site also does not have easy access to a Local Centre(s) and has mixed access to shopping facilities. Uncertain effects are identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has access to healthcare facilities, allotments, parks and open spaces and sports facilities, though it does not have easy access to leisure services and social services. A mixture of minor positive and minor negative effects on IIA11 (health and wellbeing) are therefore identified.

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network but not to the Borough's Strategic Walking Network. The PTAL score for the Site is moderate (2, 3 or 4). The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (though unlikely to deliver both housing and employment opportunities at the same time as the Site is likely not large enough)). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is slightly higher than 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 and minor negative effects are identified for IIA14 (crime and safety).

SA16: 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-39 – Assessment of SA16: Kingston Business Park, Fullers Way South

	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
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

	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
Sig. of effect	+/-	?	+	+/-	+/-	+	++	+	?	+/-	+	-	?	+	++
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
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 – SA16: 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 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. 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, a minor positive effect is 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 facilitates, 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 and recycled.

SA17: 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 to 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-40 – Assessment of SA17: Surbiton Station Car Park, Glenbuck Road

	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
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

	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
Sig. of effect	-	?	?	+/-	+/-	?	++	0	+	+	+	++	+	+	++
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
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 – SA17: 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 provides 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 and recycled.

SA40: Surbiton Telephone Exchange, Ewell Road

Site Allocation Description and Location

The 0.47ha site is located on Ewell Road, Surbiton and comprises a former telephone exchange. Residential buildings are in the immediate vicinity of the site. Some 185 dwellings are proposed.

Table C-41 – Assessment of SA40: Surbiton Telephone Exchange, Ewell Road

	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
Sig. of effect	?	?	+/-	0	?	0	++	0	+	+	++	+/-	?	+/-	++
Magnitude			M				H		M	M	H	H		M	H
Nature of effect			D				D		D	D	D	D		D	D
Spatial Extent			L				L		L	L	L	L		L	L
Reversibility			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
Sig. of effect	?	?	+/-	0	?	0	++	0	+	+	++	+/-	?	+/-	++
Permanence			P				P		P	P	P	P		P	P
Duration			LT				LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA40: Surbiton Telephone Exchange, Ewell Road

The Site has limited biodiversity value due to its existing uses. It is not located in close proximity to any biodiversity designations and redevelopment of the site could potentially help to introduce green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and has a moderate score for climate risk and heat risk. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The site is located in proximity to a Conservation Area and Area of Special Character meaning its development would have no adverse effects on local heritage and their character and setting. An uncertain effect is identified against IIA4 (historic environment).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The land of the site is considered to be brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Future residents of the Site would have mixed access to services and facilities, with the Site being located within a reasonable distance of primary schools and secondary schools and Local Centres. Access to shopping opportunities present within easy walking distance. A minor positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, allotment, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport (Surbiton railway station is 500m to the west) and is connected to the Borough's Strategic Cycling Network and to the Borough's Strategic Walking Network. The PTAL score for the Site is moderate (2, 3, 4), therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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. Uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is around 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 and minor negative effects are identified for IIA14 (crime and safety).

SA41: Former Worcester Park Tavern, Cheam Common Road

Site Allocation Description and Location

The 0.24ha site is located on Cheam Common Road and comprises a former public house. Residential and commercial buildings are in the immediate vicinity of the site. Some 60 dwellings are proposed.

Table C-42 – SA41: Former Worcester Park Tavern

	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
Sig. of effect	0	?	+/-	0	0	0	++	0	+	+	+	+/-	?	+/-	++
Magnitude			M				H		M	M	M	H		M	H
Nature of effect			D				D		D	D	D	D		D	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	LT	LT	LT		LT	LT

Assessment Summary – SA41: Former Worcester Park Tavern

The Site has limited biodiversity value due to its existing uses. It is not located in close proximity to any biodiversity designations and redevelopment of the site could potentially help to introduce green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site.

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 2 land, though it is at some risk of surface water flooding and has a moderate score for climate risk and heat risk. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The site is not located in proximity to any historic assets. A neutral effect is identified against IIA4 (historic environment).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The land of the site is considered to be brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Future residents of the Site would have mixed access to services and facilities, with the Site being located within a reasonable distance of primary schools and secondary schools and Local Centres. Access to shopping opportunities present within easy walking distance. A minor positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has access to healthcare facilities, allotments, leisure services, parks and open spaces and sports facilities, resulting in positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport (Worcester Park railway station is 800m to the north). The PTAL score for the Site is moderate (2, 3, 4), therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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. Uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is around 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 and minor negative effects are identified for IIA14 (crime and safety).

SA42: St Mary's Hall, Church Lane, Chessington

Site Allocation Description and Location

The 0.27ha site is located on Church Lane, Chessington and comprises a community hall. Residential buildings are in the immediate vicinity of the site. Some 60 dwellings are proposed.

Table C-43 – SA42: St Mary's Hall, Church Lane, Chessington

	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
Sig. of effect	0	?	0	0	0	0	++	0	+	+	+	+/-	?	+/-	++
Magnitude							H		M	M	M	H		M	H
Nature of effect							D		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
Duration							LT		LT	LT	LT	LT		LT	LT

Assessment Summary – St Mary's Hall, Church Lane, Chessington

The Site has limited biodiversity value due to its existing uses. It is not located in close proximity to any biodiversity designations and redevelopment of the site could potentially help to introduce green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the Site.

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, with a low risk of surface water flooding and with an overall neutral effect identified for IIA3 (climate resilience).

The site is not located in proximity to any historic assets. A neutral effect is identified against IIA4 (historic environment).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The land of the site is considered to be brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Future residents of the Site would have mixed access to services and facilities, with the Site being located within 500m of local services at Chessington. A minor positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has access to healthcare facilities, allotments, parks and open spaces and sports facilities, resulting in positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport (Chessington South railway station is 800m to the south west, Chessington North railway station is 600m to the north). The PTAL score for the Site is moderate (2, 3, 4), therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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. Uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is around 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 and minor negative effects are identified for IIA14 (crime and safety).

SA22: Travis Perkins, 165 King Charles Road

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-44 – Assessment of SA22: Travis Perkins, 165 King Charles Road

	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
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

	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
Sig. of effect	-	?	?	?	?	+	++	0	+	+/-	+/-	+	?	+	++
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 – SA22: Travis Perkins, 165 King Charles Road

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 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.

SA26: Tolworth Station, Kingston Road, Surbiton

Site Allocation Description and Location

This 0.28ha 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-45 – Assessment of SA26: Tolworth Station, Kingston Road, Surbiton

	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
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
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.

SA24: Tolworth Tower, Tolworth Broadway

Site Allocation Description and Location

The 1.32ha Site is located on the current Tolworth Tower site. The Site is bordered by residential areas to the north, east and west, with the A3 dominating most of the land to the south of the Site.

Table C-46 – Assessment of SA24: Tolworth Tower, Tolworth Broadway

	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
Sig. of effect	?	?	+/-	0	+	?	++	0	+/-	+/-	+/-	+	?	+	++
Magnitude			H		M		H		H	H	H	H		M	H
Nature of effect			D		D		D		D	D	D	D		D	D
Spatial Extent			L		L		L		L	L	L	L		L	L
Reversibility			I		R		I		I	I	I	I		I	I
Permanence			P		P		P		P	P	P	P		P	P
Duration			LT		LT		LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA24: Tolworth Tower, Tolworth Broadway

The Site has limited biodiversity value due to its existing use as office buildings and an associated parking lot. It is not located in close proximity to any biodiversity designations. The redevelopment of the site, especially given its large scale, could

potentially help to inject green elements into the local area, though this would be dependent upon the final design/masterplan chosen for the site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and scores highly for climate risk and heat risk. The redevelopment of the Site could help to reduce the level of hardstanding on Site as parking lots are replaced with more flood water conscious development that can incorporate modern SuDS systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

There are no historical assets within close proximity to the Site, and it is therefore considered that the development of the Site would not compromise any heritage assets or their character, with neutral effects identified against IIA4 (historic environment).

Similarly, the site is located in an area with no identified landscape constraints, although Tolworth Tower has formed a part of the local landscape for many years. Redevelopment of the Site could see the loss of Tolworth Tower, although it is likely that the development replacing the site would be well designed and designed to be more in keeping with the Site's surrounding uses. A minor positive effect is identified for IIA5 (landscape).

The Site is located in an area that receives between 28-43µ/m^3 NO2, likely due to the site being bordered by important road infrastructure. Development would result in temporary construction emissions that would contribute to harming local air quality and be a nuisance on surroundings uses. However, such effects are potentially mitigatable and lesser during the operational phase of the development, though the degree to which this can be done is uncertain, especially given the Sites size. New development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality). Uncertain effects are therefore identified for IIA6 (air quality).

The Site is also located on a brownfield site, resulting in significant positive effects on IIA7 (efficient use of land), with the greater effects identified due to the size of the Site.

There are no water sources near to the Site and therefore no effects are identified against IIA8 (water quality).

In terms of the Sites proximity to needed services and facilities, the site has good access to Local Centres and primary schools, though secondary schools and high education facilities are located further away, and the site has mixed access to a

range of shopping facilities. A mixture of minor positive and minor negative effects is therefore identified on IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site also has good access to healthcare facilities, allotments, parks and open spaces and sorts of facilities, but lacks access to leisure services and social services and is not of a size to likely provide such facilities. A mixture of minor positive and minor negative effects is identified for IIA11 (health and wellbeing).

The site benefits from good access to public transport and the Borough's Strategic Cycling Network, though it does not interconnect with the Borough's Strategic Walking Network. The site is of a scale to deliver a well pedestrianised development, and a minor positive effect is identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (though the Site is not large enough for mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

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-47 – Assessment of BV07: St John's Industrial Estate, Kingston Road, New Malden

	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
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

	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
Sig. of effect	+	?	?	0	+	--	-	?	?	?	?	-	--	+	++
Reversibility	R				R	R	I					R	I	R	I
Permanence	P				P	P	P					P	P	P	P
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 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 43µ/m^3 PM_{10} 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.

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 the south of the site.

Table C-48 – Assessment of NR14: Land at the Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton

	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
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
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 New Malden/Wimbledon. 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 and recycled.

SA48: Chessington Garden centre and adjoining land

Site Allocation Description and Location

The 5.67ha site is located on the Leatherhead Road, and is bordered by mixed woodland to the north and south and the Chessington World of Adventures to the west. The site is proposed for commercial use.

Table C-49 – Assessment of SA48: Chessington Garden centre and adjoining land, Leatherhead Road

	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
Sig. of effect	?	?	+/-	0	0	0	++	0	-	-	+	+/-	+	+	0
Magnitude			H				H		M	M	M	H	M	H	
Nature of effect			D				D		D	D	D	D	D	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	LT	LT	LT	LT	LT	

Assessment Summary – SA48: Chessington Garden centre and adjoining land, Leatherhead Road

The Site is located on the former Chessington Garden centre which is developed land. The Site contains or is adjacent to a Priority Habitat Inventory and a Site of Importance for Nature Conservation, with a Local Nature Reserve being located close

to the Site. Development of the Site would have to take care to not compromise these important biodiversity designations and uncertain effects are therefore identified again IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and scores well for climate risk and heat risk. The redevelopment of the Site could help to reduce the level of hardstanding on Site as former foundations are redeveloped with more flood water conscious development that can incorporate modern SuDS systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The Site does not contain nor is adjacent to Listed Buildings and Areas of Archaeological Significance and neutral effects are identified against IIA4 (historic environment).

The Site is within the Green Belt although given its current developed status, a neutral effect is identified for IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, with generated effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The land of the site is therefore considered to be predominantly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

The Site has poor access to services, reflecting its peripheral location. Minor negative effects are identified for IIA9 (community needs) and IIA10 (inclusivity and equality). The Site has good access to healthcare facilities, social services, parks and open spaces and sports facilities, resulting in minor positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is proposed to expand the Borough's economy and employment opportunities minor positive effects are identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

SA37: Chessington World of Adventures Resort, Leatherhead Road

Site Allocation Description and Location

The 34.67ha site is located on the current Chessington World of Adventures Resort site. The site is bordered by woodland and open fields on all sides, with Leatherhead Road along its eastern border.

Table C-50 – Assessment of SA37: Chessington World of Adventures Resort, Leatherhead Road

	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
Sig. of effect	?	?	+/-	+/-	++/--	0	++	0	++/-	++/-	++/-	+/-	?	+	++
Magnitude			H	H	H		H		H	H	H	H		H	H
Nature of effect			D	D	D		D		D	D	D	D		D	D
Spatial Extent			L	L	L		L		L	L	L	L		L	L
Reversibility			I	I	I		I		I	I	I	I		I	I
Permanence			P	P	P		P		P	P	P	P		P	P
Duration			LT	LT	LT		LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA37: Chessington World of Adventures Resort, Leatherhead Road

The Site is located upon the current Chessington World of Adventures Resort, which is primarily developed land, although there are small patches of open space within it. The Site contains or is adjacent to a Priority Habitat Inventory and a Site of

Importance for Nature Conservation, with a Local Nature Reserve being located close to the Site. Development of the Site would have to take care to not compromise these important biodiversity designations and uncertain effects are therefore identified again IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and scores well for climate risk and heat risk. The redevelopment of the Site could help to reduce the level of hardstanding on Site as former foundations are redeveloped with more flood water conscious development that can incorporate modern SuDS systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The Site contains or is adjacent to Listed Buildings and Areas of Archaeological Significance. The construction of the Site therefore has the potential to temporarily compromise these historical assets, though the development of the Site in the long-term has the potential to enhance these heritage assets and/or their character and setting. A mixture of minor positive and minor negative effects is identified against IIA4 (historic environment).

The Site is of considerable size and has operated as a theme park. The development of the Site would likely take considerable time, with it having a long construction phase that would compromise local landscapes in the short to medium-term. The redevelopment of the Site could result in development that is better able to settle into the local landscape long-term than a theme park, alongside generating less nuisance than the Site's former use (noise). A mixture of significant positive and significant negative effects is identified for IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, with generated effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

Much of the Site consists of hardstanding associated with former foundations for housing, whilst part of the site includes built up land associated with Chessington World of Adventures. The land of the site is therefore considered to be predominantly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

The Site has access to primary and secondary school facilities, but the closest higher educational establishment is located some distance from the Site. The Site doesn't have good access to a Local Centre or shopping options, meaning future residents would have to travel some distance in order to access such services and facilities. It is not known to what degree the Site could accommodate a range of services and facilities on Site, though given its extensive size and rural nature, it is likely any development would have to provide such facilities to some degree. The Site is considered large enough to potentially provide healthcare, educational and more general services and facilities to a significant degree. A mixture of significant positive and minor negative effects is identified for IIA9 (community needs) and IIA10 (inclusivity and equality). The Site has good access to healthcare facilities, social services, parks and open spaces and sports facilities, resulting in significant positive effects with minor negatives on IIA11 (health and wellbeing), though the Site does struggle to access allotments and leisure facilities.

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (Site is of a size that it could accommodate mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

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-51 – Assessment of CS12: Green Lane Farm Kennels, Green Lane, Chessington

	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
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

	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
Sig. of effect	--	?	?	-	--	-	+/-	0	+	+	+	-	0	+	+
Reversibility	I			I	I	I	I		I	I	I	I		I	I
Permanence	P			P	P	P	P		P	P	P	P		P	P
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, which 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 in 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 forIIA5 (landscape) as the site is located within Green Belt land. This also contributes to significant negative effects on IIA1 (biodiversity). In addition to its location within Green Belt 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 Green Belt 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.

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-52 – Assessment of CN01: Land at Clayton Road, Chessington

	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
Sig. of effect	--	?	?	0	--	0	--	?	-/?	+	+	+	-/?	+	++
Magnitude	H				H		H		M	M	M	M	M	M	H
Nature of effect	D				D		D		D	I	I	I	D	I	D

	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
Sig. of effect	--	?	?	0	--	0	--	?	-/?	+	+	+	-/?	+	++
Spatial Extent	L				L		L		L	L	L	L	L	L	L
Reversibility	I				I		I		R	R	R	R	R	R	I
Permanence	P				P		P		P	P	P	P	P	P	P
Duration	LT				LT		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 Green Belt 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, mitigated through the provision of sustainable transport infrastructure. Greater than 43µ/m^3 PM_{10} have been recorded on the site, therefore overall neutral 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 well as other sustainable transport measures resulting in minor positive effects identified for IIA12 (sustainable transport).

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 (uncertain) effects on IIA9 (community needs) and on IIA13 (economy and employment) are anticipated.

Minor positive effects have been identified for IIA10 (inclusivity and equality) and IIA11 (health and wellbeing) to reflect the scale of the site (and associated green infrastructure) and potential for 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.

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 Green Belt open space are located south of the site.

Table C-53 – Assessment of CS05: Chessington Golf Course, Garrison Lane, Chessington

	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
Sig. of effect	--	?	?	0	?	-	--	0	+	?	+	+/-	+	+	++
Magnitude	H					M	H		M		M	M	M	L	H
Nature of effect	D					D/I	D		D		I	D	D	I	D
Spatial Extent	L					L	L		L		L	L	L	L	L
Reversibility	I					R	I		I		I	I	I	I	I
Permanence	P					T/P	P		P		P	P	P	P	P
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) and for IIA9 (community needs) reflecting the potential for provision of community facilities.

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 and 2 indicating poor accessibility. The site does however, have good access to the Borough's 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 Green Belt 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.

SA36: Silverglade Business Park, Leatherhead Road, Chessington

Site Allocation Description and Location

The 1.81ha site is located on the current Silverglade Business Park site. The site is bordered by small woodlands or open farm fields to the north, east and south. To the west of the Site lies a mixture of residential and small business development.

Table C-54 – Assessment of SA36: Silverglade Business Park, Leatherhead Road, Chessington

	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
Sig. of effect	?	?	+	0	+	0	++	+/-	+/-	+/-	-	+/-	?	+	++
Magnitude			M		H		H	H	H	H	H	H		M	H
Nature of effect			D		D		D	D	D	D	D	D		D	D
Spatial Extent			L		L		L	L	L	L	L	L		L	L
Reversibility			I		I		I	I	I	I	I	I		I	I
Permanence			P		P		P	P	P	P	P	P		P	P
Duration			LT		LT		LT	LT	LT	LT	LT	LT		LT	LT

Assessment Summary – SA36: Silverglade Business Park, Leatherhead Road, Chessington

The Site is located within an already established business park, ensuring it would not directly result in the use of greenfield land. However, a Priority Habitat Inventory is located adjacent to the Site, with there being a Local Nature Reserve, National

Nature Reserve and Site(s) of Importance for Nature Conservation and SSSI located close to the Site. Uncertain effects are identified for IIA1 (biodiversity) due to the Site unlikely to directly impact upon local important biodiversity sites and it being difficult to identify the likely indirect effects.

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and has a good score for climate risk and heat risk. The redevelopment of the Site could help to reduce the level to which the Site is susceptible to surface water flooding, especially through the use of SuDS. A minor positive effect is identified for IIA3 (climate resilience).

The Site is unlikely to compromise heritage assets as it is not located close to any, although it is in an Area of Archaeological Significance. It is highly likely that if any archaeological assets were found during the redevelopment of the Site these could be preserved. A neutral effect is therefore identified for IIA4 (historic environment).

The Site is not located near to any landscape designations and is surrounded by a range of development. The redevelopment of the Site would result in development that enhances the surrounding built environment and local landscapes, resulting in minor positive effects on IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, with generated effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

Much of the Site is comprised of the existing development associated with Silverglade Business Park and its associated car parking. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Over 15% of the site is within a Critical Drainage Area, although there are no rivers or water bodies located within or close to the Site. It is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

The Site does not benefit from having an easy access to a range of services and facilities. Educational facilities are located some distance from the Site, with the Site also not having easy access to a Local Centre. The Site also does not have easy

access to shopping options and future residents would, overall, likely be traveling some distance to access a range of services and facilities. It is not known to what degree educational, or shopping facilities would be provided on-site as part of the Site's development, especially given the Sites smaller scale. A mixture of minor positive and minor negative effects is therefore identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to parks and open spaces and sports facilities, but has poor access to healthcare facilities, allotments, leisure services and social services. A minor negative effect is therefore identified for IIA11 (health and wellbeing) due to the Site lacking access to some crucial health facilities.

The Site has good access to bus stops but has no easy access to a train station. The Site also has poor access to the Borough's Strategic Walking Network and the Borough's Strategic Cycling Network and the Site has a poor PTAL score. Minor positive and minor negative effects is identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 or could well develop economic focused development and expand the Borough's economy and employment opportunities (given the current nature of the Site as a business park, it is likely that it would be developed for economic/employment generating development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

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-55 – Assessment of OM01: Gasholder, West Barnes Lane, Motspur Park

	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
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

	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
Sig. of effect	--	?	--	?	--	+	+/-	?	+/-	+	+/-	+	?	+	+
Reversibility	I		R		I	R	I		R	I	I	R		I	I
Permanence	P		P		P	P	P		P	P	P	P		P	P
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. As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, significant positive effects have been determined 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) although 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 practice 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 Kingston and Wimbledon. 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.

SA40: Land at Hogsmill Sewage Treatment Works Site 1

Site Allocation Description and Location

The 4.13ha site is located south of the current Hogsmill Sewage Treatment Works. The site is bordered by Hogsmill Sewage Treatment Works to the north, a waterbody to the east, a trainline to the south and a cemetery to the west.

Table C-56 – Assessment of SA40: Land at Hogsmill Sewage Treatment Works Site 1

	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
Sig. of effect	-	?	--	0	++	?	++	-	+/-	+/-	++	+/-	?	+/-	++
Magnitude	M		H		H		H	M	H	H	H	H		H	H
Nature of effect	D		D		D		D	D	D	D	D	D		D	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
Duration	LT		LT		LT		LT	LT	LT	LT	LT	LT		LT	LT

Assessment Summary – SA40: Land at Hogsmill Sewage Treatment Works Site 1

The Site is located upon a disused part of the Hogsmill Sewage Treatment Works Site including storage and some small car parking and other ancillary development, though there are patches of open space within it. The Site contains or is adjacent to

a Priority Habitat Inventory and a Site of Importance for Nature Conservation. The Site also borders the Hogsmill River. Development of the Site would have to take care to not compromise these important biodiversity designations, though given its proximity to Hogsmill River a minor negative effect is therefore identified again IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this) and has a moderate climate risk and heat risk score. A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding and being vulnerable to the ongoing effects of climate change.

The Site is unlikely to compromise heritage assets as it is not located close to any, although it is adjacent to or contains an Area of Archaeological Significance. It is highly likely that if any archaeological assets were found during the redevelopment of the Site these could be preserved. A neutral effect is therefore identified for IIA4 (historic environment).

The Site contains or is adjacent to a Green Chain and would result in the development of primarily brownfield land, with some greenfield land also being developed (though its quality is unknown). It is likely that the redevelopment of the Site would help to improve local landscapes as the industrial looking buildings associated with the sewage treatment works are turned into something else. A significant positive effect is identified against IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

The Site is primarily developed land, with any undeveloped land within it likely being of low quality. A significant positive effect is identified against IIA7 (efficient use of land).

Minor negative effects are identified against IIA8 (water quality) due to the Site bordering Hogsmill River. It is acknowledged that the policies of the Local Plan and good building practices would likely ensure no harm would come to the river from the development of the Site should any proposed development abide by such requirements.

The Site has good access to primary schools but is located some distance from secondary schools and higher education facilities. The Site does have good access to a Local Centre but struggles to access shopping options and it is not known if such development would be developed on-site. A mixture of minor positive and minor negative effects is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, allotments, leisure services, social services, parks and open spaces and sports facilities, resulting in significant minor positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Walking Network but not the Borough's Strategic Cycling Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (Though the Site is likely not big enough for considerable mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is slightly higher than 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 are identified for IIA14 (crime and safety).

SA39: Land at Hogsmill Sewage Treatment Works Site 2

Site Allocation Description and Location

The 7.96ha site is located south of the current Hogsmill Sewage Treatment Works. The site is bordered by Hogsmill Sewage Treatment Works to the north, a waterbody to the east, a trainline to the south and a cemetery to the west.

Table C-57 – Assessment of SA39: Land at Hogsmill Sewage Treatment Works Site 2

	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
Sig. of effect	?	?	--	0	++	?	++	0	+/-	+/-	++	+/-	?	+	++
Magnitude			H		H		H		H	H	H	H		M	H

	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
Sig. of effect	?	?	--	0	++	?	++	0	+/-	+/-	++	+/-	?	+	++
Nature of effect			D		D		D		D	D	D	D		D	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
Duration			LT		LT		LT		LT	LT	LT	LT		LT	LT

Assessment Summary – SA39: Land at Hogsmill Sewage Treatment Works Site 2

The Site is located upon a disused part of the Hogsmill Sewage Treatment Works Site including a car park and other ancillary development, though there are small patches of open space within it. The Site contains or is adjacent to a Priority Habitat Inventory and a Site of Importance for Nature Conservation and the nearby Local Nature Reserve. Development of the Site

would have to take care to not compromise these important biodiversity designations and uncertain effects are therefore identified again IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this). A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding and being vulnerable to the ongoing effects of climate change.

The Site is unlikely to compromise heritage assets as it is not located close to any. A neutral effect is therefore identified for IIA4 (historic environment).

The Site contains or is adjacent to a Green Chain and Green Corridor and would result in the development of a brownfield site. The transformation of the built elements of the Site, that mainly comprise parking and disused sewage treatment works machinery, would likely significantly help to improve the local landscape. A significant positive effect is identified against IIA5 (landscape).

The Site is not subject to any air quality concerns besides being near to a motor vehicle restricted area. Development always has the potential to impact on air quality in the short term through the creation of dust and emissions, alongside other nuisances, though these can be mitigated to some degree and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. An uncertain effect is identified against IIA6 (air quality).

The Site is primarily developed land, with any undeveloped land within it likely being of low quality. A significant positive effect is identified against IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to the Site not being within a Critical Drainage Area and not being located close to a main river or existing pond.

The Site has good access to educational facilities (though higher educational facilities are some distance from the Site) and a Local Centre but struggles to access shopping options and it is not known if such development would be developed on-site. A

mixture of minor positive and minor negative effects is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, allotments, leisure services, parks and open spaces and sports facilities, resulting in significant positive effects with on IIA11 (health and wellbeing), though the Site does struggle to access social services.

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (Though the Site is likely big enough for mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

SA61: Kingston University Tolworth Court, Worcester Park Road

Site Allocation Description and Location

The 16.25ha site is located to the north of Worcester Park Road and is currently in use as sports pitches and open grassland. The site is bordered by a complex mix of woodland, sports facilities, allotments and commercial property. The site is proposed for educational use.

Table C-58 – Assessment of SA61: Kingston University Tolworth Court, Worcester Park Road

	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
Sig. of effect	?	?	+/-	0	--	0	--	?	+/-	+/-	+/-	+/-	+	+	0
Magnitude			H		H		H		M	M	M	M	H	H	
Nature of effect			D		D		D		D	D	D	D	D	D	
Spatial Extent			L		L		L		L	L	L	L	L	L	
Reversibility			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
Sig. of effect	?	?	+/-	0	--	0	--	?	+/-	+/-	+/-	+/-	+	+	0
Permanence			P		P		P		P	P	P	P	P	P	
Duration			LT		LT		LT		LT	LT	LT	LT	LT	LT	

Assessment Summary – SA61: Kingston University Tolworth Court, Worcester Park Road

The Site comprises sports pitches and open grassland which is designated as Metropolitan Open Land. The Site contains or is adjacent to a Priority Habitat Inventory and a Site of Importance for Nature Conservation, with a Local Nature Reserve being located close to the Site. Development of the Site would have to take care to not compromise these important biodiversity designations and uncertain effects are therefore identified again IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land and is at some risk of surface water flooding and scores moderately for climate risk and heat risk. Development of the site could incorporate flood water conscious development that can incorporate modern SuDS systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The Site does not contain nor is adjacent to Listed Buildings and Areas of Archaeological Significance and neutral effects are identified against IIA4 (historic environment).

The Site is designated as MOL and development is likely to remove this function and consequently a significant negative effect is identified for IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, with generated effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The site is greenfield and development would have significant negative effects on IIA7 (efficient use of land).

Uncertain effects are identified on IIA8 (water quality) due to the Site being adjacent to a main river but not being within a Critical Drainage Area.

The Site has mixed access to services, with mixed effects are identified for IIA9 (community needs) and IIA10 (inclusivity and equality) andIIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is proposed to expand the Borough's economy and employment opportunities minor positive effects are identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

Kingston University Tolworth Court (north part of site), Worcester Park Road

Site Allocation Description and Location

The 5.16ha site is located to the north of Worcester Park Road and is currently in use as sports pitches and open grassland. The site is bordered by a mix of woodland, sports facilities and bounded by a railway line to the north. The site is proposed for educational use.

Table C-59 – Assessment of SA62: Kingston University Tolworth Court (north part of site), Worcester Park Road

	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
Sig. of effect	?	?	+/-	0	--	0	--	0	+/-	+/-	+/-	+/-	+	+	0
Magnitude			H		H		H		M	M	M	M	H	H	
Nature of effect			D		D		D		D	D	D	D	D	D	
Spatial Extent			L		L		L		L	L	L	L	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
Sig. of effect	?	?	+/-	0	--	0	--	0	+/-	+/-	+/-	+/-	+	+	0
Reversibility			I		I		I		I	I	I	I	I	I	
Permanence			P		P		P		P	P	P	P	P	P	
Duration			LT		LT		LT		LT	LT	LT	LT	LT	LT	

Assessment Summary – SA61: Kingston University Tolworth Court, Worcester Park Road

The Site comprises sports pitches and open grassland which is designated as Metropolitan Open Land. The Site contains or is adjacent to a Priority Habitat Inventory and a Site of Importance for Nature Conservation, with a Local Nature Reserve being located close to the Site. Development of the Site would have to take care to not compromise these important biodiversity designations and uncertain effects are therefore identified again IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land and is at some risk of surface water flooding and scores moderately for climate risk and heat risk. Development of the site could incorporate flood water conscious development that can incorporate modern SuDS systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The Site does not contain nor is adjacent to Listed Buildings and Areas of Archaeological Significance and neutral effects are identified against IIA4 (historic environment).

The Site is designated as MOL and development is likely to remove this function and consequently a significant negative effect is identified for IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, with generated effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The site is greenfield and development would have significant negative effects on IIA7 (efficient use of land).

Neutral effects are identified on IIA8 (water quality) due to no adverse effects identified.

The Site has mixed access to services, with mixed effects are identified for IIA9 (community needs) and IIA10 (inclusivity and equality) andIIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is proposed to expand the Borough's economy and employment opportunities minor positive effects are identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

Appraisal of Alternative Sites

Table C-60 –Alternatives Site 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
Barwell Court, Leatherhead Road, Chessington	--	?	?	-	--	-	--	0	?	?	+	-	?	+	++
Land between the A3 and woodland boundary west of Mansfield Road	--	?	+	0	-	0	--	+/-	+/-	+/-	++	+	?	+	++
Land at Hogsmill Sewage Treatment Works Site 3	?	?	--	0	+/-	0	?	+/-	+/-	+/-	++	+/-	?	+/-	++
Mellow Stocks, Leatherhead Road, Chessington	--	?	?	+/-	--	+/-	--	0	?	?	?	-	+	+	++
The River Club, Old Malden Lane, Worcester Park	--	?	--	-	+/-	-	+/-	?	+/-	+	+/-	+/-	+	+	++
Central Nursery, Old Kingston Road, Worcester Park	+/-	?	+	+/-	+/-	+/-	++	0	?	?	?	+/-	?	+	+
Worcester Park Nursery, Old Malden Lane, Worcester Park	--	?	+/-	-	+/-	-	+/-	?	?	?	?	+/-	?	+	?
Ashway Centre and Cowleaze Road (LSIS)	?	?	+/-	+/-	+/-	0	++	+/-	++	++	++	+	?	+	++

Rushett Stables, Leatherhead Road, Chessington	--	?	?	-	--	-	--	0	?	?	?	-	?	+	+
Land adj Rushett Lane, Malden Rushett	--	?	?	0	--	-	--	?	?	?	?	--	--	+	+
1 Virginia Cottage, Land and Buildings, Chessington	--	?	?	-	--	-	--	0	?	?	?	--	+	+	+
Southborough High School Playing Field (Grey Belt land)	-	?	--	+	-	-	?	?	+/-	+	+	--	+/-	+	++
Robin Hood Farm, Robin Hood Way, Kingston Vale	--	?	?	0	--	-	--	?	?	?	?	-	?	+	+
419 Leatherhead Road, Chessington	--	?	?	0	--	-	--	0	0	0	?	--	0	+	+
2-4 Kingston Road and 2 Presburg Road	?	?	?	?	?	+	++	0	+	+	+	++	?	+	++
Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	?	?	0	0	0	?	+/-	0	+/-	+/-	+/-	+	0	+	++
6-8 Kingston Road	?	?	?	?	?	+	++	0	+	+	+	++	?	+	++
113-121 Brighton Road, Surbiton	0	?	+	0	+	+	++	?	+	+	+	+	?	?	++
Kingston University River House, 53-57 High Street	+	?	+/-	+/-	+/-	+	++	-	+	+	+	++	+	+	++
Kingston University Reg Bailey Building	0	?	+	?	?	+	++	+	+	+	+	++	+	+	0
Chessington Industrial Area	+/-	?	+	0	+/-	+	++	+	?	+/-	+	-	?	+	++
Barwell Business Park	0	?	?	0	0	+/-	++	0	?	?	?	+	-	+	++
St. George's Industrial Estate	0	?	?	0	0	+/-	++	0	?	?	?	+	-	+	++
Silverglade Business Park	-	?	?	0	0	-	++	?	-	?	?	--	-	+	+
Canbury Park	?	?	+/-	+/-	+/-	0	++	+/-	++	++	++	+	?	+	++

St. John's Industrial Area	+	?	?	0	+	--	-	?	?	?	?	-	--	+	++
London Road	0	?	+	?	0	+	++	+	+	+	+	++	?	+	++
FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	?	?	--	0	+/-	0	++	+/-	+/-	+/-	++	+/-	?	+/-	++
Cambridge Road / Hampden Road	-	?	?	-	-	+	+	?	+	+	+	+	--	+	+
Red Lion Road	+/-	?	+	0	+/-	+	++	+	?	+/-	+	-	?	+	++
Seething Wells Filter Beds, Portsmouth Road	+/-	?	--	--	+/-	+	-	?	+	+	+	+	?	+	++
Land South of Clayton Road, Chessington (Grey Belt land)	--	?	?	0	--	0	--	?	-/?	+	+	+	0	+	++

Figure C-2 Alternative Sites

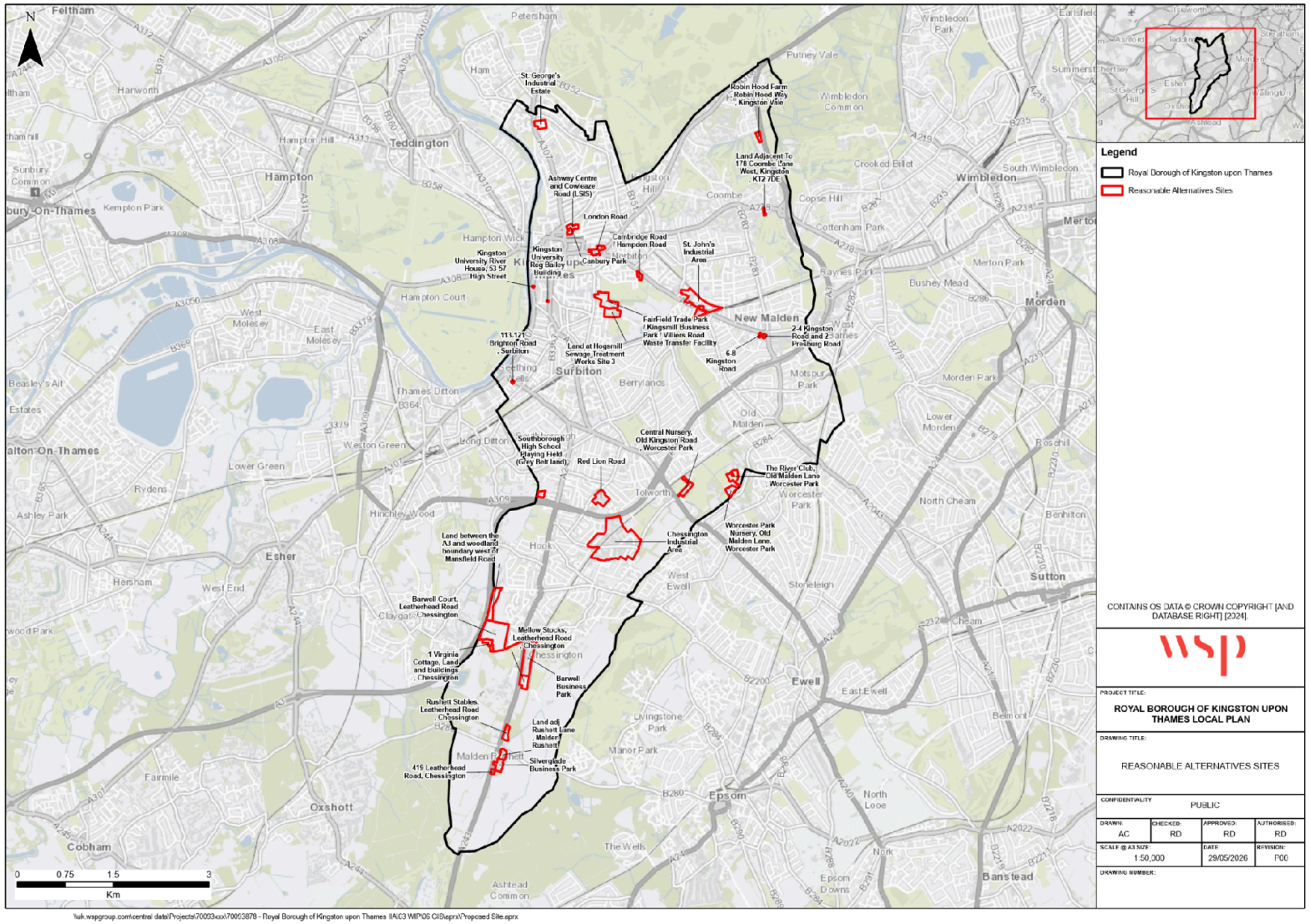


Table C-61 Alternative Sites

Barwell Court, Leatherhead Road, Chessington	Table C-62
Land between the A3 and woodland boundary west of Mansfield Road	Table C-63
Land at Hogsmill Sewage Treatment Works Site 3	Table C-64
Mellow Stocks, Leatherhead Road, Chessington	Table C-65
The River Club, Old Malden Lane, Worcester Park	Table C-66
Central Nursery, Old Kingston Road, Worcester Park	Table C-67
Worcester Park Nursery, Old Malden Lane, Worcester Park	Table C-68
Ashway Centre and Cowleaze Road (LSIS)	Table C-69
Rushett Stables, Leatherhead Road, Chessington	Table C-70
Land adj Rushett Lane, Malden Rushett	Table C-71
1 Virginia Cottage, Land and Buildings, Chessington	Table C-72
Southborough High School Playing Field (Grey Belt land)	Table C-73
Robin Hood Farm, Robin Hood Way, Kingston Vale	Table C-74
419 Leatherhead Road, Chessington	Table C-75
2-4 Kingston Road and 2 Presburg Road	Table C-76
Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	Table C-77
6-8 Kingston Road	Table C-78

113-121 Brighton Road, Surbiton	Table C-79
Kingston University River House, 53-57 High Street	Table C-80
Kingston University Reg Bailey Building	Table C-81
Chessington Industrial Area	Table C-82
Barwell Business Park	Table C-83
St. George's Industrial Estate	Table C-84
Silverglade Business Park	Table C-85
Canbury Park	Table C-86
St. John's Industrial Area	Table C-87
London Road	Table C-88
FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	Table C-89
Cambridge Road / Hampden Road	Table C-90
Red Lion Road	Table C-91
Seething Wells Filter Beds	Table C-92
Land South of Clayton Road, Chessington (Grey Belt land)	Table C-93

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-62 – Assessment of CS06: Barwell Court, Leatherhead Road, Chessington

	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
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

	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
Sig. of effect	--	?	?	-	--	-	--	0	?	?	+	-	?	+	++
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
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 Green Belt land. This also contributes to significant negative effects on IIA1 (biodiversity). The site bounds a site 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 in 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.

SA35: Land between the A3 and woodland boundary west of Mansfield Road

Site Allocation Description and Location

The 4.37ha site is located to the west of Mansfield Road on open greenfield land. Lovelace Primary School borders the Site to the north, with the land to the east and south of the Site being open greenfield land. The west of the Site borders the A3, and a thin stretch of trees used for screening the A3.

Table C-63 – Assessment of SA35: Land between the A3 and woodland boundary west of Mansfield Road

	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
Sig. of effect	--	?	+	0	-	0	--	+/-	+/-	+/-	++	+	?	+	++
Magnitude	H		M		H		H	H	H	H	H	H		M	H
Nature of effect	D		D		D		D	D	D	D	D	D		D	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
Duration	LT		LT		LT		LT	LT	LT	LT	LT	LT		LT	LT

Assessment Summary – SA35: Land between the A3 and woodland boundary west of Mansfield Road

The land on which the Site would be developed is greenfield land that is likely important for local biodiversity (Priority Habitat Inventory and Site of Importance for Nature Conservation). Its development would result in the loss of this land, resulting in significant negative effects on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, though it is at some risk of surface water flooding and has a good score for climate risk and heat risk. The redevelopment of the Site could help to reduce the level to which the Site is susceptible to surface water flooding, especially through the use of SuDS. A minor positive effect is identified for IIA3 (climate resilience).

The Site is unlikely to compromise heritage assets as it is not located close to any, although it is in an Area of Archaeological Significance. It is highly likely that if any archaeological assets were found during the redevelopment of the Site these could be preserved. A neutral effect is therefore identified for IIA4 (historic environment).

The Site is located within Green Belt land that hasn't ever been developed, unlike many of the Sites that were once in the Green Belt but have long been developed. The development of the Site would result in the conversion of a greenfield site into some form of built development, which would be a change in the landscape of the area, though any development would be required to be well designed. The construction and operation of the Site, for whatever use is finally decided upon, would have negative landscape effects in the short and medium term until the development on the Site naturalises into the local built environment. A minor negative effect is therefore identified against IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, with generated effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The Site is entirely greenfield land, although it is identified as Grey Belt land. It is therefore considered that the development of the Site would have a significant negative effect on IIA7 (efficient use of land).

Over 15% of the site is within a Critical Drainage Area, although there are no rivers or water bodies located within or close to the Site. It is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

The Site has good access to primary school facilities as it is located adjacent to one and has good access to secondary school facilities. The Site is potentially lacking in primary school facilities should future residents of the Site not want to utilise the Lovelace Primary School. The Site is some distance from higher education facilities but is close to a Local Centre. The Site has poor access to shopping options and unless the development of the Site provides such development, future residents would have to travel quite far to access shopping services. A mixture of minor positive and minor negative effects is therefore identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, social services, parks and open spaces and sports facilities, resulting in minor positive effects on IIA11 (health and wellbeing), as the Site's future residents would struggle to access allotments and leisure services.

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 or could well develop economic focused development and expand the Borough's economy and employment opportunities (Site is of a size that it could possibly develop residential and economic development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

SA38: Land at Hogsmill Sewage Treatment Works Site 3

Site Allocation Description and Location

The 3.29ha site is located on undeveloped land adjacent to Hogsmill Sewage Treatment Works. The site is bordered by a recycling centre to the north, Hogsmill Sewage Treatment Works to the east, and primarily residential development to the south and west.

Table C-64 – Assessment of SA38: Land at Hogsmill Sewage Treatment Works Site 3

	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
Sig. of effect	?	?	--	0	+/-	0	?	+/-	+/-	+/-	++	+/-	?	+/-	++
Magnitude			H		H		H	H	H	H	H	H		H	H
Nature of effect			D		D		D	D	D	D	D	D		D	D
Spatial Extent			L		L		L	L	L	L	L	L		L	L
Reversibility			I		I		I	I	I	I	I	I		I	I
Permanence			P		P		P	P	P	P	P	P		P	P
Duration			LT		LT		LT	LT	LT	LT	LT	LT		LT	LT

Assessment Summary – SA38: Land at Hogsmill Sewage Treatment Works Site 3

The Site contains or is adjacent to a Priority Habitat Inventory and Site of Importance for Nature Conservation and is in close proximity to a Local Nature Reserve. The Site is also, generally, undeveloped land that has some biodiversity assets within it,

which would be removed by the development of the Site. The quality of the land at the Site is unknown and could be poorer due to the uses it borders (recycling centre and sewage treatment works). Uncertain effects are identified against IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this). A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding and being vulnerable to the ongoing effects of climate change.

The Site is unlikely to compromise heritage assets as it is not located close to any, although it does contain or is adjacent to an Area of Archaeological Significance. It is highly likely that if any archaeological assets were found during the redevelopment of the Site these could be preserved. A neutral effect is therefore identified for IIA4 (historic environment).

The Site contains or is adjacent to a Green Chain and would result in the development of an empty greenfield site. The transformation of a greenfield site into a developed site could have effects on the local landscape in the short and medium term before the new development naturalises into the local landscape. The Site is also bordered by larger uses (recycling centre and sewage treatment works) meaning the development of the Site is likely to be able to blend into the local built environment better and potentially even enhance it through being well designed. A mixture of minor positive and minor negative effects is identified against IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, with generated effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The conversion of greenfield land in developed land, even if it has been affected by neighbouring uses, has the potential to adversely affect IIA7 (efficient use of land). However, given the level of uncertainty regarding the quality of the land within the Site, it could well be that its development is actually utilising low quality land that is suitable for development over developing a different site that would compromise the best and most versatile land. Uncertain effects are therefore identified against IIA7 (efficient use of land).

Over 15% of the site is within a Critical Drainage Area, although there are no rivers or water bodies located within or close to the Site. It is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

The Site has good access to educational facilities and a Local Centre but struggles to access shopping options and it is not known if such development would be developed on-site. A mixture of minor positive and minor negative effects is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, allotments, leisure services, parks and open spaces and sports facilities, resulting in significant minor positive effects on IIA11 (health and wellbeing), though the Site does struggle to access social services.

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (Though the Site is likely not big enough for considerable mixed development). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is higher than 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 are identified for IIA14 (crime and safety).

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-65 – Assessment of CS02: Mellow Stocks, Leatherhead Road, Chessington

	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
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
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 Green Belt 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 Green Belt 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.

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-66 – Assessment of AL02: The River Club, Old Malden Lane, Worcester Park

	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
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
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 - 28µ/m^3 NO_2 and PM_{10} 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 practice 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 effects 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.

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-67 – Assessment of AL05: Central Nursery, Old Kingston Road, Worcester Park

	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
Sig. of effect	+/-	?	+	+/-	+/-	+/-	++	0	?	?	?	+/-	?	+	+
Magnitude	M		M	M	M	M	M					M		M	M
Nature of effect	I		I	I	D	I	D					I		I	D
Spatial Extent	L		L	L	L	L	L					L		L	L
Reversibility	I		R	I	I	R	I					I		R	I
Permanence	P		P	P	P	P	P					P		P	P
Duration	LT		LT	LT	LT	LT	LT					LT		LT	LT

Assessment Summary – AL05: Central Nursery, Old Kingston Road, Worcester Park

The site currently contains Court Farm Garden Centre and associated parking and storage facilities. 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). Minot positive effects have been identified for IIA3 (climate resilience) reflecting an absence of significant floodrisk, whilst the PDL status of the site results in a significant positive in respect of IIA7 (Efficient use of land).

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 - 28µ/m^3 NO_2 and PM_{10} have been recorded on the site, therefore mixed effects have been identified for IIA6 (air quality). Due to the poor connectivity to public transport, mixed 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 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.

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-68 – Assessment of AL01: Worcester Park Nursery, Old Malden Lane, Worcester Park

	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
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	
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 within 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 - 28µ/m^3 NO_2 and PM_{10} 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 Plants and spills, which

could be mitigated through best practice 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.

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.

Ashway Centre and Cowleaze Road (LSIS)

Site Allocation Description and Location

The site is located on a 1.17ha area of land in Kingston Gate Ward. The site is currently utilised for commercial uses. To the south of the site is commercial use. Mixed use commercial and residential sites are located to the east and west, with residential to the north of the site.

Table C-69 – Assessment of: Ashway Centre and Cowleaze Road (LSIS)

	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
Sig. of effect	?	?	+/-	+/-	+/-	0	++	+/-	++	++	++	+	?	+	++
Magnitude	M		M	M	M		M	M	M	M	L	M		L	M
Nature of effect	D		D	I	D		D	D	I	I	I	I		I	D
Spatial Extent	L		L	L	L		L	L	L	L	L	R		L	L
Reversibility	I		I	I	I		I	I	R	R	R	I		R	I
Permanence	P		P	P/T	P		P	P	P	P	P	P		T	P
Duration	MT		MT	LT	MT		LT	MT	LT	LT	MT	MT		MT	LT

Assessment Summary – Ashway Centre and Cowleaze Road (LSIS)

The site includes the provision of 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.

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-70 – Assessment of CS08: Rushett Stables, Leatherhead Road, Chessington

	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
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 Green Belt 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 Green Belt 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 in 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.

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-71 – Assessment of CS01: Land adjacent to Rushett Lane, Malden Rushett

	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
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
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 Green Belt 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/m^3 NO_2 and PM_{10} 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.

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-72 – Assessment of CS04: 1 Virginia Cottage, Land and Buildings, Chessington

	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
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
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 Green Belt 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 Green Belt 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 in 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.

TH01: SouthBorough High School Playing Fields

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-73 – Assessment of TH01: SouthBorough High School Playing Fields

	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
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
Duration	LT		MT		LT	LT	LT		LT	LT	LT	MT	LT	LT	LT

Assessment Summary – TH01: South High School Playing Fields

Detailed housing provision plans are not available for this site, therefore some effects are not known at this stage. Although the exact number of dwellings, 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 Green Belt. Development here is likely to result in the loss of land within the Green Belt. 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 practice 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 which 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.

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-74 – Assessment of CH04: Robin Hood Farm, Robin Hood Way, Kingston Vale

	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
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
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/m^3 PM_{10} 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.

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-75 – Assessment of CS21: 419 Leatherhead Road, Chessington

	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
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
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 Green Belt. The site 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 near 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.

SA20: 2-4 Kingston Road and 2 Presburg Road

Site Allocation Description and Location

The Site is located in an existing office building between Malden Road and Presburg Road, New Malden. The Site is surrounded by largely 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-76 – Assessment of SA20: 2-4 Kingston Road and 2 Presburg Road

	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
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
Duration						MT	LT		LT	LT	LT	LT	LT	MT	LT

Assessment Summary – SA20: 2-4 Kingston Road and 2 Presburg Road

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, 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 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 effects 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).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 and recycled.

Land Adjacent to 178 Coombe Lane West

Site Allocation Description and Location

The 0.23ha site is located to the south of Coombe Lane West currently in residential use. There is a hospital to the east of the site, within a wider area of residential development and a golf course to the south.

Table C-77 – Assessment of: Land adjacent to 178 Coombe Lane West

	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
Sig. of effect	?	?	0	0	0	?	+/-	0	+/-	+/-	+/-	+	0	+	++
Magnitude							M		M	M	M	M		L	M
Nature of effect							I		I	I	I	I		I	D
Spatial Extent							L		L	L	L	R		L	L
Reversibility							R		R	R	R	I		R	I
Permanence							P		P	P	P	P		T	P
Duration							LT		LT	LT	LT	MT		MT	LT

Assessment Summary – Land adjacent to 178 Coombe Lane West

The site includes the provision of 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.

Some employment opportunities are available nearby (e.g. Victoria Hospital) but the area is largely residential in character. Neutral effects are identified for IIA13 (economy and employment).

The area is suburban in character, with mixed availability of services. An increase in population may increase pressures on services such as healthcare and education. Consequently, mixed effects have been identified for IIA9 (community needs), IIA10 (inclusivity and equality) and IIA11 (health and wellbeing).

The site is adjacent to or in the immediate vicinity of various biodiversity assets, the integrity of which would need to be considered. Consequently, an uncertain effect is identified for IIA1 (Biodiversity). The site is located on residential land with extensive plots, resulting in mixed effects on IIA7 (efficient use of land).

The area of the site currently has a medium/low level of crime deprivation. Minor positive effects on IIA14 (crime and safety) have therefore been identified.

The site is reasonably well located to public transport link, including Raynes Park railway station 1.5km to the east and bus services along Coombe Road West into Kingston town centre. Minor positive effects have been identified for IIA12 (sustainable transport).

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.

6-8 Kingston Road, New Malden

Site Allocation Description and Location

The Site is located off Kingston Road and is currently in use as residential dwellings. The Site is surrounded by commercial and residential dwellings. The Site is 0.20 ha in size.

Table C-78 – Assessment of 6-8 Kingston Road, New Malden

	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
Sig. of effect	?	?	?	?	?	+/-	++	0	+	+	+	++	?	+	++
Magnitude						M	H		H	H	M	M	H	L	H

	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
Sig. of effect	?	?	?	?	?	+/-	++	0	+	+	+	++	?	+	++
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
Duration						MT	LT		LT	LT	LT	LT	LT	MT	LT

Assessment Summary – 6-8 Kingston Road, New Malden

The Site has limited biodiversity value due to existing use as residential units 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, 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 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 effects 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).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 and recycled.

113-121 Brighton Road, Surbiton

Site Allocation Description and Location

The site is 0.19ha in size and is a derelict site within a predominantly residential area.

Table C-79 – Assessment of 113-121 Brighton Road, Surbiton

	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
Sig. of effect	0	?	+	0	+	+	++	?	+	+	+	+	?	?	++
Magnitude			M		M	M	H		M	M	M	M			H
Nature of effect			D		D	D	D		D	D	D	D			D
Spatial Extent			L		L	L	R		L	L	L	L			R
Reversibility			R		R	R	I		R	I	I	R			I
Permanence			P		P	P	P		P	P	P	P			P
Duration			LT		LT	LT	LT		LT	LT	LT	MT			LT

Assessment Summary – 113-121 Brighton Road, Surbiton

Although the exact number of dwellings 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).

Significant positive effects have been identified for IIA7 (efficient use of land) due to the site being previously developed land.

There are no historic assets adjacent to or in vicinity of the site.

The site is within flood zone 1 with medium risk for surface water flooding. Therefore, uncertain effects for IIA3 (climate resilience) have been identified.

The site has relatively good access to public transport (PTAL score between 2 – 4), with multiple bus stops within walking distance and the nearest train station is also within 800m (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.

Kingston University River House, 53-57 High Street

Site Allocation Description and Location

This site is approximately 0.01 ha located on High Street facing the Rover Thames. Current use is offices with a variety of commercial uses In the immediate area as well as residential properties along South Lane. 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.

Table C-80 – Assessment of Kingston University River House, 53-57 High Street

	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
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 – Kingston University River House, 53-57 High Street

As part of the development at the improvements to outdoor space could 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 within close proximity of various types of open space including the River Thames with 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 effects have therefore been identified for IIA3 (climate resilience).

In terms of IIA12 (Sustainable Transport), the site is within walking distance of Kingston Town Centre, with its rail and bus connections.

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.

Development for residential used would 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 with 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.

Kingston University Reg Bailey Building

Site Allocation Description and Location

The Building is located off Penrhyn Road and is part of the Kingston University Campus. Kingston Town Centre is approximately 600m to the north.

Table C-81 – Assessment of Kingston University Reg Bailey Building

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environmentf	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	L	M	M	M	M	M	L	
Nature of effect			I			D	D	D	D	D	D	I	I	I	

	IIA1: Biodiversity	IIA2: GHGs, Energy Efficiency and Resources	IIA3: Climate Resilience	IIA4: Historic Environmentf	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
Spatial Extent			L			L	L	L	L	L	L	L	L	L	
Reversibility			R			R	I	R	R	R	R	R	R	R	
Permanence			P			T/P	P	P	P	P	P	P	P	T	
Duration			MT			LT	LT	MT	LT	LT	LT	MT	MT	MT	

Assessment Summary – Kingston University Reg Bailey Building

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 have been identified for IIA6 (air quality) reflecting the site's good sustainable transport access.

The Site includes a significant part of the existing Penrhyn Road Campus and depending on the masterplan could have effects on the townscape, and as such uncertain effects have been determined for IIA5 (landscape/townscape).

Due to its existing use, development here will result in significant positive effects on both IIA7 (efficient use of land).

The Site has excellent access to public transport with bus services and Kingston train station located approx. 600m to the north. The Site is also adjacent to the Borough Strategic Cycling and Walking Network. 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). 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 and recycled.

Chessington Industrial Area

Site Allocation Description and Location

The Site comprises the Chessington Industrial Area (34.92ha) on to the north and south of Cox Lane, Chessington.

Table C-82 – Assessment of Chessington Industrial Area

	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
Sig. of effect	+/-	?	+	0	+/-	+	++	+	?	+/-	+	-	?	+	++
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
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 – Chessington Industrial Area

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 are adjacent Priority Habitats and SINCS. Therefore, positive and negative effects have been identified for IIA1 (biodiversity).

There are no historic assets on site or in the immediate vicinity.

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, a minor positive effect is 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 facilitates, 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. 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 and recycled.

Barwell Business Park, Leatherhead Road, Chessington

Site Allocation Description and Location

The 7.56ha site is located between the Leatherhead Road and a railway line, immediately south of Garrison Lane, Chessington and is currently in use as a business park.

Table C-83 – Assessment of Barwell Business Park, Leatherhead Road, Chessington

	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
Sig. of effect	0	?	?	0	0	+/-	++	0	?	?	?	+	-	+	++
Magnitude						M	H					M	M	L	H
Nature of effect						I	D					D	D	I	D
Spatial Extent						L	L					L	L	L	L
Reversibility						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
Sig. of effect	0	?	?	0	0	+/-	++	0	?	?	?	+	-	+	++
Permanence						P	P					P	P	P	P
Duration						MT	LT					MT	MT	MT	LT

Assessment Summary – Barwell Business Park, 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 and 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/commercial purposes and is classified as a Significant Industrial Location (SIL). Development could involve the loss of employment opportunities and therefore minor negative 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 positive effects have been identified for IIA7 (efficient use of land) as the location is currently developed with neutral effects on IIA1 (biodiversity) and landscape (IIA5). No effects have been identified for IIA4 (historic environment).

The site is located approximately 50m from Chessington South railway station, with services to London Waterloo. The site is also located opposite bus stops. 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 positive effects have been identified for IIA12 (sustainable transport).

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.

St George’s Industrial Estate, Richmond Road

Site Allocation Description and Location

The 2.03ha site is located to the east of the Richmond Road, to the north of the Borough, set within a wider residential area and is currently in use as an industrial estate.

Table C-84 – Assessment of St George's Industrial Estate, Richmond Road

	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
Sig. of effect	0	?	?	0	0	+/-	++	0	?	?	?	+	-	+	++
Magnitude						M	H					M	M	L	H
Nature of effect						I	D					D	D	I	D
Spatial Extent						L	L					L	L	L	L
Reversibility						I	I					I	I	I	I
Permanence						P	P					P	P	P	P
Duration						MT	LT					MT	MT	MT	LT

Assessment Summary – St George's Industrial Estate, Richmond Road

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 has mixed access to social and leisure services and 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/commercial purposes. Development could involve the loss of employment opportunities and therefore minor negative 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 positive effects have been identified for IIA7 (efficient use of land) as the location is currently developed with neutral effects on IIA1 (biodiversity) and landscape (IIA5). No effects have been identified for IIA4 (historic environment).

The site has some access to 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 moderate PTAL which indicates that accessibility to these services is low. Minor positive effects have been identified for IIA12 (sustainable transport).

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.

Silverglade Business Park, Malden Rushett

Site Allocation Description and Location

The 2.15ha sire is located to the east of the Leatherhead Road, south of Rushett Lane in the Chessington South and Malden Rushett ward.

Table C-85 – Assessment of: Sliverglade Business Park, Malden Rushett

	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
Sig. of effect	-	?	?	0	0	-	++	?	-	?	?	--	-	+	+
Magnitude	M					M	H		M			M	M	M	M
Nature of effect	I					I	D		I			I	I	I	D
Spatial Extent	L					L	L		L			L	L	L	L
Reversibility	R					R	I		R			R	R	R	I
Permanence	P					P	P		P			P	P	P	P
Duration	LT					LT	LT		LT			LT	LT	LT	LT

Assessment of Silverglade Business Park, 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).

Minor negative effects on IIA1 (biodiversity) are identified reflecting various biodiversity assets in the vicinity of the site. Significant positive effects IIA7 (efficient use of land), reflecting the developed nature of the site.

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/m^3 NO_2 and PM_{10} 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).

Minor negative effects have been identified for IIA9 (community needs), IIA10 (inclusion and equality) and IIA11 (health and wellbeing) reflecting limited access to services 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.

SA33: Canbury Park (LSIS)

Site Allocation Description and Location

The 1.79ha site is located on the current Canbury Park site. The site is bordered by primarily a mix of residential and business uses on all sides, although the Elm Road Open Space does also border a small portion of the site to the north east.

Table C-86 – Assessment of SA33: Canbury Park (LSIS)

	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
Sig. of effect	?	?	+/-	+/-	+/-	0	++	+/-	++	++	++	+	?	+	++
Magnitude			H	M	H		H	M	H	H	H	M		M	H
Nature of effect			D	D	D		D	D	D	D	D	D		D	D

	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
Sig. of effect	?	?	+/-	+/-	+/-	0	++	+/-	++	++	++	+	?	+	++
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
Duration			LT	LT	LT		LT	LT	LT	LT	LT	LT		LT	LT

Assessment Summary – SA33: Canbury Park (LSIS)

The Site has limited biodiversity value due to its existing uses. It is not located in close proximity to any biodiversity designations, although the development of the Site would need to ensure it does not compromise any Priority Habitat Inventory and Sites of Importance for Nature Conservation. The redevelopment of the site could potentially help to introduce green elements into the local area, although this would be dependent upon the final design/masterplan chosen for the Site. Uncertain effects are therefore identified on IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 1 land, although it is at some risk of surface water flooding and has a moderate score for climate risk and heat risk. The redevelopment of the Site could help to reduce the level of hardstanding on Site as such elements are replaced with more flood water conscious development that can incorporate modern SuDS systems. A mixture of minor positive and minor negative effects is identified for IIA3 (climate resilience).

The only heritage assets located in close proximity to the Site are a number of Listed Buildings. The redevelopment of the Site offers opportunities to create development that is congruent with the character and setting of nearby Listed Buildings and improve their setting. Given the small number of heritage assets located close to this Site and that adverse effects on such heritage assets would be limited to the construction phase of any development, a mixture of minor positive and minor negative effects is identified for IIA4 (historic environment).

The Local Open Space of the Elm Road Open Space lies adjacent to the Site to the north east. There are no other identified landscape or open space elements located close to the Site. The construction of the Site could cause temporary adverse effects upon the Elm Road Open Space, though this would likely be mitigatable to some degree through the application of the policies of the Local Plan and from good construction practices. The development of the Site should result in development that is congruent with its surroundings, enhancing the existing built environment and its character. A mixture of minor positive and minor negative effects is identified for IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, the site is not extensive in scale, with such effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

Much of the Site is comprised of the existing development associated with Canbury Park site and its associated car park. The land of the site is therefore considered to be overwhelmingly brownfield land, meaning the development of the Site would have significant positive effects on IIA7 (efficient use of land).

Over 15% of the site is within a Critical Drainage Area, although there are no rivers or water bodies located within or close to the Site. It is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

The Site is well positioned to be serviced by a wide range of services and has easy access to nearby educational facilities, Local Centres and shops. It is considered that future users of the Site would not struggle for a lack of access to needed services and facilities. It is possible that the redevelopment of the Site could provide new services to the area, though the likelihood of this is unknown. A significant positive effect is identified for IIA9 (community needs) and IIA10 (inclusivity and equality). Similarly, the Site has good access to healthcare facilities, leisure services, social services, parks and open spaces and sports facilities, resulting in significant positive effects on IIA11 (health and wellbeing).

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is good. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices or could well be developed for such development and help to expand the Borough's economy and employment opportunities (though unlikely to deliver both housing and employment opportunities at the same time as the Site is likely not large enough). Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is lower than 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 are identified for IIA14 (crime and safety).

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BV07: St John's Industrial Estate, Kingston Road, New Malden

Site 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-87 – Assessment of BV07: St John's Industrial Estate, Kingston Road, New Malden

	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
Sig. of effect	+	?	?	0	+	--	-	?	?	?	?	-	--	+	++
Magnitude	M				M	H	H					M	H	M	H

	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
Sig. of effect	+	?	?	0	+	--	-	?	?	?	?	-	--	+	++
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
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 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 43µ/m^3 PM_{10} 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.

London Road, Kingston

Site Allocation Description and Location

The 1.9ha Site is located to the north and south of London Road on land currently occupied by a wide variety of commercial enterprises and other non-residential buildings in the vicinity. Kingston Town Centre is approximately 500m to the west.

Table C-88 – Assessment of London Road, Kingston

	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
Sig. of effect	0	?	+	?	0	+	++	+	+	+	+	++	?	+	++
Magnitude			M			M	H	L	M	M	M	M		L	H
Nature of effect			I			D	D	D	D	D	D	I		I	D
Spatial Extent			L			L	L	L	L	L	L	L		L	R
Reversibility			R			R	I	R	R	R	R	R		R	I
Permanence			P			T/P	P	P	P	P	P	P		T	P
Duration			MT			LT	LT	MT	LT	LT	LT	MT		MT	LT

Assessment Summary – London Road, Kingston

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 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 land occupied by a variety of existing commercial enterprises and disturbance from demolition and construction effects (noise, vibration and dust) is likely to occur with effects on local amenity. Therefore, both neutral effects have been determined for IIA5 (landscape/townscape).

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 and recycled.

FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility

Site Allocation Description and Location

The 5.08ha site is located off Villiers Road, comprising a parcel north of Higsmill Lane (Fairfield Trade Park) and a parcel south of Chap Mill Road (Kingsmill Business Park/Waste Transfer Facility) . The sites lie to the north and south of the Hogsmill River, west of the Hogsmill wastewater treatment

Table C-89 – Assessment of FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility

	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
Sig. of effect	?	?	--	0	+/-	0	++	+/-	+/-	+/-	++	+/-	?	+/-	++
Magnitude			H		H		H	H	H	H	H	H		H	H
Nature of effect			D		D		D	D	D	D	D	D		D	D

	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
Sig. of effect	?	?	--	0	+/-	0	++	+/-	+/-	+/-	++	+/-	?	+/-	++
Spatial Extent			L		L		L	L	L	L	L	L		L	L
Reversibility			I		I		I	I	I	I	I	I		I	I
Permanence			P		P		P	P	P	P	P	P		P	P
Duration			LT		LT		LT	LT	LT	LT	LT	LT		LT	LT

Assessment Summary – FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility

The Site contains or is adjacent to a Priority Habitat Inventory and Site of Importance for Nature Conservation and is in close proximity to a Local Nature Reserve. The Site is developed land and consequently uncertain effects are identified against IIA1 (biodiversity).

Uncertain effects are identified for IIA2 (GHG and emissions) due to the development of the Site resulting in the use of resources and the production of GHGs and emissions, but the Site could potentially mitigate its potential effects.

The Site is located within Flood Zone 3 land, meaning it is at high risk of fluvial flooding, alongside also being identified as being at risk of some surface water flooding (though the application of SuDS could help to mitigate this). A significant negative effect is identified for IIA3 (climate resilience) due to the Site being at a high risk of fluvial flooding and being vulnerable to the ongoing effects of climate change.

The Site is unlikely to compromise heritage assets as it is not located close to any, although it does contain or is adjacent to an Area of Archaeological Significance. It is highly likely that if any archaeological assets were found during the redevelopment of the Site these could be preserved. A neutral effect is therefore identified for IIA4 (historic environment).

The Site is developed, resulting in significant positive effects on IIA7 (Efficient use of land), with redevelopment resulting in a mixture of minor positive and minor negative effects is identified against IIA5 (landscape).

There are no identified existing air quality issues identified for the site. Whilst construction can cause air quality effects, with generated effects likely highly mitigatable and new development does offer the potential for travel improvements that reduce the long-term adverse air quality effects produced. A neutral effect is identified for IIA6 (air quality).

The site is within a Critical Drainage Area and it is likely that the use of SuDS and other drainage management systems would help ensure the Site can manage its drainage. A mixture of minor positive and minor negative effects is identified against IIA8 (water quality).

The Site has good access to educational facilities and a Local Centre but struggles to access shopping options and it is not known if such development would be developed on-site. A mixture of minor positive and minor negative effects is identified for IIA9 (community needs) and IIA10 (inclusivity and equality).

The Site has good access to healthcare facilities, allotments, leisure services, parks and open spaces and sports facilities, resulting in significant minor positive effects on IIA11 (health and wellbeing), though the Site does struggle to access social services.

The Site has good access to public transport and is connected to the Borough's Strategic Cycling Network and the Borough's Strategic Walking Network. The PTAL score for the Site is poor. The redevelopment of the Site could involve improvements to its accessibility, therefore minor positive and minor negative effects are identified for IIA12 (sustainable transport).

As development in this location is likely to provide additional housing, helping to meet RBKT's housing targets, 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 potential shop floorspace/offices. Therefore, uncertain effects have been identified for IIA13 (economy).

The area surrounding the site has a crime rate that is higher than 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 are identified for IIA14 (crime and safety).

Cambridge Road / Hampden Road, Norbiton

Site Allocation Description and Location

The 0.71ha 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 the south of the site.

Table C-90 – Assessment of Cambridge Road / Hampden Road, Norbiton

	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
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
Duration	LT			LT	LT	LT	LT		LT	LT	LT	MT	LT	LT	LT

Assessment Summary – Cambridge Road / Hampden 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 New Malden/Wimbledon. 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 and recycled.

Red Lion Road, Chancerygate Business Centre

Site Allocation Description and Location

The Site comprises the Chancerygate Business Centre (3.77ha) to the south east of Red Lion Road, north of the Kingston Bypass, Tolworth.

Table C-91 – Red Lion Road, Chancerygate Business Centre

	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
Sig. of effect	+/-	?	+	0	+/-	+	++	+	?	+/-	+	-	?	+	++
Magnitude	H		M		H	M	H	L		M	M	M		L	H
Nature of effect	D		D		D	D	D	D		D	D	D		I	D
Spatial Extent	L		L		L	L	L	L		L	L	L		L	R
Reversibility	R		R		I	R	I	R		R	R	R		R	I
Permanence	T/P		P		T/P	T/P	P	P		P	P	P		T	P
Duration	LT		MT		LT	MT	LT	MT		MT	MT	MT		MT	LT

Assessment Summary – Red Lion Road, Chancerygate Business Centre

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 are adjacent Priority Habitats and SINCS. Therefore, positive and negative effects have been identified for IIA1 (biodiversity).

There are no historic assets on site or in the immediate vicinity.

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, a minor positive effect is 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 facilitates, 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. 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 and recycled.

SM06: Seething Wells Filter Beds, Portsmouth Road

Site Allocation Description and Location

The site is 6.38ha in size is on the existing site of a 19th century waterworks, The site is adjacent to the River Thames with Hampton Court Palace Golf Club to the west, and a high number of residential dwellings to the east.

Table C-92 – Assessment of SM06: Seething Wells Filter Beds, Portsmouth Road

	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
Sig. of effect	+/-	?	--	--	+/-	+	-	?	+	+	+	+	?	+	++
Magnitude	H		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	D
Spatial Extent	L		L	L	L	L	R		L	L	L	L		L	R
Reversibility	I		R	I	I	R	I		R	I	I	R		R	I
Permanence	P		P	P	P	P	P		P	P	P	P		P	P
Duration	LT		MT	LT	LT	LT	LT		LT	LT	LT	MT		LT	LT

Assessment Summary – SM06: Seething Wells Filter Beds, Portsmouth Road

Although the exact number of dwellings 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.

The site contains the largest area of standing open water within the Borough and provides habitats 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). 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 Works), 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 become 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 practice 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, Hersham, 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.

SA52: Land South of Clayton Road, Chessington

Site Allocation Description and Location

Bounded to the west by the A3 and to the north by Clayton Road, the site is located in the Hook and Chessington North ward in the western edge of the Borough. The 6.5ha site currently comprises open grassland and broadleaved deciduous woodland recorded within the Priority Habitat Inventory, and the area is designated Green Belt land.

Table C-93 – Assessment of SA52: Land South of Clayton Road, Chessington

	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
Sig. of effect	--	?	?	0	--	0	--	?	-/?	+	+	+	0	+	++
Magnitude	H				H		H		M	M	M	M		M	H
Nature of effect	D				D		D		D	I	I	I		I	D
Spatial Extent	L				L		L		L	L	L	L		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
Sig. of effect	--	?	?	0	--	0	--	?	-/?	+	+	+	0	+	++
Reversibility	I				I		I		R	R	R	R		R	I
Permanence	P				P		P		P	P	P	P		P	P
Duration	LT				LT		LT		LT	LT	LT	LT	LT	LT	LT

Assessment Summary – CN01: Land South of Clayton Road, Chessington

Detailed plans are currently unavailable for this site, therefore some effects are not known at this stage. Estimated capacity is 435 homes, 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 Green Belt 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, mitigated through the provision of sustainable transport infrastructure. Greater than 43µ/m^3 PM_{10} have been recorded on the site, therefore overall neutral 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 well as other sustainable transport measures resulting in minor positive effects identified for IIA12 (sustainable transport).

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 (uncertain) effects on IIA9 (community needs) and on IIA13 (economy and employment) are anticipated.

Minor positive effects have been identified for IIA10 (inclusivity and equality) and IIA11 (health and wellbeing) to reflect the scale of the site (and associated green infrastructure) and potential for 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.

Appendix D

GIS Analysis of Sites

Site Assessment Criteria

IIA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
IIA 1 - Biodiversity	Local Nature Reserve	<0.01 km	< 0.8km	>0.8km	Distance
	National Nature Reserve	<0.01 km	< 0.8km	>0.8km	Distance
	Priority Habitat Inventory	<0.01 km	< 0.8km	>0.8km	Distance
	Sites of Importance for Nature Conservation	<0.01 km	< 0.8km	>0.8km	Distance
	SAC	<0.01 km	< 0.8km	>0.8km	Distance
	SSSI	<0.01 km	< 0.8km	>0.8km	Distance
	SPA	<0.01 km	< 0.8km	>0.8km	Distance
IIA2 - GHGs, energy efficiency and sustainable resources	No local level dataset suitable for the purpose of the RAG assessment				
IIA3 - Climate Resilience	Flood Zones	Flood Zone 3	Flood Zone 2	Flood Zone 1	Based on EA guidance. Housing sites are classed as 'more vulnerable'.
	surface water flood risk		Yes	No	Based on EA guidance. Housing sites are classed as 'more vulnerable'.

IIA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
	Overall Climate Risk	High	Medium	Low	Based on GLA's Climate Risk Mapping Methodology
	Overall Heat Risk	High	Medium	Low	
IIA4 - Historic Environment	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
	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
	Scheduled Monuments				Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
	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
	Conservation areas	Within/adjacent		Outside	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
	Area of Archaeological Significance	Within/adjacent		Outside	Interpretation of HE's The Historic Environment and Site Allocations in Local Plans
IIA 5 - Landscape and Townscape	Strategic Area of Special Character	Within/adjacent		Outside	Proximity

IIA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
	Key Views	Within/adjacent		Outside	Proximity
	Local Area of Special Character	Within/adjacent		Outside	Proximity
	Green Belt	Within/adjacent		Outside	Proximity
	Local Open Space	Within/adjacent		Outside	Proximity
	Metropolitan Open Land	Within/adjacent		Outside	Proximity
	Green Corridor	Within/adjacent		Outside	Proximity
	Green Chain	Within/adjacent		Outside	Proximity
IIA6 - Air Quality	NO2	>43µ/m3	>28-43µ/m3	<16 - 28µ/m3	Thresholds
	PM10	>43µ/m3	>28-43µ/m3	<16 - 28µ/m3	Thresholds
	Motor Vehicle restricted area		Outside	Within	Proximity
IIA7 - Efficient use of land	Brownfield	No	Part	Yes	Proximity
	Historic landfill	Within	adjacent	Outside	Proximity
IIA8 - Water Quality	Statutory Main River	<16m	<50m	>50m	Proximity

IIA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
	Pond	<16m	<50m	>50m	Proximity
	Critical Drainage Area		>15% of the site is within Critical Drainage Area	<15% of the site is within a Critical Drainage Area	Proximity
IIA9/10 - Population and Communities	Population density (Ward)	> 160/ha	120-160/ha	<120/ha	Proximity
	IMD Overall deprivation (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Thresholds
	Primary Schools	>3.2km	<3.2km	<1km	Home to School Transport and Travel Guidance, 2014
	Secondary Schools	>4.8km	<4.8km	<1 km	Home to School Transport and Travel Guidance, 2014
	Higher Education	>4.8km	<4.8km	<1 km	Home to School Transport and Travel Guidance, 2014
	Local Centres	> 800m		<800m	CIHT - Planning for Walking, 2015
	Shopping frontages	> 800m		<800m	CIHT - Planning for Walking, 2015
	Primary Shopping frontage	> 800m		<800m	CIHT - Planning for Walking, 2015
	Secondary shopping frontage	> 800m		<800m	CIHT - Planning for Walking, 2015

IIA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
IIA 11 - Health and Wellbeing	IMD Health (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Thresholds
	Life Expectancy (Ward)	Worse than the national average	Similar to the national average	Lower than the national average	Thresholds
	Healthcare (GPs, dentists, pharmacies, hospitals)	>800m		<800m	CIHT - Planning for Walking, 2015
	Allotments		>800m	<800m	
	Leisure services	>800m		<800m	CIHT - Planning for Walking, 2015
	Social services	>800m		<800m	CIHT - Planning for Walking, 2015
	Parks and open spaces	>800m		<800m	CIHT - Planning for Walking, 2015
	Sports facilities	>800m		<800m	CIHT - Planning for Walking, 2015
	Healthy Streets Index	Low	Medium	High	Healthy Streets Index
IIA12 - Transport	PTAL	0, 1a, 1b,	2, 3, 4	5, 6a, 6b	TfL - Assessing transport connectivity in London
	Bus Stops	>400m	200-400m	<200m	CIHT - Planning for Walking, 2015
	Train Station	>800m		<800m	CIHT - Planning for Walking, 2015
	Tube Station	>800m		<800m	CIHT - Planning for Walking, 2015

IIA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
	Borough strategic walking network	Site is not connected to strategic walking network		Site is connected to strategic walking network	Proximity
	Borough strategic cycle network	Site is not connected to strategic cycling network		Site is connected to strategic cycling network	Proximity
	EV Charge Point		>200m	<200m	Proximity
IIA13 - Economy	IMD Employment and Income (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Professional judgement
	Locally significant industrial site	>800m		<800m	CIHT - Planning for Walking, 2015
	Strategic Industrial locations	>800m		<800m	CIHT - Planning for Walking, 2015
	Employment sites	>800m		<800m	CIHT - Planning for Walking, 2015
	London Plan Opportunity areas	>800m		<800m	CIHT - Planning for Walking, 2015
IIA14 - Crime and Safety	IMD Crime (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Thresholds
	Crime Rate (Ward)	Worse than the national average	Similar to the national average	Lower than the national average	Thresholds

IIA Objective	Dataset Name	Assessment criteria			Rationale / Notes
		Red	Amber	Green	
IIA15 - Housing	IMD Housing Domain (LSOA)	10%-20% most deprived	30-50% most deprived	10-20% least deprived	Thresholds

PROPOSED SITES

IIA Objective 1 Biodiversity

SA	Site Name	Site Area	Homes	1.1 Local Nature Reserve	1.2 National Nature Reserve	1.3 Priority Habitat Inventory	1.4 Sites of Importance for Nature Conservation	1.5 SACs	1.6 SSSIs	1.7 SPA
1	Seven Kings Car Park, Sury Basin	0.49	225	Green	Green	Amber	Amber	Green	Amber	Green
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Green	Green	Amber	Amber	Green	Amber	Green
3	Canbury Business Park and Former Regal Cinema	0.94	215	Green	Green	Amber	Amber	Green	Green	Green
4	Murray House, 142 Acre Road	0.36	45	Green	Amber	Amber	Amber	Amber	Amber	Green
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Green	Green	Amber	Amber	Green	Amber	Green
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Green	Green	Amber	Amber	Green	Green	Green
7	Thames Side Wharf, Vicarage Lane	0.28	95	Green	Green	Amber	Red	Green	Amber	Green
8	John Lewis, Wood Street	1.32	285	Green	Green	Amber	Red	Green	Amber	Green

9	Bishops Palace House and 19-31 Thames Street	0.7	185	Green	Green	Amber	Red	Green	Amber	Green
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Green	Green	Amber	Amber	Green	Amber	Green
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Green	Green	Amber	Amber	Green	Amber	Green
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Green	Green	Amber	Amber	Green	Amber	Green
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Green	Green	Amber	Amber	Green	Amber	Green
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Green	Green	Amber	Amber	Green	Amber	Green
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Green	Green	Amber	Amber	Green	Amber	Green
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Green	Green	Amber	Red	Green	Amber	Green
17	Lever House, 3 St James Road	0.31	95	Green	Green	Amber	Red	Green	Amber	Green
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Green	Green	Amber	Amber	Green	Amber	Green
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Green	Green	Amber	Amber	Green	Amber	Green
20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Green	Green	Amber	Red	Green	Green	Green
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Green	Green	Amber	Red	Green	Green	Green
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Green	Green	Green	Amber	Green	Green	Green
23	129-137 London Road, Kingston	0.28	110	Green	Green	Green	Amber	Green	Green	Green
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Green	Green	Amber	Amber	Green	Green	Green
25	Chiltern Works, Berrylands	0.34	75	Amber	Green	Amber	Amber	Green	Green	Green
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Amber	Green	Amber	Amber	Green	Green	Green
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Green	Green	Amber	Amber	Green	Amber	Green
28	Kingston Railway Station	0.56	155	Green	Green	Amber	Amber	Green	Amber	Green
29	Kingston University Kingston Hill Campus	15.72	105	Amber	Amber	Red	Red	Amber	Amber	Green
30	Kingston University Penrhyn Road Campus	3.34	0	Green	Green	Amber	Amber	Green	Amber	Green
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Green	Green	Amber	Amber	Green	Amber	Green
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Green	Green	Amber	Amber	Green	Green	Green
33	Cocks Crescent, New Malden	2.37	405	Green	Green	Amber	Amber	Green	Green	Green
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Green	Green	Amber	Amber	Green	Green	Green
35	Burlington Retail Park, Burlington Road	1.24	310	Amber	Green	Amber	Red	Green	Green	Green
36	Signal Park, Hook Rise South	3.99	965	Amber	Green	Amber	Amber	Green	Green	Green
37	Hollywood Bowl, Kingston Road	0.36	105	Amber	Green	Amber	Amber	Green	Green	Green

38	Kingston Business Park, Fullers Way South	0.36	45	Green	Green	Amber	Amber	Green	Green	Green
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Amber	Green	Amber	Amber	Green	Green	Green
40	Surbiton Telephone Exchange	0.47	185	Amber	Green	Amber	Amber	Green	Green	Green
41	Former Worcester Park Tavern	0.24	60	Green	Green	Amber	Amber	Green	Green	Green
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Amber	Green	Amber	Amber	Green	Green	Green
43	Travis Perkins, 165 King Charles Road	0.39	0	Amber	Green	Green	Amber	Green	Green	Green
44	Tolworth Railway Station	0.28	80	Amber	Green	Amber	Amber	Green	Green	Green
45	Tolworth Tower, Tolworth Broadway	1.32	430	Amber	Green	Amber	Amber	Green	Green	Green
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Amber	Green	Amber	Amber	Green	Green	Green
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Green	Green	Amber	Amber	Green	Green	Green
48	Chessington Garden centre and adjoining land	5.67	0	Amber	Green	Red	Red	Green	Green	Green
49	Chessington World of Adventures Resort	76.78	0	Red	Green	Red	Red	Green	Green	Green
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Amber	Green	Amber	Red	Green	Green	Green
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Amber	Green	Red	Red	Green	Green	Green
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Amber	Green	Red	Red	Green	Green	Green
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Amber	Amber	Red	Amber	Green	Amber	Green
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Red	Green	Red	Red	Green	Green	Green
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Amber	Green	Red	Red	Green	Green	Green
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Amber	Green	Amber	Red	Green	Green	Green
61	Kingston University Tolworth Court	16.25	0	Amber	Green	Red	Red	Green	Green	Green
62	Kingston University Tolworth Court (north part of site)	5.16	0	Amber	Green	Red	Red	Green	Green	Green

IIA Objective 3 Climate Resilience

SA	Site Name	Site Area	Homes	3.1 Flood Zones	3.2 Surface Water Flood Risk	3.3 Overall Climate Risk	3.4 Overall Heat Risk
1	Seven Kings Car Park, Sury Basin	0.49	225	Red	Amber	Amber	Amber
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Red	Amber	Amber	Amber
3	Canbury Business Park and Former Regal Cinema	0.94	215	Green	Amber	Amber	Amber
4	Murray House, 142 Acre Road	0.36	45	Green	Amber	Amber	Amber
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Red	Amber	Amber	Amber
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Amber	Amber	Amber	Amber
7	Thames Side Wharf, Vicarage Lane	0.28	95	Red	Amber	Green	Green
8	John Lewis, Wood Street	1.32	285	Red	Amber	Green	Green
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Red	Amber	Green	Green
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Amber	Amber	Amber	Amber
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Amber	Amber	Amber	Amber
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Red	Amber	Amber	Amber
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Red	Amber	Amber	Amber
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Amber	Amber	Amber	Amber
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Red	Amber	Amber	Amber
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Red	Amber	Amber	Amber

17	Lever House, 3 St James Road	0.31	95	Red	Amber	Amber	Amber
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Red	Amber	Amber	Amber
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Red	Amber	Amber	Amber
20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Red	Amber	Amber	Amber
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Red	Amber	Amber	Amber
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Green	Amber	Amber	Amber
23	129-137 London Road, Kingston	0.28	110	Amber	Amber	Amber	Amber
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Green	Amber	Red	Red
25	Chiltern Works, Berrylands	0.34	75	Red	Amber	Green	Green
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Green	Amber	Green	Green
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Red	Amber	Amber	Amber
28	Kingston Railway Station	0.56	155	Amber	Green	Amber	Amber
29	Kingston University Kingston Hill Campus	15.72	105	Green	Amber	Green	Green
30	Kingston University Penrhyn Road Campus	3.34	0	Green	Amber	Amber	Amber
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Green	Amber	Amber	Amber
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Green	Amber	Amber	Green
33	Cocks Crescent, New Malden	2.37	405	Green	Amber	Amber	Amber
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Green	Amber	Amber	Amber
35	Burlington Retail Park, Burlington Road	1.24	310	Red	Amber	Amber	Amber
36	Signal Park, Hook Rise South	3.99	965	Green	Amber	Amber	Amber
37	Hollywood Bowl, Kingston Road	0.36	105	Green	Green	Amber	Amber
38	Kingston Business Park, Fullers Way South	0.36	45	Green	Amber	Amber	Amber
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Green	Amber	Amber	Green
40	Surbiton Telephone Exchange	0.47	185	Green	Amber	Green	Green

41	Former Worcester Park Tavern	0.24	60	Amber	Green	Green	Green
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Green	Green	Green	Amber
43	Travis Perkins, 165 King Charles Road	0.39	0	Green	Amber	Amber	Amber
44	Tolworth Railway Station	0.28	80	Green	Green	Amber	Amber
45	Tolworth Tower, Tolworth Broadway	1.32	430	Green	Amber	Red	Amber
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Amber	Amber	Amber	Amber
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Green	Green	Amber	Amber
48	Chessington Garden centre and adjoining land	5.67	0	Green	Amber	Green	Green
49	Chessington World of Adventures Resort	76.78	0	Green	Amber	Green	Green
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Green	Amber	Green	Amber
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Amber	Amber	Amber	Amber
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Green	Amber	Amber	Amber
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Green	Amber	Green	Green
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Red	Amber	Green	Green
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Red	Amber	Amber	Amber
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Red	Amber	Green	Green
61	Kingston University Tolworth Court	16.25	0	Red	Amber	Amber	Amber
62	Kingston University Tolworth Court (north part of site)	5.16	0	Green	Amber	Green	Green

SA	Site Name	Site Area	Homes	4.1 Listed Buildings	4.2 Registered Parks & Gardens	4.3 Scheduled Monuments	4.4 Heritage at risk	4.5 Conservation areas	4.6 Area of Archaeological Significance
1	Seven Kings Car Park, Sury Basin	0.49	225	Green	Green	Green	Green	Green	Red
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Green	Green	Green	Green	Green	Red
3	Canbury Business Park and Former Regal Cinema	0.94	215	Amber	Green	Green	Green	Green	Red
4	Murray House, 142 Acre Road	0.36	45	Green	Green	Green	Green	Green	Green
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Green	Green	Green	Green	Green	Red
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Green	Green	Green	Green	Green	Red
7	Thames Side Wharf, Vicarage Lane	0.28	95	Green	Green	Green	Green	Green	Red
8	John Lewis, Wood Street	1.32	285	Amber	Green	Green	Green	Red	Red
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Amber	Green	Green	Green	Red	Red
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Green	Green	Green	Green	Green	Red
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Green	Green	Green	Red	Red	Red
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Green	Green	Green	Red	Green	Red
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Red	Green	Green	Green	Red	Red
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Green	Green	Green	Green	Green	Red
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Amber	Green	Green	Amber	Green	Red
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Red	Green	Red	Green	Red	Red
17	Lever House, 3 St James Road	0.31	95	Green	Green	Green	Amber	Green	Red
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Amber	Green	Green	Green	Red	Red
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Red	Green	Green	Green	Green	Red

20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Green	Green	Green	Green	Green	Red
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Green	Green	Green	Red	Red	Red
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Green	Green	Green	Green	Green	Red
23	129-137 London Road, Kingston	0.28	110	Amber	Green	Green	Green	Green	Red
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Green	Green	Green	Green	Green	Green
25	Chiltern Works, Berrylands	0.34	75	Green	Green	Green	Green	Green	Green
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Green	Green	Green	Green	Green	Green
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Green	Green	Green	Green	Green	Red
28	Kingston Railway Station	0.56	155	Green	Green	Green	Green	Green	Red
29	Kingston University Kingston Hill Campus	15.72	105	Green	Green	Green	Green	Red	Green
30	Kingston University Penrhyn Road Campus	3.34	0	Green	Green	Green	Red	Red	Red
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Green	Green	Green	Green	Green	Red
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Green	Green	Green	Green	Green	Green
33	Cocks Crescent, New Malden	2.37	405	Green	Green	Green	Green	Green	Green
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Green	Green	Green	Green	Red	Green
35	Burlington Retail Park, Burlington Road	1.24	310	Green	Green	Green	Green	Green	Green
36	Signal Park, Hook Rise South	3.99	965	Green	Green	Green	Green	Green	Green
37	Hollywood Bowl, Kingston Road	0.36	105	Green	Green	Green	Green	Green	Green
38	Kingston Business Park, Fullers Way South	0.36	45	Green	Green	Green	Green	Green	Green
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Green	Green	Green	Green	Green	Green
40	Surbiton Telephone Exchange	0.47	185	Green	Green	Green	Green	Green	Green
41	Former Worcester Park Tavern	0.24	60	Green	Green	Green	Green	Green	Green
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Green	Green	Green	Green	Green	Red
43	Travis Perkins, 165 King Charles Road	0.39	0	Green	Green	Green	Green	Green	Red
44	Tolworth Railway Station	0.28	80	Green	Green	Green	Green	Green	Green
45	Tolworth Tower, Tolworth Broadway	1.32	430	Green	Green	Green	Green	Green	Green
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Green	Green	Green	Green	Green	Green
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Green	Green	Green	Green	Green	Red

48	Chessington Garden centre and adjoining land	5.67	0	Green	Green	Green	Green	Green	Green
49	Chessington World of Adventures Resort	76.78	0	Amber	Green	Green	Green	Green	Red
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Green	Green	Green	Green	Green	Red
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Green	Green	Green	Green	Green	Green
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Green	Green	Green	Green	Green	Green
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Green	Green	Green	Green	Green	Green
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Green	Green	Green	Green	Green	Green
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Green	Green	Green	Green	Green	Green
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Green	Green	Green	Green	Green	Green
61	Kingston University Tolworth Court	16.25	0	Green	Green	Green	Green	Green	Red
62	Kingston University Tolworth Court (north part of site)	5.16	0	Green	Green	Green	Green	Green	Red

SA	Site Name	Site Area	Homes	5.1 Strategic Area of Special Character	5.2 Key Views	5.3 Local Area of Special Character	5.4 Green Belt	5.5 Local Open Space	5.6 Metropolitan Open Land	5.7 Green Corridor	5.8 Green Chain
1	Seven Kings Car Park, Sury Basin	0.49	225	Green	Green	Green	Green	Green	Green	Green	Green
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Green	Green	Green	Green	Green	Green	Green	Green
3	Canbury Business Park and Former Regal Cinema	0.94	215	Green	Green	Green	Green	Green	Green	Green	Green
4	Murray House, 142 Acre Road	0.36	45	Green	Green	Green	Green	Green	Green	Green	Green
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Red	Green	Green	Green	Green	Green	Green	Green
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Green	Green	Green	Green	Green	Green	Green	Green
7	Thames Side Wharf, Vicarage Lane	0.28	95	Red	Green	Green	Green	Green	Green	Green	Green
8	John Lewis, Wood Street	1.32	285	Red	Green	Green	Green	Green	Green	Red	Green
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Red	Green	Green	Green	Green	Green	Red	Green
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Green	Green	Green	Green	Green	Green	Green	Green
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Green	Green	Green	Green	Green	Green	Green	Green
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Green	Green	Green	Green	Green	Green	Green	Green
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Green	Green	Green	Green	Red	Green	Green	Green
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Green	Green	Green	Green	Green	Green	Green	Green
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Green	Green	Green	Green	Green	Green	Green	Green
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Red	Green	Green	Green	Green	Green	Red	Green
17	Lever House, 3 St James Road	0.31	95	Green	Green	Green	Green	Green	Green	Red	Green
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Red	Green	Green	Green	Green	Green	Green	Green
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Green	Green	Green	Green	Green	Green	Green	Green

20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Green	Green	Green	Green	Green	Green	Green	Green
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Green	Green	Red	Green	Green	Green	Green	Green
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Green	Green	Green	Green	Green	Green	Green	Green
23	129-137 London Road, Kingston	0.28	110	Green	Green	Green	Green	Green	Green	Green	Green
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Green	Green	Green	Green	Green	Green	Green	Green
25	Chiltern Works, Berrylands	0.34	75	Green	Green	Green	Green	Green	Green	Green	Green
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Green	Green	Green	Green	Green	Red	Green	Red
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Red	Green	Green	Green	Green	Green	Green	Green
28	Kingston Railway Station	0.56	155	Green	Green	Green	Green	Green	Green	Red	Green
29	Kingston University Kingston Hill Campus	15.72	105	Red	Red	Green	Green	Green	Green	Green	Green
30	Kingston University Penrhyn Road Campus	3.34	0	Green	Green	Green	Green	Green	Green	Green	Green
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Green	Green	Green	Green	Green	Green	Green	Green
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Green	Green	Green	Green	Green	Green	Green	Green
33	Cocks Crescent, New Malden	2.37	405	Green	Green	Green	Green	Red	Green	Green	Green
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Green	Green	Red	Green	Green	Green	Green	Green
35	Burlington Retail Park, Burlington Road	1.24	310	Green	Green	Green	Green	Green	Green	Green	Green
36	Signal Park, Hook Rise South	3.99	965	Green	Green	Green	Green	Green	Green	Green	Green
37	Hollywood Bowl, Kingston Road	0.36	105	Green	Green	Green	Green	Green	Green	Green	Green
38	Kingston Business Park, Fullers Way South	0.36	45	Green	Green	Red	Green	Green	Green	Green	Green
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Green	Green	Green	Green	Green	Green	Green	Green
40	Surbiton Telephone Exchange	0.47	185	Green	Green	Green	Green	Green	Green	Green	Green
41	Former Worcester Park Tavern	0.24	60	Green	Green	Green	Green	Red	Green	Green	Green
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Green	Green	Green	Green	Green	Green	Green	Green
43	Travis Perkins, 165 King Charles Road	0.39	0	Green	Green	Green	Green	Green	Red	Green	Green
44	Tolworth Railway Station	0.28	80	Green	Green	Green	Green	Green	Green	Red	Green
45	Tolworth Tower, Tolworth Broadway	1.32	430	Green	Green	Green	Green	Green	Green	Green	Green
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Green	Green	Green	Green	Green	Green	Green	Green
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Green	Green	Green	Green	Green	Green	Green	Green

48	Chessington Garden centre and adjoining land	5.67	0	Green	Green	Green	Red	Green	Green	Green	Green
49	Chessington World of Adventures Resort	76.78	0	Green	Green	Green	Red	Green	Green	Green	Green
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Green	Green	Green	Red	Green	Green	Green	Green
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Green	Green	Green	Red	Green	Green	Green	Green
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Green	Green	Green	Red	Green	Green	Green	Green
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Green	Green	Green	Red	Green	Green	Green	Green
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Green	Green	Green	Green	Green	Red	Green	Red
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Green	Green	Green	Green	Green	Red	Green	Red
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Green	Green	Green	Green	Green	Red	Green	Red
61	Kingston University Tolworth Court	16.25	0	Green	Green	Green	Green	Green	Red	Green	Red
62	Kingston University Tolworth Court (north part of site)	5.16	0	Green	Green	Green	Green	Green	Red	Green	Red

IIA Objective 6 Air Quality & Objective 8 Water Quality

SA	Site Name	Site Area	Homes	6.1 NO2	6.2 PM10	6.3 Motor Vehicle restricted area	8.1 Statutory Main River	8.2 Pond	8.3 Critical Drainage Area
1	Seven Kings Car Park, Sury Basin	0.49	225	Green	Green	Amber	Green	Green	Green
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Red	Green	Amber	Green	Green	Green
3	Canbury Business Park and Former Regal Cinema	0.94	215	Red	Green	Amber	Green	Green	Amber
4	Murray House, 142 Acre Road	0.36	45	Green	Green	Amber	Green	Green	Amber
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Amber	Green	Amber	Green	Green	Green
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Red	Green	Amber	Green	Green	Amber
7	Thames Side Wharf, Vicarage Lane	0.28	95	Amber	Green	Amber	Green	Green	Green
8	John Lewis, Wood Street	1.32	285	Red	Amber	Amber	Amber	Green	Green
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Amber	Green	Amber	Amber	Green	Green
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Green	Green	Green	Green	Green	Green
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Red	Amber	Amber	Green	Green	Amber
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Red	Amber	Amber	Green	Green	Amber
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Amber	Green	Green	Green	Green	Green
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Amber	Green	Amber	Green	Green	Green
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Amber	Green	Amber	Green	Green	Amber
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Red	Green	Green	Red	Green	Amber
17	Lever House, 3 St James Road	0.31	95	Red	Green	Amber	Red	Green	Amber
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Red	Green	Amber	Green	Green	Green
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Green	Green	Amber	Green	Green	Amber

20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Green	Green	Amber	Red	Green	Amber
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Red	Green	Amber	Red	Green	Amber
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Amber	Green	Amber	Green	Green	Amber
23	129-137 London Road, Kingston	0.28	110	Red	Green	Amber	Green	Green	Amber
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Red	Green	Amber	Green	Green	Amber
25	Chiltern Works, Berrylands	0.34	75	Green	Green	Amber	Green	Green	Amber
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Green	Green	Amber	Green	Green	Green
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Amber	Green	Amber	Amber	Green	Amber
28	Kingston Railway Station	0.56	155	Amber	Green	Amber	Green	Green	Green
29	Kingston University Kingston Hill Campus	15.72	105	Amber	Green	Amber	Green	Green	Green
30	Kingston University Penrhyn Road Campus	3.34	0	Red	Green	Amber	Green	Green	Green
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Amber	Green	Amber	Green	Green	Green
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Amber	Green	Amber	Green	Green	Amber
33	Cocks Crescent, New Malden	2.37	405	Amber	Green	Amber	Green	Green	Amber
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Amber	Green	Amber	Green	Green	Green
35	Burlington Retail Park, Burlington Road	1.24	310	Red	Green	Amber	Red	Green	Green
36	Signal Park, Hook Rise South	3.99	965	Red	Green	Amber	Green	Green	Green
37	Hollywood Bowl, Kingston Road	0.36	105	Red	Green	Amber	Green	Green	Green
38	Kingston Business Park, Fullers Way South	0.36	45	Amber	Green	Amber	Green	Green	Green
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Green	Green	Amber	Green	Green	Amber
40	Surbiton Telephone Exchange	0.47	185	Red	Green	Amber	Green	Green	Amber
41	Former Worcester Park Tavern	0.24	60	Green	Green	Amber	Green	Green	Green
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Green	Green	Amber	Green	Green	Green
43	Travis Perkins, 165 King Charles Road	0.39	0	Green	Green	Amber	Green	Green	Amber
44	Tolworth Railway Station	0.28	80	Red	Green	Amber	Green	Green	Amber
45	Tolworth Tower, Tolworth Broadway	1.32	430	Red	Green	Amber	Green	Green	Green
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Red	Green	Amber	Green	Green	Green
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Amber	Green	Amber	Green	Green	Green

48	Chessington Garden centre and adjoining land	5.67	0	Amber	Green	Amber	Green	Green	Green
49	Chessington World of Adventures Resort	76.78	0	Red	Green	Amber	Green	Green	Green
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Green	Green	Amber	Green	Green	Green
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Red	Green	Amber	Green	Green	Amber
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Green	Green	Amber	Green	Green	Green
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Green	Green	Amber	Green	Green	Amber
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Green	Green	Amber	Red	Green	Amber
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Green	Green	Amber	Amber	Green	Green
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Green	Green	Amber	Green	Green	Green
61	Kingston University Tolworth Court	16.25	0	Green	Green	Amber	Red	Green	Green
62	Kingston University Tolworth Court (north part of site)	5.16	0	Green	Green	Amber	Green	Green	Green

IIA Objective 9 Population & Communities, Objective 10 Inclusivity

SA	Site Name	Site Area	Homes	9/10.1_Pop	9/10.2_IMD_Depriv	9/10.3 Primary Schools	9/10.4 Secondary Schools	9/10.5 Higher Education	9/10.6 Local Centres	9/10.7 Shopping frontages	9/10.8 Primary Shopping Frontage	9/10.9 Secondary Shopping Frontage
1	Seven Kings Car Park, Sury Basin	0.49	225	Red	Red	Green	Green	Green	Green	Red	Green	Green
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Red	Red	Green	Green	Green	Green	Red	Green	Green
3	Canbury Business Park and Former Regal Cinema	0.94	215	Red	Red	Green	Green	Green	Green	Red	Green	Green
4	Murray House, 142 Acre Road	0.36	45	Red	Red	Green	Green	Amber	Green	Red	Green	Green
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Red	Red	Green	Green	Green	Green	Red	Green	Green
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Red	Red	Green	Green	Green	Green	Red	Green	Green
7	Thames Side Wharf, Vicarage Lane	0.28	95	Red	Red	Green	Green	Green	Green	Red	Green	Green
8	John Lewis, Wood Street	1.32	285	Red	Red	Green	Green	Green	Green	Red	Green	Green
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Red	Red	Green	Green	Green	Red	Red	Green	Green
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Red	Red	Green	Green	Green	Green	Red	Green	Green
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Red	Red	Green	Green	Green	Green	Red	Green	Green
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Red	Red	Green	Green	Green	Green	Red	Green	Green
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Red	Red	Green	Green	Green	Green	Red	Green	Green
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Red	Red	Green	Green	Green	Green	Red	Green	Green
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Red	Red	Green	Green	Green	Green	Red	Green	Green
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Red	Red	Green	Green	Green	Green	Red	Green	Green
17	Lever House, 3 St James Road	0.31	95	Red	Red	Green	Green	Green	Green	Red	Green	Green
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Red	Red	Green	Green	Green	Green	Red	Green	Green
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Red	Red	Green	Green	Green	Green	Red	Green	Green

20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Red	Red	Green	Green	Green	Green	Red	Green	Green
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Red	Red	Green	Green	Green	Green	Red	Green	Green
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Red	Red	Green	Green	Green	Green	Red	Green	Green
23	129-137 London Road, Kingston	0.28	110	Red	Red	Green	Green	Green	Green	Red	Green	Green
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Red	Red	Green	Green	Green	Green	Red	Green	Green
25	Chiltern Works, Berrylands	0.34	75	Red	Red	Green	Amber	Amber	Green	Red	Red	Red
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Red	Red	Green	Green	Amber	Green	Red	Red	Red
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Red	Red	Green	Green	Green	Green	Red	Green	Green
28	Kingston Railway Station	0.56	155	Red	Red	Green	Green	Green	Green	Red	Green	Green
29	Kingston University Kingston Hill Campus	15.72	105	Green	Red	Green	Amber	Amber	Green	Red	Red	Red
30	Kingston University Penrhyn Road Campus	3.34	0	Red	Red	Green	Green	Green	Green	Red	Green	Green
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Red	Red	Green	Green	Green	Green	Red	Green	Green
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Red	Red	Green	Green	Amber	Green	Green	Red	Red
33	Cocks Crescent, New Malden	2.37	405	Red	Red	Green	Green	Amber	Green	Green	Red	Red
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Red	Red	Green	Green	Amber	Green	Green	Red	Red
35	Burlington Retail Park, Burlington Road	1.24	310	Green	Red	Green	Green	Amber	Green	Green	Red	Red
36	Signal Park, Hook Rise South	3.99	965	Green	Red	Green	Green	Amber	Red	Green	Red	Red
37	Hollywood Bowl, Kingston Road	0.36	105	Green	Red	Green	Amber	Amber	Red	Green	Red	Red
38	Kingston Business Park, Fullers Way South	0.36	45	Green	Red	Green	Green	Amber	Green	Red	Red	Red
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Red	Red	Green	Green	Green	Green	Green	Red	Red
40	Surbiton Telephone Exchange	0.47	185	Red	Red	Green	Green	Green	Green	Green	Red	Red
41	Former Worcester Park Tavern	0.24	60	Amber	Red	Green	Amber	Amber	Green	Red	Red	Red
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Green	Red	Green	Green	Amber	Green	Red	Red	Red
43	Travis Perkins, 165 King Charles Road	0.39	0	Green	Red	Green	Amber	Amber	Green	Green	Red	Red
44	Tolworth Railway Station	0.28	80	Green	Red	Green	Amber	Amber	Red	Green	Red	Red
45	Tolworth Tower, Tolworth Broadway	1.32	430	Green	Red	Green	Amber	Amber	Green	Green	Red	Red
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Red	Red	Green	Green	Amber	Green	Green	Red	Red
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Red	Red	Green	Green	Amber	Green	Red	Red	Red

48	Chessington Garden centre and adjoining land	5.67	0	Green	Red	Amber	Amber	Red	Red	Red	Red	Red
49	Chessington World of Adventures Resort	76.78	0	Green	Red	Green	Green	Amber	Red	Red	Red	Red
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Green	Red	Green	Green	Amber	Green	Red	Red	Red
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Green	Red	Green	Green	Amber	Green	Red	Red	Red
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Green	Red	Green	Green	Amber	Red	Red	Red	Red
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Green	Red	Amber	Amber	Red	Red	Red	Red	Red
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Amber	Red	Green	Green	Amber	Green	Red	Red	Red
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Red	Red	Green	Amber	Amber	Green	Red	Red	Red
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Red	Red	Green	Green	Amber	Green	Red	Red	Red
61	Kingston University Tolworth Court	16.25	0	Green	Red	Green	Green	Amber	Green	Green	Red	Red
62	Kingston University Tolworth Court (north part of site)	5.16	0	Green	Red	Green	Green	Amber	Green	Green	Red	Red

IIA Objective 11 Health & Wellbeing

SA	Site Name	Site Area	Homes	11.1 IMD Health	11.2 Female Life Expectancy	11.3 Male Life Expectancy	11.4 Healthcare facilities	11.5 Allotments	11.6 Leisure services	11.7 Social services	11.8 Parks and open spaces	11.9 Sports facilities
1	Seven Kings Car Park, Sury Basin	0.49	225	Green	Green	Green	Green	Amber	Green	Green	Green	Green
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Green	Green	Green	Green	Amber	Green	Green	Green	Green
3	Canbury Business Park and Former Regal Cinema	0.94	215	Green	Green	Green	Green	Amber	Green	Green	Green	Green
4	Murray House, 142 Acre Road	0.36	45	Amber	Green	Green	Green	Amber	Green	Green	Green	Green
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Green	Green	Green	Green	Amber	Green	Red	Green	Green
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Green	Green	Green	Green	Amber	Green	Green	Green	Green
7	Thames Side Wharf, Vicarage Lane	0.28	95	Green	Green	Green	Green	Amber	Green	Red	Green	Green
8	John Lewis, Wood Street	1.32	285	Green	Green	Green	Green	Amber	Green	Red	Green	Green
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Green	Green	Green	Green	Amber	Green	Red	Green	Green
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Green	Green	Green	Green	Amber	Green	Green	Green	Green
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Amber	Green	Green	Green	Amber	Green	Green	Green	Green
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Green	Green	Green	Green	Amber	Green	Green	Green	Green
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Green	Green	Green	Green	Amber	Green	Red	Green	Green
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Green	Green	Green	Green	Amber	Green	Green	Green	Green
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Green	Green	Green	Green	Amber	Green	Red	Green	Green

16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Green	Green	Green	Green	Amber	Green	Red	Green	Green
17	Lever House, 3 St James Road	0.31	95	Green	Green	Green	Green	Amber	Green	Red	Green	Green
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Green	Green	Green	Green	Amber	Green	Red	Green	Green
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Green	Green	Green	Green	Amber	Green	Red	Green	Green
20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Amber	Green	Green	Green	Green	Green	Red	Green	Green
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Amber	Green	Green	Green	Green	Green	Red	Green	Green
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Amber	Red	Red	Green	Amber	Green	Green	Green	Green
23	129-137 London Road, Kingston	0.28	110	Amber	Red	Red	Green	Amber	Green	Green	Green	Green
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Amber	Red	Red	Green	Green	Green	Green	Green	Green
25	Chiltern Works, Berrylands	0.34	75	Green	Green	Amber	Green	Green	Green	Red	Green	Green
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Green	Green	Green	Green	Green	Green	Red	Green	Green
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Amber	Green	Green	Green	Amber	Green	Red	Green	Green
28	Kingston Railway Station	0.56	155	Green	Green	Green	Green	Amber	Green	Green	Green	Green
29	Kingston University Kingston Hill Campus	15.72	105	Green	Green	Green	Red	Green	Red	Green	Green	Green
30	Kingston University Penrhyn Road Campus	3.34	0	Green	Green	Green	Green	Green	Green	Red	Green	Green
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Green	Green	Green	Green	Amber	Green	Green	Green	Green
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Green	Amber	Green	Green	Green	Green	Green	Green	Green
33	Cocks Crescent, New Malden	2.37	405	Green	Amber	Green	Green	Green	Green	Green	Green	Green
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Green	Green	Green	Green	Green	Green	Green	Green	Green
35	Burlington Retail Park, Burlington Road	1.24	310	Green	Amber	Green	Green	Green	Green	Green	Green	Green
36	Signal Park, Hook Rise South	3.99	965	Amber	Green	Green	Green	Green	Green	Red	Green	Green
37	Hollywood Bowl, Kingston Road	0.36	105	Amber	Green	Green	Green	Green	Red	Red	Green	Green
38	Kingston Business Park, Fullers Way South	0.36	45	Green	Green	Green	Green	Green	Green	Red	Green	Green
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Amber	Amber	Amber	Green	Amber	Red	Green	Green	Green

40	Surbiton Telephone Exchange	0.47	185	Amber	Green	Amber	Green	Green	Red	Green	Green	Green
41	Former Worcester Park Tavern	0.24	60	Green	Green	Green	Green	Amber	Red	Red	Green	Green
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Amber	Amber	Green	Green	Green	Red	Red	Green	Green
43	Travis Perkins, 165 King Charles Road	0.39	0	Green	Green	Green	Green	Green	Red	Green	Green	Green
44	Tolworth Railway Station	0.28	80	Green	Green	Green	Green	Green	Red	Red	Green	Green
45	Tolworth Tower, Tolworth Broadway	1.32	430	Amber	Green	Green	Green	Green	Red	Red	Green	Green
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Amber	Red	Red	Green	Green	Green	Red	Green	Green
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Amber	Red	Red	Green	Green	Green	Green	Green	Green
48	Chessington Garden centre and adjoining land	5.67	0	Amber	Amber	Green	Green	Amber	Red	Red	Green	Green
49	Chessington World of Adventures Resort	76.78	0	Amber	Amber	Green	Green	Amber	Red	Green	Green	Green
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Amber	Amber	Green	Green	Green	Red	Red	Green	Green
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Green	Green	Amber	Green	Green	Green	Green	Green	Green
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Amber	Amber	Green	Green	Green	Red	Green	Green	Green
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Amber	Amber	Green	Red	Amber	Red	Red	Green	Green
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Green	Green	Green	Green	Green	Red	Red	Green	Green
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Amber	Red	Red	Green	Green	Green	Red	Green	Green
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Green	Green	Green	Green	Green	Green	Red	Green	Green
61	Kingston University Tolworth Court	16.25	0	Amber	Green	Green	Green	Green	Red	Red	Green	Green
62	Kingston University Tolworth Court (north part of site)	5.16	0	Amber	Green	Green	Green	Green	Red	Red	Green	Green

IIA Objective 12 Transport

SA	Site Name	Site Area	Homes	12.1 PTAL	12.2 Bus stops	12.3 Train station	12.4 Borough strategic walking network	12.5 Borough strategic cycling networ	12.6 EV Charging Points
1	Seven Kings Car Park, Sury Basin	0.49	225	Green	Green	Green	Green	Green	Amber
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Green	Green	Green	Green	Green	Amber
3	Canbury Business Park and Former Regal Cinema	0.94	215	Green	Green	Green	Green	Green	Amber
4	Murray House, 142 Acre Road	0.36	45	Amber	Green	Green	Green	Green	Amber
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Green	Green	Green	Green	Green	Amber

6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Green	Green	Green	Green	Green	Amber
7	Thames Side Wharf, Vicarage Lane	0.28	95	Green	Green	Green	Green	Green	Amber
8	John Lewis, Wood Street	1.32	285	Green	Green	Green	Green	Green	Green
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Green	Green	Green	Green	Green	Green
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Green	Green	Green	Green	Green	Green
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Green	Green	Green	Green	Green	Green
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Green	Green	Green	Green	Green	Green
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Green	Green	Green	Green	Green	Green
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Green	Green	Green	Green	Green	Amber
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Green	Green	Green	Green	Green	Green
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Green	Green	Green	Green	Green	Green
17	Lever House, 3 St James Road	0.31	95	Green	Green	Green	Green	Green	Green
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Green	Green	Green	Green	Green	Green
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Amber	Green	Green	Green	Green	Green
20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Red	Green	Red	Green	Green	Green
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Red	Green	Red	Green	Green	Green
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Green	Green	Green	Green	Green	Green
23	129-137 London Road, Kingston	0.28	110	Green	Green	Green	Green	Green	Amber
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Red	Green	Green	Green	Green	Green
25	Chiltern Works, Berrylands	0.34	75	Amber	Green	Green	Green	Green	Amber
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Red	Green	Green	Green	Green	Amber
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Green	Green	Green	Green	Green	Green
28	Kingston Railway Station	0.56	155	Green	Green	Green	Green	Green	Amber
29	Kingston University Kingston Hill Campus	15.72	105	Red	Green	Red	Green	Green	Green
30	Kingston University Penrhyn Road Campus	3.34	0	Amber	Green	Red	Green	Green	Green
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Green	Green	Green	Green	Green	Amber
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Amber	Green	Green	Green	Green	Green
33	Cocks Crescent, New Malden	2.37	405	Amber	Green	Green	Green	Green	Green
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Amber	Green	Green	Green	Green	Amber

35	Burlington Retail Park, Burlington Road	1.24	310	Amber	Green	Green	Green	Green	Green
36	Signal Park, Hook Rise South	3.99	965	Red	Green	Green	Green	Green	Amber
37	Hollywood Bowl, Kingston Road	0.36	105	Amber	Green	Green	Green	Green	Amber
38	Kingston Business Park, Fullers Way South	0.36	45	Red	Amber	Red	Green	Green	Amber
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Amber	Green	Green	Green	Green	Green
40	Surbiton Telephone Exchange	0.47	185	Amber	Green	Green	Green	Green	Amber
41	Former Worcester Park Tavern	0.24	60	Amber	Green	Green	Green	Green	Amber
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Amber	Green	Green	Green	Green	Amber
43	Travis Perkins, 165 King Charles Road	0.39	0	Amber	Green	Red	Green	Green	Green
44	Tolworth Railway Station	0.28	80	Amber	Green	Green	Green	Green	Amber
45	Tolworth Tower, Tolworth Broadway	1.32	430	Amber	Green	Green	Green	Green	Amber
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Red	Green	Green	Green	Green	Amber
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Red	Green	Green	Green	Green	Amber
48	Chessington Garden centre and adjoining land	5.67	0	Red	Green	Red	Green	Green	Amber
49	Chessington World of Adventures Resort	76.78	0	Red	Green	Green	Green	Green	Green
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Red	Green	Green	Green	Green	Amber
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Red	Amber	Red	Green	Green	Amber
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Red	Green	Green	Green	Green	Amber
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Red	Green	Red	Amber	Green	Green
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Red	Green	Green	Green	Green	Amber
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Red	Green	Green	Green	Green	Amber
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Red	Green	Green	Green	Green	Amber
61	Kingston University Tolworth Court	16.25	0	Red	Green	Green	Green	Green	Green
62	Kingston University Tolworth Court (north part of site)	5.16	0	Red	Green	Green	Green	Green	Amber

IIA Objective 13 Economy

SA	Site Name	Site Area	Homes	13.1 IMD Employment	13.2 IMD Income	13.3 Locally significant industrial site	13.4 Strategic Industrial Locations	13.5 Employment sites
1	Seven Kings Car Park, Sury Basin	0.49	225	Green	Amber	Green	Red	Green
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Amber	Amber	Green	Red	Green
3	Canbury Business Park and Former Regal Cinema	0.94	215	Amber	Amber	Green	Red	Green
4	Murray House, 142 Acre Road	0.36	45	Amber	Amber	Green	Red	Red
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Amber	Amber	Green	Red	Green
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Amber	Amber	Green	Red	Green
7	Thames Side Wharf, Vicarage Lane	0.28	95	Amber	Amber	Green	Red	Green
8	John Lewis, Wood Street	1.32	285	Amber	Amber	Green	Red	Green
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Amber	Amber	Green	Red	Green
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Amber	Amber	Green	Red	Green
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Amber	Amber	Green	Red	Green
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Amber	Amber	Green	Red	Green
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Amber	Amber	Green	Red	Green
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Amber	Amber	Green	Red	Green
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Amber	Amber	Green	Red	Green

16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Amber	Amber	Green	Red	Green
17	Lever House, 3 St James Road	0.31	95	Amber	Amber	Green	Red	Green
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Amber	Amber	Green	Red	Green
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Amber	Amber	Green	Red	Green
20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Amber	Amber	Green	Red	Red
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Amber	Amber	Green	Red	Red
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Amber	Amber	Green	Red	Red
23	129-137 London Road, Kingston	0.28	110	Amber	Amber	Green	Red	Red
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Red	Red	Green	Red	Red
25	Chiltern Works, Berrylands	0.34	75	Green	Green	Green	Red	Red
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Green	Green	Green	Red	Red
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Amber	Amber	Green	Red	Green
28	Kingston Railway Station	0.56	155	Amber	Amber	Green	Red	Green
29	Kingston University Kingston Hill Campus	15.72	105	Green	Green	Red	Red	Red
30	Kingston University Penrhyn Road Campus	3.34	0	Amber	Amber	Green	Red	Red
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Amber	Amber	Green	Red	Green
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Amber	Amber	Green	Red	Red
33	Cocks Crescent, New Malden	2.37	405	Amber	Amber	Green	Red	Red
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Green	Amber	Green	Red	Red
35	Burlington Retail Park, Burlington Road	1.24	310	Green	Amber	Red	Red	Red
36	Signal Park, Hook Rise South	3.99	965	Amber	Amber	Green	Green	Green
37	Hollywood Bowl, Kingston Road	0.36	105	Amber	Amber	Green	Green	Green
38	Kingston Business Park, Fullers Way South	0.36	45	Green	Amber	Green	Green	Red

39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Amber	Amber	Red	Red	Red
40	Surbiton Telephone Exchange	0.47	185	Amber	Amber	Red	Red	Red
41	Former Worcester Park Tavern	0.24	60	Amber	Amber	Red	Red	Red
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Amber	Amber	Red	Green	Red
43	Travis Perkins, 165 King Charles Road	0.39	0	Amber	Green	Red	Red	Red
44	Tolworth Railway Station	0.28	80	Amber	Amber	Red	Green	Green
45	Tolworth Tower, Tolworth Broadway	1.32	430	Amber	Amber	Red	Red	Green
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Amber	Amber	Green	Red	Red
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Amber	Amber	Green	Red	Red
48	Chessington Garden centre and adjoining land	5.67	0	Amber	Amber	Green	Green	Red
49	Chessington World of Adventures Resort	76.78	0	Amber	Amber	Green	Green	Red
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Amber	Amber	Red	Green	Red
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Green	Amber	Red	Red	Red
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Amber	Amber	Red	Green	Red
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Amber	Amber	Green	Red	Red
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Green	Amber	Red	Red	Red
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Amber	Amber	Green	Red	Red
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Green	Green	Green	Red	Red
61	Kingston University Tolworth Court	16.25	0	Amber	Amber	Red	Red	Green
62	Kingston University Tolworth Court (north part of site)	5.16	0	Amber	Amber	Red	Red	Green

IIA Objective 14 Crime

SA	Site Name	Site Area	Homes	14.1 IMD Crime	14.2 Crime rate
1	Seven Kings Car Park, Sury Basin	0.49	225	Amber	Green
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Amber	Green
3	Canbury Business Park and Former Regal Cinema	0.94	215	Amber	Green
4	Murray House, 142 Acre Road	0.36	45	Amber	Green
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Red	Red

6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Red	Red
7	Thames Side Wharf, Vicarage Lane	0.28	95	Red	Red
8	John Lewis, Wood Street	1.32	285	Red	Red
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Red	Red
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Red	Red
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Red	Red
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Red	Red
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Red	Red
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Red	Red
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Red	Red
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Red	Red
17	Lever House, 3 St James Road	0.31	95	Red	Red
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Red	Red
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Red	Red
20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Red	Red
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Red	Red
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Amber	Amber
23	129-137 London Road, Kingston	0.28	110	Amber	Amber
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Amber	Amber
25	Chiltern Works, Berrylands	0.34	75	Green	Green
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Green	Amber
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Red	Red
28	Kingston Railway Station	0.56	155	Red	Red
29	Kingston University Kingston Hill Campus	15.72	105	Green	Green
30	Kingston University Penrhyn Road Campus	3.34	0	Amber	Red
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Amber	Green
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Amber	Amber
33	Cocks Crescent, New Malden	2.37	405	Amber	Amber
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Green	Green

35	Burlington Retail Park, Burlington Road	1.24	310	Amber	Green
36	Signal Park, Hook Rise South	3.99	965	Red	Amber
37	Hollywood Bowl, Kingston Road	0.36	105	Red	Amber
38	Kingston Business Park, Fullers Way South	0.36	45	Amber	Amber
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Amber	Green
40	Surbiton Telephone Exchange	0.47	185	Amber	Green
41	Former Worcester Park Tavern	0.24	60	Amber	Green
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Amber	Green
43	Travis Perkins, 165 King Charles Road	0.39	0	Amber	Green
44	Tolworth Railway Station	0.28	80	Red	Amber
45	Tolworth Tower, Tolworth Broadway	1.32	430	Amber	Green
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Amber	Amber
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Amber	Amber
48	Chessington Garden centre and adjoining land	5.67	0	Amber	Green
49	Chessington World of Adventures Resort	76.78	0	Amber	Green
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Amber	Green
51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Amber	Green
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Amber	Green
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Amber	Green
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Green	Green
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Amber	Amber
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Green	Amber
61	Kingston University Tolworth Court	16.25	0	Amber	Green
62	Kingston University Tolworth Court (north part of site)	5.16	0	Amber	Green

IIA Objective 15 Housing

SA	Site Name	Site Area	Homes	15.1 IMD Barriers to Housing
1	Seven Kings Car Park, Sury Basin	0.49	225	Amber
2	Canbury Place Car Park and 12-52 Kingsgate Road	0.75	265	Amber
3	Canbury Business Park and Former Regal Cinema	0.94	215	Amber
4	Murray House, 142 Acre Road	0.36	45	Amber
5	Bentall Centre Car Parks A and B, Steadfast Road	0.77	180	Red
6	Cromwell Road Bus Station, Cromwell Road	0.4	90	Red
7	Thames Side Wharf, Vicarage Lane	0.28	95	Red
8	John Lewis, Wood Street	1.32	285	Red
9	Bishops Palace House and 19-31 Thames Street	0.7	185	Red
10	67-76 Clarence Street and 14-42 Fife Road	0.43	140	Red
11	Cattle Market Car Park and Fairfield Bus Station	0.66	305	Red
12	Eden Quarter, Lady Booth Road, Kingston	1.92	535	Red
13	Eden Walk Shopping Centre, Eden Walk	1.84	460	Red
14	Conquest House and Kings Place, Wood Street, Kingston	0.51	230	Red
15	Ashdown Road Car Park and 48-60 Eden Street	0.59	270	Red
16	Guildhall 1 and Guildhall 2, High Street	1.27	345	Red
17	Lever House, 3 St James Road	0.31	95	Red
18	The Malthouse and River Reach, 25-35 High Street	0.26	70	Red
19	Bittoms Car Park, The Bittoms, Kingston	0.52	210	Red
20	Bryson House (Hogsmill Yard), Horace Road, Kingston	0.26	40	Amber
21	Kingston University Knights Park Campus and Middle Mill	2.01	0	Red
22	Taverner House and Telephone Exchange, Birkenhead Avenue	1.24	500	Amber

23	129-137 London Road, Kingston	0.28	110	Amber
24	Cambridge Road Estate, Cambridge Road	9.01	1335	Red
25	Chiltern Works, Berrylands	0.34	75	Amber
26	Land at Clayhill Halls of Residence, Burney Road	0.89	135	Red
27	Kingston College, Kingston Hall Road, Kingston upon Thames, London	0.21	80	Red
28	Kingston Railway Station	0.56	155	Red
29	Kingston University Kingston Hill Campus	15.72	105	Red
30	Kingston University Penrhyn Road Campus	3.34	0	Red
31	Land to the West of Kingston College Creative Industries Centre, Richmond Road	0.31	140	Amber
32	CI Tower & Car Park, Dukes Avenue	0.43	175	Amber
33	Cocks Crescent, New Malden	2.37	405	Amber
34	Hays House (40-50 Coombe Road), New Malden	0.37	105	Amber
35	Burlington Retail Park, Burlington Road	1.24	310	Amber
36	Signal Park, Hook Rise South	3.99	965	Amber
37	Hollywood Bowl, Kingston Road	0.36	105	Amber
38	Kingston Business Park, Fullers Way South	0.36	45	Amber
39	Surbiton Station Car Park, Glenbuck Road	1.23	245	Amber
40	Surbiton Telephone Exchange	0.47	185	Amber
41	Former Worcester Park Tavern	0.24	60	Amber
42	St Mary's Hall, Church Lane, Chessington	0.27	60	Red
43	Travis Perkins, 165 King Charles Road	0.39	0	Amber
44	Tolworth Railway Station	0.28	80	Amber
45	Tolworth Tower, Tolworth Broadway	1.32	430	Red
46	St John's Industrial Estate, Kingston Road, New Malden (LSIS)	9.1	545	Red
47	Land at Hampden Road Industrial Estate and 194 Cambridge Road, Norbiton (LSIS)	0.71	0	Red
48	Chessington Garden centre and adjoining land	5.67	0	Amber
49	Chessington World of Adventures Resort	76.78	0	Red
50	Green Lane Farm Kennels, Green Lane, Chessingston (Grey Belt land)	2.56	25	Red

51	Land at Clayton Road, Chessington (Grey Belt land)	21.34	1440	Amber
53	Former Chessington Golf Course, Garrison Lane, Chessington (Grey Belt land)	10.61	265	Red
54	Silverglade Business Park, Leatherhead Road, Chessington	1.82	0	Amber
55	Gasholder, West Barnes Lane, Motspur Park (MOL)	2.22	585	Amber
59	Land at Hogsmill Sewage Treatment Works Site 1 (MOL)	4	200	Red
60	Land at Hogsmill Sewage Treatment Works Site 2 (MOL)	4.14	205	Red
61	Kingston University Tolworth Court	16.25	0	Red
62	Kingston University Tolworth Court (north part of site)	5.16	0	Red

REASONABLE ALTERNATIVE SITES

IIA Objective 1 Biodiversity

Ref_number	Site Name	Site Area	1.1 Local Nature Reserve	1.2 National Nature Reserve	1.3 Priority Habitat Inventory	1.4 Sites of Importance for Nature Conservation	1.5 SACs	1.6 SSSIs	1.7 SPA
1	Barwell Court, Leatherhead Road, Chessington	14.3	Amber	Green	Amber	Red	Green	Green	Green
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Green	Green	Red	Red	Green	Green	Green
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Amber	Green	Red	Red	Green	Green	Green
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Green	Green	Red	Red	Green	Green	Green
5	The River Club, Old Malden Lane, Worcester Park	2.35	Amber	Green	Red	Red	Green	Green	Green
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Amber	Green	Amber	Amber	Green	Green	Green
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Amber	Green	Red	Red	Green	Green	Green
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Green	Green	Amber	Amber	Green	Green	Green
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Amber	Green	Red	Red	Green	Green	Green

10	Land adj Rushett Lane, Malden Rushett	1.54	Amber	Green	Amber	Amber	Green	Green	Green
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Amber	Green	Red	Red	Green	Green	Green
12	Southborough High School Playing Field (Grey Belt land)	1	Green	Green	Amber	Amber	Green	Green	Green
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Amber	Green	Amber	Amber	Amber	Amber	Green
14	419 Leatherhead Road, Chessington	0.45	Amber	Amber	Red	Red	Green	Amber	Green
15	2-4 Kingston Road and 2 Presburg Road	0.27	Green	Green	Amber	Amber	Green	Green	Green
16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Amber	Green	Amber	Red	Amber	Amber	Green
17	6-8 Kingston Road	0.2	Green	Green	Amber	Amber	Green	Green	Green
18	113-121 Brighton Road, Surbiton	0.19	Amber	Green	Amber	Amber	Green	Amber	Green
19	Kingston University River House, 53-57 High Street	0.1	Green	Green	Amber	Amber	Green	Amber	Green
20	Kingston University Reg Bailey Building	0.05	Green	Green	Amber	Amber	Green	Amber	Green
21	Chessington Industrial Area	34.9	Amber	Green	Red	Red	Green	Green	Green
22	Barwell Business Park	7.58	Green	Green	Amber	Amber	Green	Green	Green
23	St. George's Industrial Estate	2.03	Amber	Green	Amber	Amber	Green	Green	Green
24	Silverglade Business Park	2.15	Amber	Amber	Red	Amber	Green	Amber	Green
25	Canbury Park	1.8	Green	Green	Amber	Amber	Green	Green	Green
26	St. John's Industrial Area	9.1	Amber	Green	Amber	Amber	Green	Green	Green
27	London Road	1.9	Green	Green	Amber	Amber	Green	Green	Green
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Green	Green	Red	Red	Green	Green	Green
29	Cambridge Road / Hampden Road	0.71	Green	Green	Amber	Amber	Green	Green	Green
30	Red Lion Road	3.77	Amber	Green	Amber	Amber	Green	Green	Green
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Green	Green	Red	Red	Green	Green	Green
58	Seething Wells Filter Beds	5.23	Green	Green	Amber	Red	Green	Amber	Green

IIA Objective 3 Climate Resilience

Ref_number	Site Name	Site Area	3.1 Flood Zones	3.2 Surface Water Flood Risk	3.3 Overall Climate Risk	3.4 Overall Heat Risk
1	Barwell Court, Leatherhead Road, Chessington	14.3	Green	Amber	Amber	Amber
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Green	Amber	Green	Amber
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Red	Amber	Green	Green
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Green	Amber	Green	Green
5	The River Club, Old Malden Lane, Worcester Park	2.35	Red	Amber	Green	Green
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Green	Amber	Amber	Amber
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Red	Amber	Amber	Green
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Green	Amber	Amber	Amber
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Green	Amber	Green	Green
10	Land adj Rushett Lane, Malden Rushett	1.54	Green	Amber	Green	Green
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Green	Amber	Green	Green
12	Southborough High School Playing Field (Grey Belt land)	1	Red	Amber	Amber	Amber
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Green	Amber	Green	Green
14	419 Leatherhead Road, Chessington	0.45	Green	Amber	Green	Green
15	2-4 Kingston Road and 2 Presburg Road	0.27	Green	Amber	Amber	Amber

16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Green	Green	Green	Green
17	6-8 Kingston Road	0.2	Green	Amber	Amber	Amber
18	113-121 Brighton Road, Surbiton	0.19	Green	Amber	Green	Green
19	Kingston University River House, 53-57 High Street	0.1	Red	Green	Amber	Amber
20	Kingston University Reg Bailey Building	0.05	Green	Green	Amber	Amber
21	Chessington Industrial Area	34.9	Green	Amber	Amber	Amber
22	Barwell Business Park	7.58	Green	Amber	Amber	Amber
23	St. George's Industrial Estate	2.03	Green	Amber	Green	Green
24	Silverglade Business Park	2.15	Green	Amber	Green	Green
25	Canbury Park	1.8	Green	Amber	Amber	Amber
26	St. John's Industrial Area	9.1	Amber	Amber	Amber	Amber
27	London Road	1.9	Red	Amber	Red	Red
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Red	Amber	Amber	Amber
29	Cambridge Road / Hampden Road	0.71	Green	Green	Amber	Amber
30	Red Lion Road	3.77	Green	Amber	Amber	Amber
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Amber	Amber	Amber	Amber
58	Seething Wells Filter Beds	5.23	Red	Amber	Green	Green

IIA Objective 4 Historic Environment

Ref_number	Site Name	Site Area	4.1 Listed Buildings	4.2 Registered Parks & Gardens	4.3 Scheduled Monuments	4.4 Heritage at risk	4.5 Conservation areas	4.6 Area of Archaeological Significance
1	Barwell Court, Leatherhead Road, Chessington	14.3	Green	Green	Green	Green	Green	Red
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Green	Green	Green	Green	Green	Red
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Green	Green	Green	Green	Green	Red
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Green	Green	Green	Green	Green	Green
5	The River Club, Old Malden Lane, Worcester Park	2.35	Green	Green	Green	Green	Green	Red
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Green	Green	Green	Green	Green	Red
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Green	Green	Green	Green	Green	Red
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Green	Green	Green	Green	Green	Red
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Green	Green	Green	Green	Green	Green
10	Land adj Rushett Lane, Malden Rushett	1.54	Green	Green	Green	Green	Green	Green
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Green	Green	Green	Green	Green	Red
12	Southborough High School Playing Field (Grey Belt land)	1	Green	Green	Green	Green	Green	Green
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Green	Green	Green	Green	Green	Green
14	419 Leatherhead Road, Chessington	0.45	Green	Green	Green	Green	Green	Green
15	2-4 Kingston Road and 2 Presburg Road	0.27	Green	Green	Green	Green	Green	Green

16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Green	Green	Green	Green	Green	Green
17	6-8 Kingston Road	0.2	Green	Green	Green	Green	Green	Green
18	113-121 Brighton Road, Surbiton	0.19	Green	Green	Green	Green	Green	Green
19	Kingston University River House, 53-57 High Street	0.1	Green	Green	Green	Green	Red	Red
20	Kingston University Reg Bailey Building	0.05	Green	Green	Green	Green	Green	Red
21	Chessington Industrial Area	34.9	Green	Green	Green	Green	Green	Green
22	Barwell Business Park	7.58	Green	Green	Green	Green	Green	Green
23	St. George's Industrial Estate	2.03	Green	Green	Green	Green	Green	Green
24	Silverglade Business Park	2.15	Green	Green	Green	Green	Green	Green
25	Canbury Park	1.8	Amber	Green	Green	Green	Green	Red
26	St. John's Industrial Area	9.1	Green	Green	Green	Green	Green	Green
27	London Road	1.9	Amber	Green	Green	Green	Green	Red
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Green	Green	Green	Green	Green	Red
29	Cambridge Road / Hampden Road	0.71	Green	Green	Green	Green	Green	Red
30	Red Lion Road	3.77	Green	Green	Green	Green	Green	Red
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Green	Green	Green	Green	Green	Green
58	Seething Wells Filter Beds	5.23	Amber	Green	Green	Green	Red	Green

IIA Objective 5 Landscape & Townscape

Ref_number	Site Name	Site Area	5.1 Strategic Area of Special Character	5.2 Key Views	5.3 Local Area of Special Character	5.4 Green Belt	5.5 Local Open Space	5.6 Metropolitan Open Land	5.7 Green Corridor	5.8 Green Chain
1	Barwell Court, Leatherhead Road, Chessington	14.3	Green	Green	Green	Red	Green	Green	Green	Green
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Green	Green	Green	Red	Green	Green	Green	Green
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Green	Green	Green	Green	Green	Red	Green	Red
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Green	Green	Green	Red	Green	Green	Green	Green
5	The River Club, Old Malden Lane, Worcester Park	2.35	Green	Green	Green	Green	Green	Red	Green	Red
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Green	Green	Green	Green	Green	Red	Green	Red
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Green	Green	Green	Green	Green	Red	Green	Red
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Green	Green	Green	Green	Green	Green	Green	Green
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Green	Green	Green	Red	Green	Green	Green	Green
10	Land adj Rushett Lane, Malden Rushett	1.54	Green	Green	Green	Red	Green	Green	Green	Green
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Green	Green	Green	Red	Green	Green	Green	Green
12	Southborough High School Playing Field (Grey Belt land)	1	Green	Green	Green	Red	Green	Green	Green	Green
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Red	Green	Green	Green	Green	Red	Green	Red
14	419 Leatherhead Road, Chessington	0.45	Green	Green	Green	Red	Green	Green	Green	Green
15	2-4 Kingston Road and 2 Presburg Road	0.27	Green	Green	Green	Green	Green	Green	Green	Green

16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Red	Green	Green	Green	Red	Green	Green	Green
17	6-8 Kingston Road	0.2	Green	Green	Green	Green	Green	Green	Green	Green
18	113-121 Brighton Road, Surbiton	0.19	Green	Green	Green	Green	Green	Green	Green	Green
19	Kingston University River House, 53-57 High Street	0.1	Red	Green	Green	Green	Green	Green	Green	Green
20	Kingston University Reg Bailey Building	0.05	Green	Green	Green	Green	Green	Green	Green	Green
21	Chessington Industrial Area	34.9	Green	Green	Green	Green	Red	Red	Red	Red
22	Barwell Business Park	7.58	Green	Green	Green	Red	Green	Green	Green	Green
23	St. George's Industrial Estate	2.03	Green	Green	Red	Green	Green	Green	Green	Green
24	Silverglade Business Park	2.15	Green	Green	Green	Red	Green	Green	Green	Green
25	Canbury Park	1.8	Green	Green	Green	Green	Green	Green	Green	Green
26	St. John's Industrial Area	9.1	Green	Green	Green	Green	Green	Green	Green	Green
27	London Road	1.9	Green	Green	Green	Green	Green	Green	Red	Green
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Green	Green	Green	Green	Red	Red	Green	Red
29	Cambridge Road / Hampden Road	0.71	Green	Green	Green	Green	Green	Green	Green	Green
30	Red Lion Road	3.77	Green	Red	Green	Green	Green	Green	Green	Green
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Green	Green	Green	Red	Green	Green	Green	Green
58	Seething Wells Filter Beds	5.23	Red	Green	Green	Green	Green	Red	Green	Red

IIA Objective 6 Air Quality & Objective 8 Water Quality

Ref_number	Site Name	Site Area	6.1 NO2	6.2 PM10	6.3 Motor Vehicle restricted area	8.1 Statutory Main River	8.2 Pond	8.3 Critical Drainage Area
1	Barwell Court, Leatherhead Road, Chessington	14.3	Red	Green	Amber	Green	Green	Green
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Amber	Green	Amber	Green	Green	Amber
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Green	Green	Amber	Green	Green	Green
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Red	Green	Amber	Green	Green	Green
5	The River Club, Old Malden Lane, Worcester Park	2.35	Green	Green	Amber	Red	Green	Green
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Green	Green	Amber	Green	Green	Green
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Green	Green	Amber	Red	Green	Green
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Green	Green	Amber	Green	Green	Amber
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Amber	Green	Amber	Green	Green	Green
10	Land adj Rushett Lane, Malden Rushett	1.54	Green	Green	Amber	Green	Green	Amber
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Green	Green	Amber	Green	Green	Green
12	Southborough High School Playing Field (Grey Belt land)	1	Amber	Green	Amber	Red	Green	Green
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Amber	Green	Amber	Green	Green	Green
14	419 Leatherhead Road, Chessington	0.45	Amber	Green	Amber	Green	Green	Amber
15	2-4 Kingston Road and 2 Presburg Road	0.27	Red	Green	Amber	Green	Green	Green

16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Amber	Green	Amber	Green	Green	Amber
17	6-8 Kingston Road	0.2	Red	Green	Amber	Green	Green	Green
18	113-121 Brighton Road, Surbiton	0.19	Amber	Green	Amber	Green	Green	Green
19	Kingston University River House, 53-57 High Street	0.1	Amber	Green	Amber	Green	Green	Green
20	Kingston University Reg Bailey Building	0.05	Amber	Green	Amber	Green	Green	Green
21	Chessington Industrial Area	34.9	Red	Green	Amber	Green	Green	Amber
22	Barwell Business Park	7.58	Amber	Green	Amber	Green	Green	Amber
23	St. George's Industrial Estate	2.03	Amber	Green	Amber	Green	Green	Green
24	Silverglade Business Park	2.15	Amber	Green	Amber	Green	Green	Amber
25	Canbury Park	1.8	Green	Green	Amber	Green	Green	Amber
26	St. John's Industrial Area	9.1	Red	Green	Amber	Green	Green	Green
27	London Road	1.9	Red	Amber	Amber	Green	Green	Amber
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Amber	Green	Amber	Red	Green	Amber
29	Cambridge Road / Hampden Road	0.71	Amber	Green	Amber	Green	Green	Green
30	Red Lion Road	3.77	Amber	Green	Amber	Green	Green	Green
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Amber	Green	Amber	Green	Green	Amber
58	Seething Wells Filter Beds	5.23	Red	Green	Amber	Amber	Green	Green

IIA Objective 9 Population & Communities, Objective 10 Inclusivity

Ref_number	Site Name	Site Area	9/10.1_Pop	9/10.2_IMD_Depriv	9/10.3 Primary Schools	9/10.4 Secondary Schools	9/10.5 Higher Education	9/10.6 Local Centres	9/10.7 Shopping frontages	9/10.8 Primary Shopping Frontage	9/10.9 Secondary Shopping Frontage
1	Barwell Court, Leatherhead Road, Chessington	14.3	Green	Red	Green	Green	Amber	Red	Red	Red	Red
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Green	Red	Green	Green	Amber	Green	Red	Red	Red
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Red	Red	Green	Green	Green	Green	Red	Red	Red
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Green	Red	Green	Green	Amber	Red	Red	Red	Red
5	The River Club, Old Malden Lane, Worcester Park	2.35	Green	Red	Green	Green	Amber	Green	Red	Red	Red
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Green	Red	Green	Green	Amber	Red	Green	Red	Red
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Green	Red	Green	Green	Amber	Red	Red	Red	Red
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Red	Red	Green	Green	Green	Green	Red	Green	Green
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Green	Red	Amber	Amber	Red	Red	Red	Red	Red
10	Land adj Rushett Lane, Malden Rushett	1.54	Green	Red	Amber	Amber	Red	Red	Red	Red	Red
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Green	Red	Green	Green	Amber	Red	Red	Red	Red
12	Southborough High School Playing Field (Grey Belt land)	1	Green	Red	Green	Green	Amber	Green	Red	Red	Red
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Green	Red	Green	Amber	Amber	Red	Red	Red	Red
14	419 Leatherhead Road, Chessington	0.45	Green	Red	Amber	Amber	Red	Red	Red	Red	Red
15	2-4 Kingston Road and 2 Presburg Road	0.27	Green	Red	Green	Green	Amber	Green	Green	Red	Red
16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Green	Red	Green	Green	Amber	Red	Red	Red	Red
17	6-8 Kingston Road	0.2	Green	Red	Green	Green	Amber	Green	Green	Red	Red
18	113-121 Brighton Road, Surbiton	0.19	Red	Red	Green	Amber	Green	Green	Green	Red	Red
19	Kingston University River House, 53-57 High Street	0.1	Red	Red	Green	Amber	Green	Green	Red	Green	Green

20	Kingston University Reg Bailey Building	0.05	Red	Red	Green	Green	Green	Green	Red	Green	Green
21	Chessington Industrial Area	34.9	Green	Red	Green	Green	Amber	Green	Red	Red	Red
22	Barwell Business Park	7.58	Green	Red	Green	Green	Amber	Red	Red	Red	Red
23	St. George's Industrial Estate	2.03	Red	Red	Green	Green	Amber	Green	Red	Red	Red
24	Silverglade Business Park	2.15	Green	Red	Amber	Amber	Red	Red	Red	Red	Red
25	Canbury Park	1.8	Red	Red	Green	Green	Green	Green	Red	Green	Green
26	St. John's Industrial Area	9.1	Red	Red	Green	Green	Amber	Green	Green	Red	Red
27	London Road	1.9	Red	Red	Green	Green	Green	Green	Red	Green	Green
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Red	Red	Green	Green	Green	Green	Red	Red	Green
29	Cambridge Road / Hampden Road	0.71	Red	Red	Green	Green	Amber	Green	Red	Red	Red
30	Red Lion Road	3.77	Green	Red	Green	Green	Amber	Green	Green	Red	Red
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Green	Red	Green	Amber	Amber	Green	Red	Red	Red
58	Seething Wells Filter Beds	5.23	Red	Red	Green	Amber	Green	Green	Green	Red	Red

IIA Objective 11 Health & Wellbeing

Ref_number	Site Name	Site Area	11.1 IMD Health	11.2 Female Life Expectancy	11.3 Male Life Expectancy	11.4 Healthcare facilities	11.5 Allotments	11.6 Leisure services	11.7 Social services	11.8 Parks and open spaces	11.9 Sports facilities
1	Barwell Court, Leatherhead Road, Chessington	14.3	Amber	Amber	Green	Green	Green	Red	Green	Green	Green
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Amber	Amber	Amber	Green	Amber	Red	Green	Green	Green
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Green	Green	Green	Green	Green	Green	Red	Green	Green
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Amber	Amber	Green	Green	Amber	Red	Green	Green	Green
5	The River Club, Old Malden Lane, Worcester Park	2.35	Green	Green	Green	Green	Green	Red	Red	Green	Green
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Amber	Green	Green	Green	Green	Red	Red	Green	Green
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Amber	Green	Green	Green	Green	Red	Red	Green	Green
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Amber	Green	Green	Green	Amber	Green	Green	Green	Green
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Amber	Amber	Green	Green	Amber	Red	Red	Green	Green
10	Land adj Rushett Lane, Malden Rushett	1.54	Amber	Amber	Green	Red	Amber	Red	Red	Green	Green
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Amber	Amber	Green	Green	Amber	Red	Green	Green	Green
12	Southborough High School Playing Field (Grey Belt land)	1	Amber	Green	Green	Green	Green	Green	Green	Green	Green
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Green	Green	Green	Green	Green	Red	Red	Green	Green
14	419 Leatherhead Road, Chessington	0.45	Amber	Amber	Green	Red	Amber	Red	Red	Green	Green
15	2-4 Kingston Road and 2 Presburg Road	0.27	Amber	Amber	Green	Green	Green	Green	Green	Green	Green
16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Green	Green	Green	Green	Green	Red	Red	Green	Green

17	6-8 Kingston Road	0.2	Amber	Amber	Green	Green	Green	Green	Green	Green	Green
18	113-121 Brighton Road, Surbiton	0.19	Green	Green	Green	Green	Amber	Red	Red	Green	Green
19	Kingston University River House, 53-57 High Street	0.1	Green	Green	Green	Green	Amber	Green	Red	Green	Green
20	Kingston University Reg Bailey Building	0.05	Green	Green	Green	Green	Amber	Green	Red	Green	Green
21	Chessington Industrial Area	34.9	Amber	Green	Amber	Green	Green	Green	Red	Green	Green
22	Barwell Business Park	7.58	Amber	Amber	Green	Green	Green	Red	Green	Green	Green
23	St. George's Industrial Estate	2.03	Green	Green	Green	Green	Green	Green	Red	Green	Green
24	Silverglade Business Park	2.15	Amber	Amber	Green	Red	Amber	Red	Red	Green	Green
25	Canbury Park	1.8	Amber	Green	Green	Green	Amber	Green	Green	Green	Green
26	St. John's Industrial Area	9.1	Amber	Red	Red	Green	Green	Green	Red	Green	Green
27	London Road	1.9	Amber	Red	Red	Green	Amber	Green	Green	Green	Green
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Amber	Red	Red	Green	Green	Green	Red	Green	Green
29	Cambridge Road / Hampden Road	0.71	Amber	Red	Red	Green	Green	Green	Green	Green	Green
30	Red Lion Road	3.77	Amber	Green	Green	Green	Green	Green	Red	Green	Green
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Amber	Green	Amber	Green	Green	Green	Red	Green	Green
58	Seething Wells Filter Beds	5.23	Amber	Green	Green	Green	Amber	Red	Red	Green	Green

IIA Objective 12 Transport

Ref_number	Site Name	Site Area	12.1 PTAL	12.2 Bus stops	12.3 Train station	12.4 Borough strategic walking network	12.5 Borough strategic cycling networ	12.6 EV Charging Points
1	Barwell Court, Leatherhead Road, Chessington	14.3	Red	Green	Green	Green	Green	Amber
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Red	Green	Green	Green	Amber	Amber
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Red	Green	Green	Green	Green	Amber
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Red	Green	Green	Green	Green	Green
5	The River Club, Old Malden Lane, Worcester Park	2.35	Red	Amber	Green	Green	Red	Amber
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Red	Amber	Green	Green	Green	Green
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Red	Green	Red	Green	Red	Amber
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Green	Green	Green	Green	Green	Amber
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Red	Green	Red	Green	Green	Amber
10	Land adj Rushett Lane, Malden Rushett	1.54	Red	Green	Red	Amber	Green	Amber
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Red	Red	Green	Green	Red	Amber
12	Southborough High School Playing Field (Grey Belt land)	1	Red	Green	Red	Green	Amber	Amber
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Red	Green	Red	Green	Green	Amber
14	419 Leatherhead Road, Chessington	0.45	Red	Green	Red	Amber	Green	Green
15	2-4 Kingston Road and 2 Presburg Road	0.27	Amber	Green	Green	Green	Green	Green

16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Red	Green	Red	Green	Green	Amber
17	6-8 Kingston Road	0.2	Amber	Green	Green	Green	Green	Green
18	113-121 Brighton Road, Surbiton	0.19	Amber	Green	Green	Green	Green	Amber
19	Kingston University River House, 53-57 High Street	0.1	Amber	Green	Red	Green	Green	Green
20	Kingston University Reg Bailey Building	0.05	Amber	Green	Red	Green	Green	Green
21	Chessington Industrial Area	34.9	Red	Green	Green	Green	Green	Amber
22	Barwell Business Park	7.58	Amber	Green	Green	Green	Green	Green
23	St. George's Industrial Estate	2.03	Amber	Green	Red	Green	Green	Amber
24	Silverglade Business Park	2.15	Red	Green	Red	Amber	Green	Green
25	Canbury Park	1.8	Green	Green	Green	Green	Green	Amber
26	St. John's Industrial Area	9.1	Red	Green	Green	Green	Green	Amber
27	London Road	1.9	Green	Green	Green	Green	Green	Green
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Red	Green	Green	Green	Green	Amber
29	Cambridge Road / Hampden Road	0.71	Red	Green	Green	Green	Green	Amber
30	Red Lion Road	3.77	Red	Green	Red	Green	Green	Amber
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Red	Amber	Red	Green	Green	Amber
58	Seething Wells Filter Beds	5.23	Red	Green	Green	Green	Green	Amber

IIA Objective 13 Economy

Ref_number	Site Name	Site Area	13.1 IMD Employment	13.2 IMD Income	13.3 Locally significant industrial site	13.4 Strategic Industrial Locations	13.5 Employment sites
1	Barwell Court, Leatherhead Road, Chessington	14.3	Amber	Amber	Red	Green	Red
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Amber	Amber	Red	Green	Red
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Amber	Amber	Green	Red	Red
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Amber	Amber	Red	Green	Red
5	The River Club, Old Malden Lane, Worcester Park	2.35	Green	Amber	Red	Red	Red
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Amber	Amber	Red	Red	Green
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Amber	Amber	Red	Red	Red
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Amber	Amber	Green	Red	Green
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Amber	Amber	Green	Red	Red
10	Land adj Rushett Lane, Malden Rushett	1.54	Amber	Amber	Green	Red	Red
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Amber	Amber	Red	Green	Red
12	Southborough High School Playing Field (Grey Belt land)	1	Amber	Amber	Green	Red	Red
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Green	Green	Red	Red	Red
14	419 Leatherhead Road, Chessington	0.45	Amber	Amber	Green	Red	Red
15	2-4 Kingston Road and 2 Presburg Road	0.27	Amber	Amber	Green	Red	Red
16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Green	Green	Red	Red	Red

17	6-8 Kingston Road	0.2	Amber	Amber	Green	Red	Red
18	113-121 Brighton Road, Surbiton	0.19	Green	Green	Red	Red	Red
19	Kingston University River House, 53-57 High Street	0.1	Amber	Amber	Red	Red	Green
20	Kingston University Reg Bailey Building	0.05	Amber	Amber	Green	Red	Red
21	Chessington Industrial Area	34.9	Amber	Amber	Green	Green	Green
22	Barwell Business Park	7.58	Amber	Amber	Red	Green	Red
23	St. George's Industrial Estate	2.03	Amber	Amber	Green	Red	Red
24	Silverglade Business Park	2.15	Amber	Amber	Green	Red	Red
25	Canbury Park	1.8	Amber	Amber	Green	Red	Green
26	St. John's Industrial Area	9.1	Amber	Amber	Green	Red	Red
27	London Road	1.9	Amber	Amber	Green	Red	Red
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Amber	Amber	Green	Red	Red
29	Cambridge Road / Hampden Road	0.71	Amber	Amber	Green	Red	Red
30	Red Lion Road	3.77	Amber	Amber	Green	Green	Green
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Amber	Amber	Red	Red	Red
58	Seething Wells Filter Beds	5.23	Green	Green	Red	Red	Red

IIA Objective 14 Crime

Ref_number	Site Name	Site Area	14.1 IMD Crime	14.2 Crime rate
1	Barwell Court, Leatherhead Road, Chessington	14.3	Amber	Green
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Amber	Green
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Amber	Red
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Amber	Green
5	The River Club, Old Malden Lane, Worcester Park	2.35	Amber	Green
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Amber	Green
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Amber	Green
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Amber	Green
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Amber	Green
10	Land adj Rushett Lane, Malden Rushett	1.54	Amber	Green
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Amber	Green
12	Southborough High School Playing Field (Grey Belt land)	1	Amber	Amber
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Amber	Green
14	419 Leatherhead Road, Chessington	0.45	Amber	Green
15	2-4 Kingston Road and 2 Presburg Road	0.27	Amber	Green
16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Amber	Green
17	6-8 Kingston Road	0.2	Amber	Green
18	113-121 Brighton Road, Surbiton	0.19	Amber	Amber

19	Kingston University River House, 53-57 High Street	0.1	Red	Red
20	Kingston University Reg Bailey Building	0.05	Amber	Red
21	Chessington Industrial Area	34.9	Amber	Amber
22	Barwell Business Park	7.58	Amber	Green
23	St. George's Industrial Estate	2.03	Amber	Green
24	Silverglade Business Park	2.15	Amber	Green
25	Canbury Park	1.8	Amber	Green
26	St. John's Industrial Area	9.1	Amber	Amber
27	London Road	1.9	Amber	Amber
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Amber	Red
29	Cambridge Road / Hampden Road	0.71	Amber	Amber
30	Red Lion Road	3.77	Amber	Amber
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Amber	Green
58	Seething Wells Filter Beds	5.23	Amber	Amber

IIA Objective 15 Housing

Ref_number	Site Name	Site Area	15.1 IMD Barriers to Housing
1	Barwell Court, Leatherhead Road, Chessington	14.3	Amber
2	Land between the A3 and woodland boundary west of Mansfield Road	4.38	Amber
3	Land at Hogsmill Sewage Treatment Works Site 3	3.3	Red
4	Mellow Stocks, Leatherhead Road, Chessington	2.43	Amber
5	The River Club, Old Malden Lane, Worcester Park	2.35	Amber
6	Central Nursery, Old Kingston Road, Worcester Park	2.24	Red
7	Worcester Park Nursery, Old Malden Lane, Worcester Park	1.81	Red
8	Ashway Centre and Cowleaze Road (LSIS)	1.17	Amber
9	Rushett Stables, Leatherhead Road, Chessington	1.67	Amber
10	Land adj Rushett Lane, Malden Rushett	1.54	Amber
11	1 Virginia Cottage, Land and Buildings, Chessington	1.46	Amber
12	Southborough High School Playing Field (Grey Belt land)	1	Red
13	Robin Hood Farm, Robin Hood Way, Kingston Vale	0.86	Amber
14	419 Leatherhead Road, Chessington	0.45	Amber
15	2-4 Kingston Road and 2 Presburg Road	0.27	Amber
16	Land Adjacent To 178 Coombe Lane West, Kingston, KT2 7DE	0.23	Red
17	6-8 Kingston Road	0.2	Amber
18	113-121 Brighton Road, Surbiton	0.19	Amber

19	Kingston University River House, 53-57 High Street	0.1	Red
20	Kingston University Reg Bailey Building	0.05	Red
21	Chessington Industrial Area	34.9	Red
22	Barwell Business Park	7.58	Red
23	St. George's Industrial Estate	2.03	Amber
24	Silverglade Business Park	2.15	Amber
25	Canbury Park	1.8	Amber
26	St. John's Industrial Area	9.1	Red
27	London Road	1.9	Amber
28	FairField Trade Park / Kingsmill Business Park / Villiers Road Waste Transfer Facility	5.08	Amber
29	Cambridge Road / Hampden Road	0.71	Red
30	Red Lion Road	3.77	Amber
52	Land South of Clayton Road, Chessington (Grey Belt land)	6.5	Amber
58	Seething Wells Filter Beds	5.23	Amber

Appendix E

Assessment of Policies

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 12 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
Magnitude	H / M / L
Spatial Extent (local / regional / national)	L / R / N

Effect Significance	Key
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.

1 Sustainable Development

1.1 Assessment Overview – Sustainable Development

The policies assessed for Sustainable Development include:

- K1: Achieving Sustainable Development
- K2: Locations for Sustainable Development
- K3: Key Areas of Change

Table 1-1 – 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
Policy K1	++	++	++	++	++	++	++	+	++	++	++	++	++	+	++
Policy K2	++/-	+	+	++	++/-	+	++/-	0	++	++	++	++	++	+	++
Policy K3	+	+	+	++	++	+	++	+	++	++	++	++	++	+	++
Magnitude	H	M	H	H	H	M	H	M	H	H	H	M	H	M	H

	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	++	++	++	++	++	++	++	+	++	++	++	++	++	+	++
Policy K2	++/-	+	+	++	++/-	+	++/-	0	++	++	++	++	++	+	++
Policy K3	+	+	+	++	++	+	++	+	++	++	++	++	++	+	++
Nature of effect	D	D	D	D	D	I	D	D	D	D	D	D	D	D	D
Spatial Extent	L	L	R	R	R	L	R	L	R	R	R	R	R	L	R
Reversibility	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Permanence	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Duration	MT	LT	LT	MT	MT	MT	LT	MT	LT	LT	LT	LT	LT	LT	LT

1.2 Assessment Summary – Sustainable Development

These policies will help to ensure that the future development in RBKT is sustainable, resulting in a mixture of significant and minor positive effects across most IIA objectives.

Policy K1 is an overarching policy requiring all development within RBKT to be developed in accordance with the principles of sustainable development. Its benefits are therefore wide ranging and significant, with the policy containing a detailed list of requirements developments must accord with in order to be deemed acceptable. Policy K1 would therefore resulting in both protecting the natural and built environments and character of RBKT, whilst also ensuring housing and economic development is of a high quality that improves its surroundings and are highly accessible. The policy also ensures resource usage is minimised, affordable housing is delivered (minimum 35%) and opportunities for apprenticeships and skill training are maximised. Broadly, significant positive effects are identified for policy K1 on the IIA Objectives, besides a minor positive on IIA8 (water quality) and IIA14 (crime and safety).

Policy K2 seeks to located development in sustainable locations, and the siting of development is important for the sustainability of RBKT. The policy directs development to be built on sites that can be interconnected with their surroundings, not harm local natural and built environment assets and character. It would support the creation of better sited housing and employment development that are developed with sufficient infrastructure. The policy would however allow for development within the Green Belt, specifically in land identified as 'Grey Belt'. This both would result in the likely loss of important greenfield land to some degree resulting in adverse effects on local biodiversity and landscapes. The policy does try to site development where there is an already existent significant built environment. The creation of well sited and well connected development has the potential to help reduce resource use and GHG emissions within RBKT. Overall, policy K2 mainly scores as having significant positive effects or minor positive effects on the IIA Objectives, with a combination of significant positive and minor negative effects identified for IIA1 (biodiversity), IIA5 (landscapes) IIA7 (land use).

Policy K3 seeks to focused development within key areas of change, which are identified as: Kingston Town Centre area (includes Norbiton), Kingston Road (between Kingston and New Malden), New Malden Town Centre area and Tolworth Town Centre area. The policy is clear that development within these areas needs to accord with the other policies of the Local Plan, alongside being in accordance with the policies own requirements. Policy K3 would help to create significant housing and employment opportunities that are well connected. It seeks to focus this development into the existing built environment and provide new social infrastructure and active travel opportunities. Policy K3 is therefore identified as having a mixture of either significant positive or minor positive effects.

2 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 Climate Change and Environmental Sustainability (KC1)
- Air Quality, GHGs and Climate Resilience (KC2, KC6, KC7 and KC8)
- Flood Risk and Water Management (KC3, KC4 and KC5)
- Waste and Resource Management (KC9, KC10 and KC11)

2.1 Assessment Overview – Climate Change and Environmental Sustainability Strategic Policy

Table 2-1 – 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	+	++	++	+	+	++	0	0	+	0	+	0	+	0	+
Magnitude	H	H	H	M	H	H			M		H		H		M

	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	+	++	++	+	+	++	0	0	+	0	+	0	+	0	+
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
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

2.2 Assessment Summary - Climate Change KC1

Policy KC1 is an overarching strategic policy that seeks to ensure the Council meets its carbon neutral requirements by 2038. The policy supports zero carbon developments that minimise energy demands and support low carbon energy. The policy further seeks to expand heat networks within RBKT, especially from major developments, who are further required to demonstrate how they would be net zero in nature. The policy would lead to a better built environment through ensuring new buildings better consider the risk of overheating, which is

becoming a growing issue as the effects of climate change continue to occur. Significant positive effects are identified for IIA2 (GHG and energy/resource efficiency), IIA3 (climate resilience) and IIA6 (air quality), with minor positive effects being identified where there are identifiable effects.

2.3 Assessment Overview – Air Quality, GHGs and Climate Resilience

Table 2-2 – 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
Policy KC2	+	+	++	+	0	++	0	+	0	0	++	0	0	0	0
Policy KC6	+	++	++	0	+	0	0	0	0	0	++	0	0	0	0
Policy KC7	0	++	++	0	0	0	0	0	0	0	+	0	0	0	0
Policy KC8	0	++	++	0	0	0	0	0	0	0	0	0	0	0	0
Magnitude	M	H	H	M	L	H		M			M				
Nature of effect	I	D	D	I	I	D		I			I				
Spatial Extent	L	R	R	L	L	R		L			L				
Reversibility	R	R	R	R	R	R		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 KC2	+	+	++	+	0	++	0	+	0	0	++	0	0	0	0
Policy KC6	+	++	++	0	+	0	0	0	0	0	++	0	0	0	0
Policy KC7	0	++	++	0	0	0	0	0	0	0	+	0	0	0	0
Policy KC8	0	++	++	0	0	0	0	0	0	0	0	0	0	0	0
Permanence	P	P	P	P	P	P		P			P				
Duration	MT	LT	LT	MT	LT	LT		LT			LT				

2.4 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, broadly, positive effects across relevant 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), IIA4 (historic environment) and IIA8 (water quality). A minor positive effect is also identified on IIA2 (GHG and energy/resource efficiency) through the policies air quality protections possibly leading to a reduction in GHGs.

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. The policy would result in the creation of more natural spaces that utilise trees and natural places, causing indirect minor positive effects on IIA1 (biodiversity) and IIA5 (landscape), as this could provide some relief for local biodiversity assets and help improve local landscapes.

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. Policy KC8 would also further expand heat networks within RBKT and the use of low carbon fuels. Therefore, significant positive effects have been identified for IIA2 (GHG and energy/resource efficiency) and IIA3 (climate resilience).

2.5 Assessment Overview – Flood Risk and Water Management

Table 2-3 – 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
Policy KC3	+	0	++	0	0	0	0	++	0	0	+	0	+	0	0
Policy KC4	++	+	++	0	++	+	++	++	+	0	+	0	0	0	0
Policy KC5	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		

	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 KC3	+	0	++	0	0	0	0	++	0	0	+	0	+	0	0
Policy KC4	++	+	++	0	++	+	++	++	+	0	+	0	0	0	0
Policy KC5	0	++	++	0	0	0	0	++	0	0	0	0	0	0	0
Duration	LT	MT	LT		LT	LT	LT	LT	LT		LT		LT		

2.6 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 IIA13 (economy and employment) 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).

By protecting future and current communities from flooding, policies KC3 and KC4 both have the potential to increase the wellbeing of these communities.

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.

2.7 Assessment Overview – Waste and Resource Management

Table 2-4 – Assessment of Waste and Resource 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
Policy KC9	+	0	0	0	0	0	+	++	0	0	+	0	0	0	0
Policy KC10	0	++	++	0	0	+	++	0	0	0	0	0	+	0	0
Policy KC11	+	++	0	0	0	0	0	0	0	0	+	0	0	0	0
Magnitude	L	H	H			L	M	H			L		H		
Nature of effect	I	D	D			I	D	D			I		D		
Spatial Extent	L	R	R			L	R	R			L		R		
Reversibility	R	R	R			R	R	R			R		I		
Permanence	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 KC9	+	0	0	0	0	0	+	++	0	0	+	0	0	0	0
Policy KC10	0	++	++	0	0	+	++	0	0	0	0	0	+	0	0
Policy KC11	+	++	0	0	0	0	0	0	0	0	+	0	0	0	0
Duration	LT	LT	LT			LT	MT	MT			LT		LT		

2.8 Assessment Summary – Waste and Resource Management

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 IIA1 (biodiversity).

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 m^2 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 and energy/resource efficiency), IIA3 (climate resilience), IIA7 (efficient use of land), and minor positive effects on IIA13 (economy and employment).

Further benefits to IIA2 (GHG and energy/resource efficiency) 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. Policy KC11 also requires recycling facilities to incorporate biodiversity elements where able, generating minor positive effects against IIA1 (biodiversity).

Policies KC9 and KC11 would both have a minor positive effect on IIA11 (health and wellbeing) through the policies helping to minimise the negative nuisances/impacts from contaminated land and waste/recycling sites. The development of contaminated land would remove the problematic land from the RBKT, making it a safer place to be.

3 Design and Heritage

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

- Strategic Policy A Place-Led Approach to Design (KD1)
- High Quality Design (KD2-KD10)
- Heritage Strategic Policy Historic Environment (KD11)
- Heritage Policies (K12-KD14)

3.1 Assessment Overview – Design and Heritage Strategic Policy

Table 3-1 – 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	+	++	++	++	++	+	+	0	++	++	++	+	0	++	++
Magnitude	L	L	L	H	H	H	H		H	H	H	H		H	H
Nature of effect	I	D	D	D	D	D	D		D	D	D	D		D	D

	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	+	++	++	++	++	+	+	0	++	++	++	+	0	++	++
Spatial Extent	L	R	R	R	R	R	R		R	R	R	R		R	R
Reversibility	R	I	I	I	I	I	I		I	I	I	I		I	I
Permanence	P	P	P	P	P	P	P		P	P	P	P		P	P
Duration	MT	LT	LT	LT	LT	MT	MT		LT	LT	LT	MT		LT	LT

3.2 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). Significant positive effects are also identified for IIA2 (GHG and energy/resource efficiency) and IIA3 (climate resilience) due to the policy ensuring new development incorporates passive design principles to minimise energy demand and mitigate overheating within buildings that are also climate resilient and encourage a circular economy.

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. Policy KD1 also seeks to ensure the development optimises its use of their respective sites, ensuring that when land is taken for development, its potential is maximised to its fullest. Further assisting in this, the policy also seeks to ensure that large-scale, multi-building development is supported by a quality masterplan, further helping to ensure any development sites maximises the use of their site(s). A minor positive effect is therefore identified for IIA7 (efficient use of land). These elements of the policy will also 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 (inclusivity and equality) and IIA14 (crime and safety) as masterplans help to ensure community facilities/services provided are well cited and interconnected and well-designed. This is further enhanced by the policies requirement for green infrastructure that would expand/enhance the existing green infrastructure network of RBKT and provide further nature-related benefits.

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).

3.3 Assessment Overview – High Quality Design

Table 3-2 – 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
Policy KD2	++/?	+	+	++	++	+	0	0	++	++	++	++	+	++	+
Policy KD3	+	0	++	0	0	0	0	0	++	++	++	++	0	+	0
Policy KD4	++/?	+	+	++	++	+	0	0	++	++	++	++	+	+	0
Policy KD5	0	0	0	0	+	0	0	0	++	++	++	0	0	++	0
Policy KD6	0	++	+	0	0	0	0	0	0	0	+	0	0	+	0
Policy KD7	+	0	+	0	++	+	++	0	0	++	++	0	0	0	++
Policy KD8	0	0	0	+	+	0	+	0	0	0	0	0	+/?	+	+/?
Policy KD9	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
Policy KD10	0	0	0	+	+	0	0	0	0	0	+	+	+	0	0
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

3.4 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 facilitate 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. This policy also goes further for major developments, seeking to ensure they are an appropriate layout, form, scale, massing, and appearance that has been positively informed by their surroundings. Furthermore, the overall implementation of this policy has the potential to provide more spaces for biodiversity within developments as they seek to meet the requirements of the policy, though the level to which this would occur is uncertain. High-quality development can also help to improve the built environment of RBKT in terms of designing places that make people feel safe to traverse and discourage crime. Therefore, significant positive effects have been identified for IIA1 (biodiversity), IIA4 (historic environment), IIA5 (landscape), IIA9 (community needs), IIA10 (inclusivity and equality), IIA11 (health and wellbeing), and IIA12 (sustainable transport), IIA14 (crime and safety) with regard to policy KD2.

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. Policy KD3 also specifically requires the delivery of climate resilient built environments, ensuring all development within RBKT properly improve its climate resilience and the policy is specifically seeking to ensure high quality development that improves the public realm, landscapes and amenity. Policy KD4 also seeks to ensure that housing developments are designed to a high-quality that create healthy, comfortable and functional living environments. Therefore, significant positive or minor positive effects were also identified for IIA1 (biodiversity), IIA3 (climate resilience), IIA5 (landscape), IIA9 (community needs), IIA10 (inclusivity and equality), IIA11 (health and wellbeing) and IIA12 (sustainable transport), and minor positive effects on IIA13 (economy and employment) and IIA14 (crime and safety). Similar benefits will also arise from policy KD10 which requires shopfronts to be active, creating an interest and liveliness to the high streets.

Policy KD5 seeks to ensure that development within RBKT is inclusive and safe for all potential residents and users. The policy would help to ensure a well-designed public built environment, with major developments required to go further to demonstrate that their

development would be inclusive and safe. Significant positive effects are identified for IIA9 (community needs), IIA10 (inclusivity and equality), IIA11 (health and wellbeing) and IIA14 (crime and safety).

Policy KD6 seeks to ensure development within RBKT is in accordance with the concept of a circular economy, minimising the use of resources and generation of waste resulting from development. The policy also goes further, seeking to ensure that all new development is designed for longevity and adaptability and is designed in a manner than is congruent with future maintenance required by the development. Significant positive effects are identified for IIA2 (GHG and energy/resource efficiency).

Policy KD8 would enable and encourage well designed infill development that, potentially protecting greenfield land from development.

Policy KD9 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). Significant positive effects with uncertainties are identified on IIA13 (economy and employment) and IIA15 (housing) due to potentially allowing for denser development that allows the delivery of new housing and economic/employment development. Uncertainties exist due to the potential for such development to come forward for development and to what scale such tale building development would be. Similarly, by enabling denser development, the policy could help to reduce the amount of Green Belt and/or Metropolitan Open Land released for development in order to meet RBKT's housing requirement, creating significant positive effects on IIA7 (efficient use of land). Policy KD9 does also seek to self-mitigate its potential effects on the historic environment and landscapes, ensuring any tall development within RBKT is well designed and enriches the local built environments character.

Policy KD10 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 positive effects on IIA13 (economy and employment) 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. Policy KD10 also ensures that commercial frontages, advertisements and digital infrastructure associated development does not compromise the setting of local heritage assets and landscapes by ensuring such development has to be appropriately designed.

3.5 Assessment Overview – Heritage Assets Strategic Policy

Table 3-3 - 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 KD11	+	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		

	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
Permanence	P			P	P					P	P		P		
Duration	MT			MT	MT					MT	MT		MT		

3.6 Assessment Summary – Heritage Strategic Policy

Policy KD11 supports development that conserves RBKT's historic environment and heritage assets, with any development that could compromise a heritage asset required to submit a Heritage Statement. 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 the 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 employment), and IIA10 (inclusivity and equality), with minor positive effects on IIA11 (health and wellbeing).

Minor positive effects have also been identified for IIA1 (biodiversity), as Policy KD11 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.

3.7 Assessment Overview - Heritage

Table 3-4 - Assessment of Heritage 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
Policy KD12	0	0	0	++	++	0	0	0	0	0	+	0	+	0	0
Policy KD13	0	0	0	++	0	0	0	0	0	0	0	0	0	0	0
Policy KD14	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/R	L/R						L		L		
Reversibility				R	R						R		R		
Permanence				P	P						T		T		
Duration				LT	LT						MT		MT		

3.8 Assessment Summary – Heritage

Policy KD12 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 (historic environment) will also result from the implementation of policy KD13 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 and employment).

Policy KD14 seeks to protect 'Local Views', which are important areas identified within RBKT where development must ensure that they do not compromise the character and setting of these 'Local Views'. Protecting these areas would help to maintain the character and setting of local and regional (for major developments with potentially wider ranging impacts) heritage assets and landscapes. A significant positive effect is therefore identified for IIA4 (historic environment) and IIA5 (landscape).

4 Housing

The policies assessed for Housing include:

- Housing Requirement (KH1)
- Housing Delivery (KH2 – KH7)

4.1 Assessment Overview - Housing Requirement Policy

Table 4-1 - Assessment of Housing Requirement 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	-/?	-/?	?	+/-/?	+/-	-/?	+/--	0	+	+	+	0	+	0	++
Magnitude	M/H	M		M	M	M	H		M	M	M		M		H
Nature of effect	D/I	I		D	D	I	D		D	D	I		I		D
Spatial Extent	L	L		L	L	R	L		L	L	L		L		R
Reversibility	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 KH1	-/?	-/?	?	+/-/?	+/-	-/?	+/--	0	+	+	+	0	+	0	++
Permanence	P	P		P	P	P	P		P	P	P		P		P
Duration	MT/LT	MT		MT	MT	MT	LT		MT	MT	MT		MT		LT

4.2 Assessment Summary – Housing Requirement Policy

Strategic Policy KH1 aims to meet the London Plan's housing target for the Borough by providing 17,100 new homes between 2028/29 and 2043. These homes will include a mix of affordable homes, and homes to meet the Borough's housing needs. Therefore, significant positive effects have been identified for IIA15 (housing). As a result of providing housing, policy KH1 would have a minor positive effect on IIA9 (communities), IIA10 (inclusivity and equality), IIA11 (health and wellbeing) and IIA13 (economy and employment) through housing helping to address inequalities, support local economies and communities and potentially helping residents of RBKT to move into better housing that improves their physical and mental health.

A mixture of minor negative and minor positive effects is identified for IIA4 (historic environment) and IIA5 (landscape) due to new housing development potentially compromising local landscapes and heritage assets and their setting but also providing opportunities for the enhancement of landscapes and heritage assets and their setting.

A minor positive effect with significant negative effects is identified on IIA7 (efficient use of land) due to the policy directing development into the Green Belt and Metropolitan Open Land, though the policy would also develop land elsewhere within RBKT and in a sustainable manner.

Minor negative effects with uncertainties are identified against IIA1 (biodiversity), IIA2 (GHG and energy/resource efficiency) and IIA6 (air quality) due to the policy requiring a considerable quantum of development over the lifetime of the plan that has the potential to impact upon local biodiversity assets, result in the creation of GHGs and other emissions, the use of resources and a potential impact on air quality. Uncertainties exist for this scoring due to the potential for housing developments to reduce their potential adverse impacts on these IIA Objectives, especially when having to conform to the other policies of the Local Plan.

Due to this policy governing the overall quantity of housing needed within RBKT, its ability to mitigate its effects are limited due to the sheer quantity of housing required, whilst other housing policies within the Local Plan are more focused in nature and better able to potentially provide positive effects.

4.3 Assessment Overview - Housing

Table 4-2 - Assessment of Housing 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
Policy KH2	+/-	-/?	?	+/?	+/-	-/?	+/-	0	+/-	++	++	0	++	0	++
Policy KH3	+/-	-/?	?	+/?	+/-	-/?	+/-	0	+/-	++	++	0	++	0	++
Policy KH4	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH5	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	++	+	++	0	++
Policy KH6	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH7	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH8	+	-/?	0	0	0	+/-	+/-	0	+/-	++	+	+	++	0	++
Magnitude	M/H	L/M		L	M/H	M/H	M/H		M/H	H	M/H	M/H	H		H

	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 KH2	+/-	-/?	?	+/?	+/-	-/?	+/-	0	+/-	++	++	0	++	0	++
Policy KH3	+/-	-/?	?	+/?	+/-	-/?	+/-	0	+/-	++	++	0	++	0	++
Policy KH4	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH5	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	++	+	++	0	++
Policy KH6	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH7	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH8	+	-/?	0	0	0	+/-	+/-	0	+/-	++	+	+	++	0	++
Nature of effect	D	D		D/I	D	D	D		D	D	I	I	D		D
Spatial Extent	R	L		L	R	R	R		R	R	R	R	R		R
Reversibility	I	I		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 KH2	+/-	-/?	?	+/?	+/-	-/?	+/-	0	+/-	++	++	0	++	0	++
Policy KH3	+/-	-/?	?	+/?	+/-	-/?	+/-	0	+/-	++	++	0	++	0	++
Policy KH4	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH5	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	++	+	++	0	++
Policy KH6	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH7	+/-	-/?	?	+/?	+/-	+/-	+/-	0	+/-	++	+	+	++	0	++
Policy KH8	+	-/?	0	0	0	+/-	+/-	0	+/-	++	+	+	++	0	++
Permanence	P	P		P	P	P	P		P	P	P	P	P		P
Duration	LT	LT		LT	LT	LT	LT		LT	LT	LT	LT	LT		LT

4.4 Assessment Summary – Housing

Policies KH2 to KH87 will help to provide new and retain existing housing, of various sizes and types, to meet the requirement of providing 17,100 new homes between 2028/29 and 2043. The need for new housing is becoming increasingly important 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 KH8 has resulted in minor 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 homes with enough bedrooms to accommodate 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 (inclusivity and equality).

Similar benefits will also result from the implementation of policies KH3 to KH8. 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.

Minor negative effects with uncertainties are identified for IIA2 (GHG and energy/resource efficiency) due to the policies encouraging development, which would cause the generation of GHGs and the use of resources. The uncertainties identified are to capture that such effects could be considerably less after the application of the other Local Plan policies, any mitigation contained within the policies themselves and construction standards.

Policies KH4 to KH8 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), though minor negative effects are also identified for all policies onIIA6 (air quality) due to housing development resulting in the production of air quality effecting emissions from their construction and operation.

5 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 and Town Centres Strategic Policy (KE1)
- Employment Developments (KE2 – KE6)
- Development in Town Centres Strategic Policy (KE7)
- Visitor, Hot Food and Betting development (KE8 – KE10)

5.1 Assessment Overview - Supporting the Borough's Economy and Town Centres Strategic Policy

Table 5-1 - Assessment of Supporting the Borough's Economy and 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 KE1	+/-	-/?	+/?	0	+	0	+	0	+	+	+	0	++	+	0
Magnitude	L	I	L		M		M		M	M	M		H	M	
Nature of effect	D	P	I		D		D		D	D	D		D	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 KE1	+/-	-/?	+/?	0	+	0	+	0	+	+	+	0	++	+	0
Spatial Extent	L	LT	L		L		L		L	L	L		R	L	
Reversibility	I	I	I		I		I		R	R	R		I	R	
Permanence	P	P	P		P		P		P	P	P		P	P	
Duration	MT	MT	MT		LT		LT		MT	MT	MT		LT	MT	

5.2 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 is likely to 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 result 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.

Policy KE1 does also seek to create a more sustainable RBKT that produces less waste through supporting local supply chains and ensuring economic development is environmentally responsible. This could help to protect local biodiversity assets, although a mixed minor positive and minor negative is identified for IIA1 (biodiversity) due to this policy also encouraging considerable development. Minor positive effects with uncertainties are identified for IIA3 (climate resilience) due to the level of effects the policy would bring in terms of minimising waste and ensuring environmentally friendly economic development could reduce RBKT contribution to climate change.

Minor negative effects with uncertainties are identified for IIA2 (GHG and energy/resource efficiency) due to the policy encouraging development, which would cause the generation of GHGs and the use of resources. The uncertainties identified are to capture that such effects could be considerably less after the application of the other Local Plan policies and construction standards.

5.3 Assessment Overview – Employment Developments

Table 5-2 – 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
Policy KE2	0	-/?	0	0	0	0	++	0	+	+	0	0	++	0	0
Policy KE3	0	-/?	0	0	0	0	+	0	+	+	0	0	++	0	0
Policy KE4	0	0	0	0	0	0	0	0	+	+	0	0	++	0	0
Policy KE5	+/-/?	-/?	0	0	-/?	0	++	0	0	0	?	+/?	++	0	0
Policy KE6	+/-/?	-/?	0	0	-/?	0	++	0	0	0	?	+/?	++	0	0
Magnitude	L	M			M		H		M	M		H	H		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
Policy KE2	0	-/?	0	0	0	0	++	0	+	+	0	0	++	0	0
Policy KE3	0	-/?	0	0	0	0	+	0	+	+	0	0	++	0	0
Policy KE4	0	0	0	0	0	0	0	0	+	+	0	0	++	0	0
Policy KE5	+/-/?	-/?	0	0	-/?	0	++	0	0	0	?	+/?	++	0	0
Policy KE6	+/-/?	-/?	0	0	-/?	0	++	0	0	0	?	+/?	++	0	0
Nature of effect	I	D			I		D		D	D		D	D		D
Spatial Extent	L	R			L		R		R	R		R	R		L
Reversibility	R	I			R		I		R	R		R	I		R
Permanence	P	P			P		P		P	P		P	P		P
Duration	LT	LT			LT		LT		LT	LT		LT	LT		LT

5.4 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 positive effects upon IIA7 (efficient use of land) as proposed developments are required to develop within existing areas and policy KE2 would have significant positive effects.

Policy KE3 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). Employment uses are important to the fabric of local communities and employment can help to lift people out of poverty. The protection of employment uses could also have minor positive effects on these IIA Objectives.

Policy KE4 seeks to improve the quality, quantity and accessibility of the RBKT employment and training opportunities. Minor positive effects are identified for IIA9 (community needs) and IIA10 (inclusivity and equality) as improving the accessibility of employment and training opportunities can help ensure local communities can better access them and ensuring such opportunities are more inclusive. Significant positive effects are identified on IIA13 (economy and employment) as policy KE4 would help to up-skill RBKT residents so they can access new job opportunities and help the local economy to grow.

Policies KE5 and KE6 are both related to industrial development and locating it, generally, within existing industrial sites or industrial related development. By carefully locating industrial development and requiring it to be self-mitigating to some degree, these policies would have a range of effects. Significant positive effects are identified on IIA7 (efficient use of land) and IIA13 (economy and employment) through the policy likely focusing industrial development on appropriate land and through helping to expand RBKT economy. Policy KE5 and KE6 do require infrastructure improvements, with KE6 also requiring the development of cycling and walking connections to major industrial sites, generating minor positive effects with uncertainties on IIA12 (sustainable transport).

Minor positive and minor negative effects with uncertainties are identified on IIA1 (biodiversity) for policies KE5 and KE6. This is to reflect that the policies seek to located industrial development away from biodiversity sites, but such development, by its nature, can affect

biodiversity through emissions and nearby activity. The uncertainties are to quantify that the negative effects identified could well be mitigated away through the application of the other policies of the Local Plan.

Minor negative effects with uncertainties are identified for IIA2 (GHG and energy/resource efficiency) for all policies but KE4, due to the policies encouraging development in some way, which would cause the generation of GHGs and the use of resources (especially in the case of industrial development). The uncertainties identified are to capture that such effects could be considerably less after the application of the other Local Plan policies and construction standards.

A similar score is identified for policies KE5 and KE6 on IIA5 (landscape) as industrial development can cause adverse landscape effects, but the policies do seek to locate such development within existing industrial estates and to mitigate their landscape effects, meaning uncertainties exist regarding the potential minor negative effects. Uncertain effects were identified for these policies on IIA11 (health and wellbeing) due to the potential effects form industrial development and it not being known and to what degree such effects would be generated and mitigated.

5.5 Assessment Overview – Development in Town Centres Strategic Policy

Table 5-3 – Assessment of Development in 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 KE7	0	-/?	0	+/-	+	+	+	0	++	++	+	+	++	+/-	+
Magnitude		M		M	M	L	M		H	H	M	M	H	M	M
Nature of effect		D		D	D	I	D		D	D	I	D	D	I	D
Spatial Extent		L		L	L	L	L		L	L	L	R	R	L	L
Reversibility		I		I	I	R	I		I	I	R	I	R	R	R
Permanence		P		P	P	P	P		P	P	P	P	P	P	P
Duration		ST		MT	MT	MT	LT		LT	LT	MT	LT	LT	MT	LT

5.6 Assessment Summary – Town Centres Strategic Policy

Strategic Policy KE7 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).

Minor negative effects with uncertainties are identified for IIA2 (GHG and energy/resource efficiency) due to the policy encouraging development in some way, which would cause the generation of GHGs and the use of resources. The uncertainties identified are to capture that such effects could be considerably less after the application of the other Local Plan policies and construction standards.

5.7 Assessment Overview – Visitor, Hot Food and Betting development

Table 5-4 – Assessment of Visitor, Hot Food and Betting 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
Policy KE8	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0
Policy KE9	0	-/?	0	0	+	0	0	0	+	0	+	0	+	0	0
Policy KE10	0	-/?	0	0	+	0	0	0	+	0	+	0	+	0	0
Magnitude		L			M/H				M/H		M		M/H		
Nature of effect		D			D/I				D/I		D		D		
Spatial Extent		L			L				L		L		L/R		
Reversibility		I			I				R		R		I		
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 KE8	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0
Policy KE9	0	-/?	0	0	+	0	0	0	+	0	+	0	+	0	0
Policy KE10	0	-/?	0	0	+	0	0	0	+	0	+	0	+	0	0
Duration		ST			LT				LT		MT		LT		

5.8 Assessment Summary – Visitor, Hot Food and Betting development

Policy KE8 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 KE9 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), as the proper monitoring and management of this type of development will help improve the local built environments character. 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 issues within the Borough, resulting in minor positive effects on IIA11 (health and wellbeing).

Similarly, Policy KE10 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).

Minor negative effects with uncertainties are identified for IIA2 (GHG and energy/resource efficiency) due to the policies KE9 and KE10 encouraging development in some way, which would cause the generation of GHGs and the use of resources. The uncertainties identified are to capture that such effects could be considerably less after the application of the other Local Plan policies and construction standards, especially given the small scale nature of the development resulting from these policies.

6 Social Infrastructure

The policies assessed for Social Infrastructure include:

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

6.1 Assessment Overview – Social Infrastructure Strategic Policy

Table 6-1 – 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
Policy KS1	+	-/?	0	+	+	0	0	0	++	++	++	++	0	0	0
Magnitude	M	M		M	M				H	H	H	H			
Nature of effect	I	D		D	D				D	D	D	D			
Spatial Extent	L	L		L	L				L	L	L	L			
Reversibility	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 KS1	+	-/?	0	+	+	0	0	0	++	++	++	++	0	0	0
Permanence	P	P		P	P				P	P	P	P			
Duration	MT	MT/LT		LT	LT				LT	LT	LT	LT			

6.2 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).

Minor negative effects with uncertainties are identified for IIA2 (GHG and energy/resource efficiency) due to the policy encouraging development which could cause the generation of GHGs and the use of resources. The uncertainties identified are to capture that such effects could be considerably less after the application of the other Local Plan policies and construction standards and it is acknowledged that social infrastructure has the potential to help in reducing GHGs produced over the long-term.

6.3 Assessment Overview – Social Infrastructure

Table 6-2 – 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
Policy KS2	0	-/?	?	0	?	+	?	0	++	++	++	+	0	0	0
Policy KS3	0	+/-/?	?	0	0	+	?	0	++	++	+	+	+	0	0
Policy KS4	0	+/-/?	?	?	+	+	?	0	++	++	++	+	+	0	+
Policy KS5	0	-/?	0	?	+	0	+	0	++	++	+	0	+	0	0
Policy KS6	0	-/?	?	?	+	+	?	0	++	++	++	+	+	0	0
Policy KS7	+/?	-/?	?	?	+	0	?	0	++	+	++	0	0	0	0
Policy KS8	0	0	0	0	0	0	0	0	0	+	+	0	++	-/?	0
Magnitude	L	L			M	L	M		H	H	H	M	M/H	L	M
Nature of effect	I	D			D	I	I		D	D	D	D	D	I	D/I
Spatial Extent	L	L			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
Policy KS2	0	-/?	?	0	?	+	?	0	++	++	++	+	0	0	0
Policy KS3	0	+/-/?	?	0	0	+	?	0	++	++	+	+	+	0	0
Policy KS4	0	+/-/?	?	?	+	+	?	0	++	++	++	+	+	0	+
Policy KS5	0	-/?	0	?	+	0	+	0	++	++	+	0	+	0	0
Policy KS6	0	-/?	?	?	+	+	?	0	++	++	++	+	+	0	0
Policy KS7	+/?	-/?	?	?	+	0	?	0	++	+	++	0	0	0	0
Policy KS8	0	0	0	0	0	0	0	0	0	+	+	0	++	-/?	0
Reversibility	R	I			I	R	I		I	I	I	R	R	R	I
Permanence	P	P			P	P	P		P	P	P	P	P	T	P
Duration	LT	LT			LT	LT	LT		LT	LT	LT	LT	LT	MT	LT

6.4 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 to 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 encourage the provision of accessible community services and seek to improve access to various services, such as healthcare, education and cultural facilities. Section 12 (Mitigation) states that: *"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"*. Similarly, KS7 improves access to parks and open spaces, resulting in minor positive effects. Policy KS8 also results in minor positive effects upon IIA10 (inclusivity and equality). This policy protects public houses within the Borough, maintaining a 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 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 minor positive effects identified for IIA2 (GHG and energy/resource 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. Minor positive with uncertain effects has 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 with uncertainties have therefore been identified for IIA14 (crime and safety).

Minor negative effects with uncertainties are identified for IIA2 (GHG and energy/resource efficiency) alongside any previous scoring for policies, due to many of them encouraging development in some way, which would cause the generation of GHGs and the use of resources. The uncertainties identified are to capture that such effects could be considerably less after the application of the other Local Plan policies and construction standards and it is identified that certain policies would provide minor positive effects alongside the other identified effects due to these policies seeking to self-mitigate their potential effects. No effects are identified from policy KS8 on IIA2 (GHG and energy/resource efficiency) due to the policy not seeking to create new public house development, just protect and retain this type of development.

7 Natural Environment

The policies assessed for the Natural Environment include:

- Green Infrastructure Strategic Policy (KN1)
- Natural environment protecting policies (KN2 – KN8)

7.1 Assessment Overview – Green Infrastructure Strategic Policy

Table 7-1 – Assessment of Green 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	++	0	+	0	++	0	0	++	+	+	+	+	0	0	0
Magnitude	H		M		H			H	L	L	M	L			
Nature of effect	D		D		D			D	D	D	I	D			
Spatial Extent	R		L		R			R	L	L	L	L			
Reversibility	I		I		I			I	R	R	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 KN1	++	0	+	0	++	0	0	++	+	+	+	+	0	0	0
Permanence	P		P		P			P	P	P	P	P			
Duration	LT		LT		LT			LT	LT	LT	MT	LT			

7.2 Assessment Summary – Green 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). Similarly, minor positive effects are identified on IIA9 (community needs), IIA10 (inclusivity and equality) and IIA12 (sustainable transport) through green infrastructure, green networks

and blue spaces creation and enhancement helping to provide this type of space to more people within the RBKT and making it more accessible through active travel means, as people are more likely to walk to their destination if they can do so when surrounded by nature (in some form).

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).

7.3 Assessment Overview - Natural environment protecting policies

Table 7-2 – Assessment of Natural environment protecting 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
Policy KN2	++	0	+	+	+	0	0	0	+	+	+	0	0	0	0
Policy KN3	++	0	0	0	+	+	0	0	0	0	+	0	0	0	0
Policy KN4	++	0	+	+	++	+	0	0	0	0	+	0	0	0	0
Policy KN5	+	0	0	0	0	0	+	0	++	+	+	0	0	0	0
Policy KN6	++/-/?	0	0	0	++	0	++	0	0	0	+	?	0	0	0
Policy KN7	++/-/?	0	+/?	++	++	0	+	++	0	0	++	+	+	0	+
Policy KN8	++/-/?	0	0	+	+	0	+	++	0	0	++	+	+	0	0
Magnitude	M/H		M/L	M	M/H	L	M/H	H	M/H	L	M/H	L/M	L/M		L/M
Nature of effect	D/I		D/I	I	I/D	I	D	D	D/I	I	D/I	D	D		D
Spatial Extent	L/R		L	L	L/R	L	L/R	L/R	L	L	L/R	L/R	L/R		L/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 KN2	++	0	+	+	+	0	0	0	+	+	+	0	0	0	0
Policy KN3	++	0	0	0	+	+	0	0	0	0	+	0	0	0	0
Policy KN4	++	0	+	+	++	+	0	0	0	0	+	0	0	0	0
Policy KN5	+	0	0	0	0	0	+	0	++	+	+	0	0	0	0
Policy KN6	++/-/?	0	0	0	++	0	++	0	0	0	+	?	0	0	0
Policy KN7	++/-/?	0	+/?	++	++	0	+	++	0	0	++	+	+	0	+
Policy KN8	++/-/?	0	0	+	+	0	+	++	0	0	++	+	+	0	0
Reversibility	I		I	I	I	R	I	I	R	R	I	I	I		I
Permanence	P		P	P	P	P	P	P	P	T	P	P	P		P
Duration	LT		LT	LT	LT	LT	LT	LT	MT	MT	LT	LT	LT		LT

7.4 Assessment Summary – Natural environment protecting Green and Blue Infrastructure policies

Policy KN8 is likely to have significant positive effects on IIA8 (water quality) and IIA11 (health and wellbeing) through the policy ensuring that moorings and floating structure development would protect and enhance RBKT rivers and shorelines and its biodiversity, whilst also increasing the accessibility of RBKT's rivers. A range of minor positive effects is also identified due to the policy resulting in development that can help the local economy and provide a form of sustainable transport that could likely help to enhance the landscapes of RBKT. The policy also seeks to protect the archaeology of the river. Significant positive effects with minor negatives are identified for IIA1 (biodiversity) as the policy would encourage development within RBKT's rivers but does seek to ensure such development enhances local biodiversity, with uncertainties also identified to reflect that potential adverse effects could likely be mitigated.

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. Access to nature and biodiversity rich areas can have positive effects on human health, especially mental health. Therefore, minor positive effects are identified for IIA11 (health and wellbeing).

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 also seek to preserve the existing biodiversity that is located in Green Belt land, ensuring that these habitats are not disturbed through poor development, though minor negative effects are observed due to the policy still allowing some form of development within the Green Belt. Significant positive effects are also identified for IIA1 (biodiversity), with uncertainties existing regarding the minor negative effects also identified.

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.

Policy KN7 seeks to protect the rivers and river corridors of the RBKT and looks to enable their enhancement, accessibility and allow for development alongside and adjacent to them. A range of minor positive effects are identified to capture the many benefits the protection and enhancement of RBKT's rivers would bring and through the policy ensuring new/improved ways to traverse the Borough and potentially leading to the creation of high quality small scale employment and housing development. Significant positive effects were identified on IIA4 (heritage), IIA5 (landscape), IIA8 (water quality) and IIA11 (health and wellbeing) due to the policy likely helping to enhance the historic environment and landscape of RBKT, protecting its important waterways and helping to improve the health and wellbeing of RBKT residents and visitors. A mixture of significant positive effects with minor negatives is identified for IIA1 (biodiversity), due to the policy protecting important sources of biodiversity but also allow development in close proximity to them, with uncertainties also identified to capture that any adverse effects could be mitigated in reality and positive effects enhanced.

8 Transport and Connectivity

The policies assessed for Transport and Connectivity include:

- Strategic Approach to Transport Strategic Policy (KT1)
- Transport Policies (KT2 – KT5)

8.1 Assessment Overview – Strategic Approach to Transport Strategic Policy

Table 8-1 – Assessment of Strategic Approach to Transport 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 KT1	+/-/?	+/-	?	+/-	+/-	+/-	++	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		

	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 KT1	+/-/?	+/-	?	+/-	+/-	+/-	++	0	+	+	+	++	+	0	0
Permanence	P	P		P	P	P	P		P	P	P	P	P		
Duration	MT	MT		MT	MT	MT	LT		MT	MT	MT	LT	MT		

8.2 Assessment Summary – Strategic Approach to Transport 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 (GHG and energy/resource efficiency) and IIA6 (air quality), though a potential increase in personal car use would have minor negative effects, that could well be reduced by the policy seeking to encourage the expansion of electric vehicle infrastructure. The promotion of sustainable transport modes is likely to encourage a modal shift away from private car use and towards sustainable or active modes or to more sustainable forms of personal car (electric vehicles). 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. Still, minor negative effects are identified with some uncertainties as transport development by its very nature can place strain upon biodiversity assets and the historic environment.

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 (currently paused), 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 of landscape and townscape assets. However, there are potential for negative effects upon landscape and townscape, particularly during construction of Crossrail 2 (currently paused), 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 (currently paused) 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 Green Belt 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, though it is also expected that the other policies of the Local Plan would help to minimise any adverse effects, resulting in increased uncertainty as to potential effects.

8.3 Assessment Overview - Transport Policies

Table 8-2 – 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
Policy KT2	+	+/-/?	0	+	+	+	0	0	+	+	++	++	+	+	0
Policy KT3	+	+	0	+	+	+	0	0	0	+	+	++	+	0	0
Policy KT4	+/-	+/-/?	?	+/-	+/-	+/?	0	0	+/-	+/-	+	+	+	0	0
Policy KT5	+/-	+/-	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	

	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 KT2	+	+/-/?	0	+	+	+	0	0	+	+	++	++	+	+	0
Policy KT3	+	+	0	+	+	+	0	0	0	+	+	++	+	0	0
Policy KT4	+/-	+/-/?	?	+/-	+/-	+/?	0	0	+/-	+/-	+	+	+	0	0
Policy KT5	+/-	+/-	0	0	+/-	+/-	0	--	0	0	+	+	+	0	0
Permanence	P	P		P	P	P		P	P	P	P	P	P	P	
Duration	MT	MT		MT	MT	MT		MT	MT	MT	MT	LT	LT	MT	

8.4 Assessment Summary - Transport Policies

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. The encouragement of sustainable transport 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 (GHG and energy/resource

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 (GHG and energy/resource efficiency) and IIA6 (air quality) though other effects are also identified to reflect the complex nature of resource use and emissions produced from development/any vehicle travel. 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 KT3 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).

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

Policy KT5 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 services[28]. 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 (GHG and energy/resource 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).

[28] 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

9 Implementation and Monitoring

The policies assessed for Implementation and Monitoring include:

- KI1: Infrastructure and Developer Contributions
- KI2: Monitoring

9.1 Assessment Overview – Implementation and Monitoring

Table 9-1 – 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
Policy KI1	0	+/-	0	?	?	+/-	0	0	+	+	+	?	++	?	0
Policy KI2	++	++	+	++	+	+	+	+	+	+	+	++	+	+	+
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

	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	0	+/-	0	?	?	+/-	0	0	+	+	+	?	++	?	0
Policy KI2	++	++	+	++	+	+	+	+	+	+	+	++	+	+	+
Reversibility	I	I	I	I	I	I	I	I	I	I	R	I	I	I	I
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

9.2 Assessment Summary - Implementation and Monitoring

Policy KI1 results in mixed positive and negative effects upon IIA2 (GHG and energy/resource 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 30% 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 F

Health Impact Assessment

Overview

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 2043.

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.

Local Plans

Section 3 of the National Planning Policy Framework (NPPF)[29] 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.

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.

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'*.

Integrated Impact Assessment

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.

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.

The outcomes of the HIA have informed the IIA.

[29] Ministry of Housing, Communities and Local Government, National Planning Policy Framework, 2024 [online] available at: National Planning Policy Framework

Scope and Methodology

Introduction

A rapid desktop HIA was undertaken in October 2022 and updated in August 2025. 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.

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 proposed policies of the Local Plan. The geographic study area of this HIA is therefore the Royal Borough of Kingston-upon-Thames (RBKT).

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 9 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.**

Assumptions and Limitations

This baseline has been updated to include the most recent census data (2021 census). No significant changes or limitations in these datasets have been identified that would affect the robustness of the HIA.

Health Impact Assessment

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.

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.

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"[30].

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"[31].

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.

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.

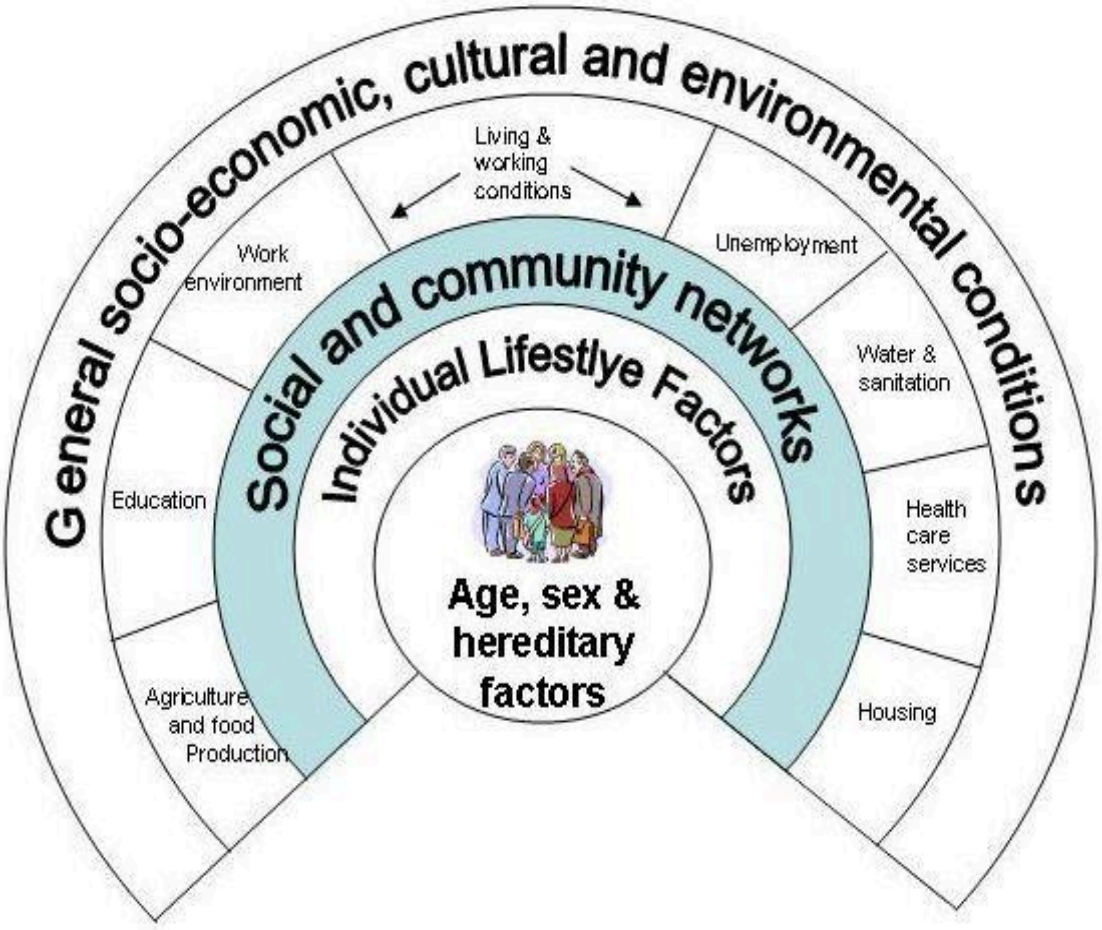
Socio-Environmental Model of Wellbeing

HIAs apply the below model of health and wellbeing (**Figure F-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.

[30] 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

[31] World Health Organisation (n/a). Constitution. Available online at: https://www.who.int/about/who-we-are/constitution

Figure F-1 - Socio-Environmental Model of Health and Wellbeing[32]



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.

[32] Dahlgren, G. and Whitehead, M. (1991) Policies and Strategies to Promote Social Equity in Health. Stockholm, Sweden: Institute for Futures Studies

Community Profile and Baseline

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 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.

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 168,063. Of this population, 81,016 (48.2%) were male, and 87,047 (51.8%) were female[33]. The population density of the Borough is 4,509 people per square kilometre.

The 2021 Census data indicates that the majority of RBKT's population is composed of groups which are defined as ethnically White (68.3%), which is 12.7% lower than the national average (81.0%)[34]. The proportion of RBKT's population which is composed of non-white ethnic groups is 31.7%, significantly higher than the national average of 19.0%. This is outlined in **Table F-1.**

Table F-1 - Ethnicity of RBKT Population, 2021[1]

Ethnicity	RBKT (%)	England (%)
White	68.3	81.0
Mixed or multiple ethnic groups	5.4	3.0
Asian, Asian British or Asian Welsh	17.8	9.6
Black, Black British, Black Welsh, Caribbean or African	2.8	4.2

[33] Nomis (2021) Kingston upon Thames Local Authority 2021 Census Area Profile [online] Available at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000021
[34] Nomis (2021) England Country 2021 Census Area Profile [online] Available at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E92000001

Other Ethnic Groups	5.7	2.2

Table F-2 uses 2021 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 (42.6%), with the second largest group identifying as of no religion (34.3%), which both reflect the trend in England.

Table F-2 - Principal Religious Groups Across Population of RBKT in Comparison with England, 2021[5]

Religion	RBKT (%)	England (%)
Christian	42.6	46.3
Buddhist	1.0	0.5
Hindu	5.0	1.8
Jewish	0.4	0.5
Muslim	8.0	6.7
Sikh	0.8	0.9
Other Religion	0.7	0.6
No Religion	34.3	36.7
Religion not stated	7.1	6.0

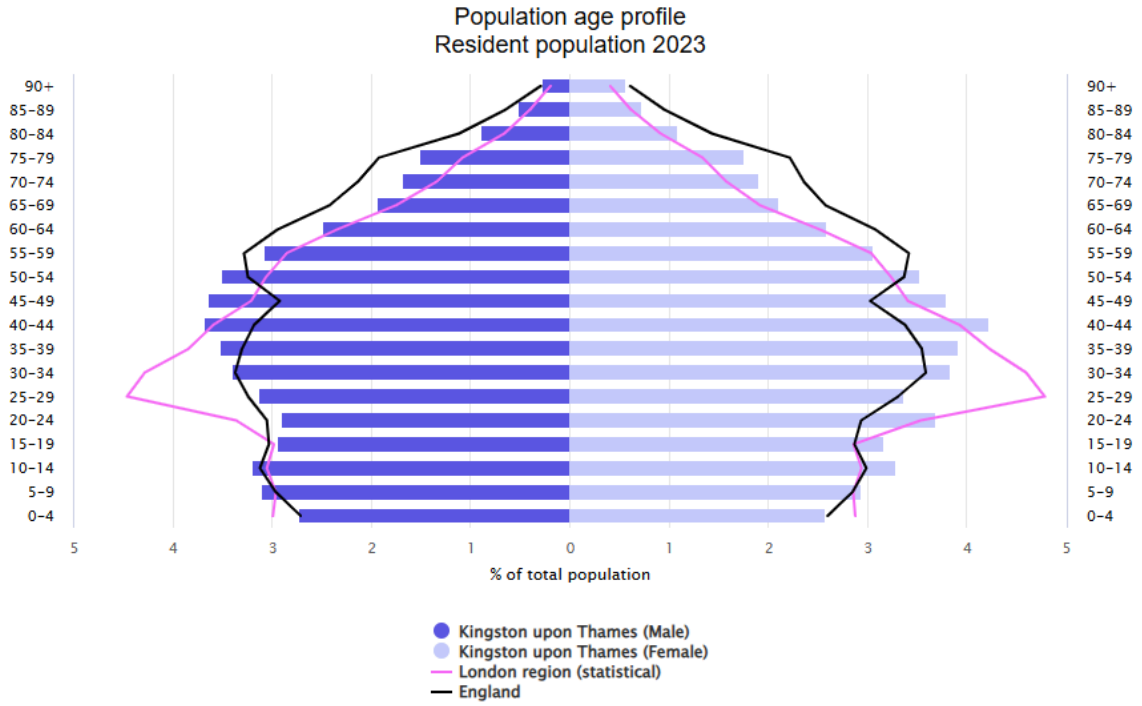
Age

The age profile of residents within RBKT indicates that the population is predominantly aged between 30 to 54 years, with these age groups being over-represented in comparison to the national average. The female age groups between 55 to 85 and male age groups between 55 to 85 were much less represented in RBKT than the national average. This demonstrates that RBKT had a predominantly working age population (16-64)[35]. **Figure F-2** shows the population profile of the RBKT population in 2023.

Figure F-2 - Population age profile of RBKT in 2023[36]

[35] Nomis (2021) Labour Market Profile - Kingston upon Thames [online] Available at: https://www.nomisweb.co.uk/reports/lmp/la/1946157273/report.aspx?town=kingston#tabrespop

[36] Office for Health Improvement & Disparities (2023) 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/501/are/E09000021/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1



Life Expectancy

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.

Life expectancy in RBKT is higher than the national average. For males in RBKT, life expectancy in 2023 was 81.9 years, higher than the London average of 80.4 years and higher than the England average of 79.3 years. For females in RBKT, life expectancy is 85.6 years, higher than the London average of 84.6 years and higher than the England average of 83.2 years[37].

The average mortality rate from all causes in RBKT was 774 in 2023. For males this was 916, which is lower than the England average of 1,133. For females this was 660 which was also lower than the England average of 826.

Weight and Physical Activity

The proportion of adults (aged 18+) in RBKT who are categorised as overweight including obese was 51.0% in 2023/24. This is lower than the London regional average of 57.8%, and lower than the average in England which was 64.5% of the population[38].

[37] Office for Health Improvement & Disparities (2023) Local Authority Health Profile for Kingston upon Thames [online] Available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132696/pat/6/par/E12000007/ati/501/are/E09000021/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1/page-options/car-do-0

[38] Department for Health and Social Care (2023) Fingertips Public Health Profiles Obesity, physical activity and nutrition for Kingston upon Thames [online] Available at: https://fingertips.phe.org.uk/profile/obesity-physical-activity-nutrition/data#page/1/gid/1938133368/pat/6/ati/501/are/E09000021/iid/93088/age/168/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1

The proportion of the adult population describing themselves as physically active within RBKT was 75.9% in 2023/24. This is higher than the proportion of the adult population describing themselves as physically active across London as a whole (66.7%), and higher than for the rest of England (67.4%)[14].

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).

Among reception children, the percentage of children deemed overweight (including obesity) was 17.8% in 2023/24, which was lower than the London average of 20.9% and the England average of 22.1%[12]. The prevalence of obesity (including severe obesity) of reception children was 6.6% in 2023/24, which was significantly lower than the London average of 9.8% and the England average of 9.6%.

The prevalence of overweight children (including obesity) among year 6 children in RBKT was 27.1% in 2023/24, which is significantly lower than the London average of 37.8% and the England average of 35.8%. The prevalence of obesity (including severe obesity) among children in year 6 was 14.9% in 2023/24, which is significantly lower than the London average of 24.0% and the England average of 22.1%[14].

Lifestyle

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.

Smoking prevalence among adults in RBKT in 2023 7.5%, which was lower than both the London (11.7%) and England (11.6%) averages[39].

The number of COPD prevalence in RBKT in 2023/24 was 1.0% which is the same as the value for London and slightly lower than the average for England (1.9%)[40].

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.

In RBKT, hospital admissions for alcohol-related conditions (broad) in 2023/24 were 1,442 per 100,000 population. This is lower than the average for the London of 1,724 per 100,000 and is significantly lower than the England average of 1,824 per 100,000[41].

[39] Department for Health and Social Care (2023) Fingertips Public Health Profiles Smoking Profile [online] Available at: http://fingertips.phe.org.uk/profile/tobacco-control/data#page/1/ati/15
[40] Department for Health and Social Care (2023) Fingertips Public Health Profiles Respiratory disease [online] Available at: https://fingertips.phe.org.uk/profile/respiratory-disease/data#page/1/gid/8000003/ati/502/iid/93963/age/1/sex/4/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1
[41] Department for Health and Social Care (2024) Fingertips Public Health Profiles Alcohol Profile [online] Available at: https://fingertips.phe.org.uk/profile/local-alcohol-profiles/data#page/1/gid/1938132984/ati/502/iid/93763/age/1/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1

Unemployment / Economy

According to data collated for 2024 – 2025, in RBKT, 104,300 people are considered to be economically active (aged 16-64 years), or 82.2% of the population. Of this economically active population, 3.6% are unemployed. Unemployment in RBKT is lower than the average in London of 5.3%, and slightly lower than the Great Britain average of 3.9%[42].

Of those considered economically inactive in RBKT, 33.6% are students, 20.3% and 31.9% fall in the category of "other". The sample size for looking after family/home, temporary sick, long-term sickness, discouraged and retired was too small and therefore unable to provide a reliable estimate.

RBKT has a higher-than-average proportion of workers in high value occupations when compared to the London and Great Britain. **Table F-3** outlines the percentage of people employed in RBKT, within 2024 and 2025, according to occupation compared to both the London and Great Britain averages. The data is collated according to the Standard Occupation Classification 2010 (SOC 2020) descriptions used by the Office for National Statistics.

Table F-3 - Employment by occupation in RBKT, 2024-2025[43]

Employment Group	RBKT (%)	London (%)	Great Britain (%)
1 Managers, Directors and Senior Officials	11.7	13.9	11.1
2 Professional Occupations	36.3	33.7	26.6
3 Associate Professional Occupations	16.8	16.8	15.1
4 Administrative and Secretarial Occupations	7.0	7.8	9.2
5 Skilled Trades Occupations	6.4	5.2	8.5
6 Caring, Leisure and Other Service Occupations	6.4	7.0	8.6
7 Sales and Customer Service Occupations	Sample size too small for reliable estimate	4.9	5.8
8 Process Plant and Machine Operatives	Sample size too small for reliable estimate	3.6	5.6
9 Elementary Occupations	6.5	6.7	9.1

[42] Nomis (2025) Official Labour Market - RBKT [online] Available at Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)
[43] Nomis (2025) Official Labour Market - RBKT [online] Available at Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

Education

The proportion of the population of RBKT who have gained formal qualifications (Regulated Qualifications Framework (RQF)) is similar to London and higher than Great Britain. The proportion of people in Kingston upon Thames who have other formal qualifications is higher than the London and the Great Britain averages. The proportion of people who have no qualifications in RBKT is lower than the London and Great Britan averages. **Table F-4** shows the percentages of the population in RBKT with qualifications compared to the London and Great Britain averages.

Table F-4 - Qualification levels in RBKT in 2024[44]

Qualification Level	RBKT (%)	London (%)	Great Britain (%)
RQF 4 and above	57.6	61.7	47.2
RQF 3 and above	74.4	75.5	67.6
RQF 2 and above	87.1	86.1	86.5
RQF 1 and above	88.2	87.9	88.9
Other Qualifications	7.8	6.4	4.3
No Qualifications	4.0	5.6	6.8

Health

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)[45].

Suicide rates within areas can provide an indication of the current state of mental health of residents. The suicide rate within RBKT in 2021-23 was 7.8 per 100,000 people. This rate was slightly higher than the London rate of 7.0 per 100,000, and it is lower than the England average of 10.7 per 100,000[46].

Self-assessed health from the 2021 Census within RBKT (note that Census 2021 was conducted during the coronavirus (COVID-19) pandemic. This may have influenced how people perceived and rated their health, and therefore may have affected how people chose to respond.) indicates that 51.3% of the population rated their health as ‘very good’, 33.5% reported their health as ‘good’.

[44] Nomis (2025) Official Labour Market - RBKT [online] Available at Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)
[45] 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
[46] Public Health England (2025) Suicide prevention [online] Available at: https://fingertips.phe.org.uk/profile-group/mental-health/profile/suicide/data#page/1/gid/1938132828/ati/502/iid/41001/age/285/sex/4/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1

Additionally, 3.0% of the population stated they had ‘bad’ health, and 0.9% reported their health as ‘very bad’[47].

Income

In RBKT in 2023/24, the proportion of children (under 16 years) in relative low-income families was 9.3%, which was significantly lower than both the London average, at 17.8%, and the England average of 22.1%. This shows that RBKT has a significantly lower than average number of children living in low-income families[48].**Table F-5** presents the average gross hourly and weekly wages of residents in full-time employment within RBKT, compared to both London and Great Britain averages in 2024. Average wages of RBKT residents in full-time employment are lower than London but higher than Great Britan for both per hour and per week. This may be linked to the type of employment available in the Borough.

Table F-5 - Average Gross and Weekly Earnings of Residents in RBKT[49]

	RBKT (£)	London (£)	Great Britain (£)
Gross Weekly Pay	776.7	905.5	729.6
Hourly Pay (Excluding Overtime)	20.04	23.99	18.72

Deprivation

The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small neighbourhoods in England[50]. IMD is used by local governments to focus programmes in the most deprived areas and develop strategies, such as the IIA in RBKT.

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 neighbourhoods[51]. 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.

[47] ONS (2023) How life has changed in Kingston upon Thames: Census 2021 [online] Available at: https://www.ons.gov.uk/visualisations/censusareachanges/E09000021/
[48] Department for Health and Social Care (2024) Fingertips Public Health Profiles Local Authority Health Profile [online] Available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/3007000/ati/6/iid/93700/age/169/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1
[49] Nomis (2024) Labour Market Profile – RBKT [online] Available at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)
[50] Department for Communities and Local Government (2016) The English Index of Multiple Deprivation (IMD) 2015 – Guidance
[51] Indices of Deprivation (2019) Indices of Deprivation: 2019 and 2015 [online] Available at: https://dclgapps.communities.gov.uk/imd/iod_index.html

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.

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.

Assessment of Policies

Introduction

The policies of the Local Plan have been reviewed and assessed against the key determinants of health 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.

Sustainable Development Strategy

Assessment Summary

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 and community safety.

The policies state that RBKT aims to "create more environmentally sustainable buildings, improve the design and appearance of locations through good design, create new jobs, and provide new and improved facilities for the local community and visitors to use."

Sustainable Development Strategy

Table F-6 presents the assessment of policies within the Sustainable Development Strategy theme.

Table F-6 - Assessment of policies within the Sustainable Development Strategy theme

Determinant of Health	Assessment
Air Quality	Policy K1 aims to promote low-carbon developments and encourage more sustainable forms of travel, as well as directly improving air quality, which is likely to improve air quality through reducing petrol and diesel vehicles and therefore airborne pollution. Alongside this, Policy K3 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 sustainable 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[52]. 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.
Noise	The policies within the Sustainable Development Strategy are unlikely to directly impact upon noise within RBKT.
Housing and Homelessness	Policies K1, K2, and K3 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 K3 also highlights that there will be an emphasis on supporting development on smaller sites (less than 0.25 hectares) within Kingston Town Centre. Policy K1 states that delivery of housing will include at least 35% affordable housing over the plan period. This policy also states it will seek to maximise "*the provision of affordable homes, homes for families and specialist housing for different groups of people in the Borough*". This will mean there is a positive impact on the overall availability of housing in the Borough, including affordable housing and housing for those with specific needs. However, there is no specific reference to homelessness in these policies.

[52] 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/

Economy and Employment	Policy K1 will support economic growth by "*supporting new employment opportunities and promoting a sufficient supply of land and buildings for employment uses*". This is supported by policy K3 which will support new development that creates employment opportunities for the community. As part of policy K1, creation of new job opportunities in industrial areas and town centres will be encouraged. This will likely ensure that people with a variety of skills and experience will be able to find employment in the area, contributing to the local economy. The Sustainable Development Strategy refers specifically to Kingston and North Kingston Neighbourhood and the important role it plays in the local economy. There will be continued diversification of the Town Centre, provision of new offices and improved quality jobs, as well as improvements in the night-time economy. Similarly New and Old Malden Neighbourhood and South of the Borough Neighbourhood are expected to create secure employment. This will increase opportunities for investment in RBKT, encourage economic growth, and provide further employment opportunities in the Borough.
Skills and education	Policy K1 highlights the intention to create apprenticeships and skills training for local residents resulting from developments. This will help to improve skills and education within the Borough. Policy K3 aims to improve social infrastructure including education facilities, this is likely to positively impact education in the Borough. These policies are likely to have the largest impact for young people, through improved education facilities and training and apprenticeship opportunities.
Social cohesion and community safety	Policy K1 and K3 aims to encourage the creation of new social infrastructure. In Surbiton Neighbourhood, this will be achieved through a community health and well-being garden and allotments for vegetable and fruit growing as well as enhancing community projects that promote art and culture. This will help to foster inclusive communities and provide new opportunities for people to interact, therefore having a positive impact on social cohesion. Policy K3 states the Council will maximise potential for community facilities, which is also likely to encourage social cohesion. The policies within the Sustainable Development Strategy theme are unlikely to directly impact upon community safety within RBKT.
Access to services	Policy K2 states that new housing development will be directed towards accessible locations. 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 and that local services will be easy to access for local residents. K3 also states that allocation of sites will be for a mix of residential and main town centre uses (including offices, retail and leisure) which will likely ensure that

	residents have good access to services, though proximity to social infrastructure. This may help to reduce social isolation within the community as services are easier to access.
Physical activity	Within the Borough, the number of adults who are obese is 51.0%, which is lower than the London regional average of 57.8%, and the England average (64.5%). Policy K3 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. The Sustainable Development Strategy states that green spaces will be protected. 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.
Green Infrastructure	Policy K1 states that the Council will protect green and blue spaces. Although there are few details on how this will be achieved. Policy K1 is also likely to prioritise "*securing enhancements to the natural environment and public realm*", this will likely encourage the creation of green infrastructure where biodiversity can be supported. Policy K2 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.
Climate change resilience	Policy K1 is likely to have a positive impact on climate change resilience as it aims to encourage low-carbon development and more sustainable modes of travel. Policy K1 also identified the Council's ambition to adapt to and mitigate for the effects of climate change, therefore creating a more resilient public realm. Addressing Net Zero targets and delivering biodiversity net gain would also help with the adaptation to climate change, and increase resilience.

Climate Change and Environmental Sustainability

Assessment Summary

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 F-7 presents the assessment of the policies within the Climate Change and Environmental Sustainability theme.

Table F-7 - Assessment of Climate Change and Environmental Sustainability Policies

Determinants of Health	Assessment
Air Quality	An Air Quality Management Area has been declared across the entire Borough for monitored exceedances of the annual mean objective for NO_2 and modelled exceedances of the short term exposure limit for PM_{10}[53]. 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. 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 large scale development subject to an EIA 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 major developments, residential developments within Air Quality Focus Areas and proposals that contain potentially air pollution generating uses and combustions technologies. 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, and those with existing health issues.
Noise	The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon noise within RBKT.
Housing and Homelessness	The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon housing and homelessness within RBKT.
Economy and Employment	The policies within the Climate Change and Environmental Sustainability theme are unlikely to directly impact upon economy and employment within RBKT.

[53] RBKT (2021) Air Quality Action Plan 2021-2026 Available at: https://www.kingston.gov.uk/downloads/file/984/air-quality-action-plan-2021-2026

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	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, this is likely to include green infrastructure to store and manage water and could be used to increase biodiversity. 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.
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. KC3 will attempt to limit the flood risk impacts of developments, from river, surface water, and groundwater flooding, therefore improving climate change 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. 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 sources[54]. In 2003, 600 people died in the London heatwave[55]. 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. Policy KC7 is concerned with minimising greenhouse gas emissions. Measures which help achieve this include but are not limited to: all developments should be zero-carbon; ensuring all development have an energy strategy in line with the London Plan Energy hierarchy; and Applications for major development should be accompanied by a Whole Life-Cycle Carbon Assessment. This means that developments are likely to utilise low carbon building materials and ensure offsetting is used where developments cannot be fully carbon neutral on-site. Policy KC8 also ensures that new development that is located near planned decentralised heat networks will be connected to the network once operational. The policy also states that proposals should prioritise low-carbon and renewable energy sources. This will help to reduce fuel poverty, especially for those on low incomes, as there will be greater energy self-sufficiency within the community. 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 and designing out waste as a means to achieve these aims.

[54]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

[55] 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

Design and Heritage

Assessment Summary

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.

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 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 F-8 presents the assessment of the policies within the Design and Heritage theme.

Table F-8 - 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. Policy KD4 will prevent the construction of single aspect dwellings to prevent lack of circulation and exposure to poor air quality. 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. However, the policies only mitigate for air pollution in new developments and do not consider air quality for existing dwellings.
Noise	Noise exposure can result in psychological stress and sleep disorders, so reducing noise provides a quiet environment for nearby residents to rest. 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 Policy KD4 will prevent the construction of single aspect dwellings that are exposed to high levels of noise. In line with London Plan Policy D13 new developments will be responsible for mitigating noise impacts on new residential development, ensuring that established businesses and venues can continue to operate. However, the policies only mitigate for noise in new developments and do not consider noise for existing dwellings.
Housing and Homelessness	Policy KD4 sets out housing quality and amenity standards for new development. This will ensure that there is sufficient living space within new dwellings, have high standard of internal and external amenity, 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, as well as amenity is important for physical and mental wellbeing. The policies within this theme do not refer to affordability of homes or homelessness.
Economy and Employment	Policy KD10 states that the Council will support the implementation of telecommunications and digital infrastructure where suitably designed, this is likely to promote economic growth. Policies KD11 and KD12 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 was historically an important medieval market town and is near the historical royal estates at Hampton Court, Bushy Park and Richmond Park. The policies within this theme do not refer to employment.
Skills and education	Policy KD5 states that proposals for special education or care facilities must address the specific needs of proposed users. This is likely to improve access to education for those with disabilities within the Borough.
Social cohesion and community safety	Policies KD1, KD3, and KD5 and 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 KD4. Policy KD5 ensures that safe and accessible environments are a focus of design, this will include safe access and use, well-lit streets, and natural surveillance. Policy KD3 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 KD3 will also help to foster a sense of social cohesion as it encourages the creation of community spaces in new developments.
Access to services	Policy KD10 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. Policy KD2 encourages the creation of community spaces as part of new developments, including libraries, markets, and leisure centres. Policy KD5 aims to ensure the Borough is physically accessible and safe for everyone. 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.
Physical activity	In relation to new homes, policy KD4 seeks to provide every dwelling with private amenity space. For each dwelling/house this will be 30 sqm plus 10sqm per bedroom, and for each flat this will be 5 sqm plus 1sqm for each occupant. Additionally communal amenity space for developments of five or more dwellings will be required. This will ensure that residents have the opportunity for play, exercise and socialising, which in turn will improve mental and physical wellbeing.

Green Infrastructure	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. KD3 aims to protect and enhance green infrastructure networks, maximise opportunities for urban greening and 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 and physical wellbeing across all groups.
Climate change resilience	KD3 aims to protect and enhance green infrastructure networks and provide more climate resilience. This will be done through improving the public realm and green infrastructure. Policy KD6 requires developments to incorporate circular economy principles into design, this is likely to create low-carbon adaptable developments that address the need for resilience to climate change. A more climate resilient public realm is likely to improve mental wellbeing across all groups.

Housing

Assessment Summary

The assessment identified the following population groups that could be affected by the Housing 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 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.

Housing

Table F-9 presents the assessment of the policies within the Housing theme.

Table F-9 - Assessment of Policies within Housing

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. 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.
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. To mitigate this Policy KH6 and KH8 will encourage development of HMOs and Gypsy and Traveller accommodation where there would not be unacceptable impact on noise.
Housing and Homelessness	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 the Councils target to have 50% of all new homes designated as affordable housing. Homelessness within the Borough increased from 2.59 households per 1000 in 2012 to 3.04 in 2014[56]. 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 KH2 aims to maximise the provision of social rented and London Living Rent housing. Proposed specialist and supported housing developments will also be made accessible for those with long term health disabilities, and older people. As highlighted in policy KH4, they will be well-connected to local amenities and public transport. Reflecting the high proportion of student population in RBKT, a specific focus has been given to student accommodation. Policy KH5 outlines the development of new purpose-built student accommodation within

[56] 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/

	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. Policy KH8 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.
Economy and Employment	The policies within the Housing theme are unlikely to directly impact upon the economy and employment within RBKT.
Skills and education	The policies within the Housing theme are unlikely to directly impact upon skills and education within RBKT.
Social cohesion and community safety	The policies within the Housing theme are unlikely to directly impact upon community safety within RBKT. Improvements to community housing RBKT, as proposed within this theme, and specifically policy KH2 and KH4, 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, as well as delivery of specialist housing that meets community needs.
Access to services	Policies KH4, KH5 and KH8 all seek to ensure that new developments for specialist and supported housing, student housing, supported housing and Traveller sites are all within easy access to local services. This will improve mental and physical wellbeing for those living in new developments as services will be within easy access, and may help to reduce social isolation.
Physical activity	The policies within the Housing theme are unlikely to directly impact upon physical activity within RBKT.
Green Infrastructure	The policies within the Housing theme are unlikely to directly impact upon green infrastructure within RBKT.
Climate change resilience	The policies within the Housing theme are unlikely to directly impact upon climate change resilience within RBKT.

Economy and Town Centres

Assessment Summary

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 green infrastructure 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 that 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 F-10 presents the assessment of the policies within the Economy and Town Centres theme.

Table F-10 - 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	Policies KE1 and KE7 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. 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.
Housing and Homelessness	Policy KE7 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 and facilities. The policies within this theme do not refer to affordability of homes or homelessness.
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 opportunities may require specialist skills and therefore may not be suitable for unemployed or low income groups.

	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.
Skills and education	Policy KE4 will ensure major developments include skills and training opportunities by completing a Local Employment and Training Strategy (LETS) for approval prior to the commencement of development. This will improve availability and access to training opportunities and education, including for groups where there are existing barriers to access.
Social cohesion and community safety	The policies in this theme are likely to have a positive impact on social cohesion within the Borough. Policy KE7 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. 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. Through policy KE7 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. 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.
Access to services	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. Policy KE7 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 under-served. 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.

Social Infrastructure

Assessment Summary

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 F-11 presents the assessment of the policies within the Social Infrastructure theme.

Table F-11 - 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 from vehicles and improve air quality.
Noise	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. 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.
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	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. 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, 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 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. This likely to provide additional high quality education opportunities within RBKT.
Social cohesion and community safety	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 (KS6), parks, cultural facilities (KS5) and other developments used as social hubs, such as public houses (KS8). The development of such facilities may improve social cohesion and encourage those who are socially isolated to utilise facilities. The improvement of community and recreational facilities could contribute to an improvement in community safety through providing a 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 likely keep these buildings occupied and increase community safety.
Access to services	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. Policy KS4 will encourage new community facilities and services, particularly where they are accessible by sustainable transport measures (walking, cycling and public transport). 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.
Physical activity	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 and recreation facilities (KS6). The improvement of access to such areas is likely to improve uptake in physical activity within the Borough. Policy KS4 will encourage new community facilities and services, particularly where they are accessible by sustainable transport measures (walking, cycling and public transport) which could increase physical activity when accessing services.

	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.
Green Infrastructure	The policies included within the Social Infrastructure theme are unlikely to have a direct impact on green infrastructure within RBKT.
Climate change resilience	The policies included within the Social Infrastructure theme are unlikely to have a direct impact on climate change resilience within RBKT.

Natural Environment and Green Infrastructure

Assessment Summary

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.

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.

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.

This theme of policies also aims to improve flooding and climate change resilience throughout the Borough. Improved resilience to climate change impacts through flood resilience will ensure the preservation of housing and developments in the Borough for those living in areas at high-risk of flooding.

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 F-12 presents the assessment of the policies within the Natural Environment and Green Infrastructure theme.

Table F-12 - 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 existing 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	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 allotments 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. 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.
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	Within the Borough, the number of adults who are obese is 51.0%, which is lower than the London regional average of 57.8%, and the England average (64.5%). The proposed policies, specifically Policies KN2 and KN6 will contribute to the improvement and protection of existing parks and open spaces within RBKT, as well as increasing the availability of recreational areas. This will encourage physical activity in the Borough and encourage increased levels of physical activity among those with lower rates of activity. 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.
Green Infrastructure	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 (Policy KN3 states a minimum of 20% on new developments); KN4 sets out the protection of trees and urban greening; and Policy KN6 will limit 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. Policy KN1 will encourage a green infrastructure approach for all development. 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.
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. Policy KN1 will implement green infrastructure which will help to mitigate flood risk. 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. The creation of green space and increase in shade from trees 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.

Transport and Connectivity

Assessment Summary

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, this is likely to improve the physical and mental health of residents in RBKT.

Transport and Connectivity

Table F-13 presents the assessment of the policies within the Transport and Connectivity theme.

Table F-13 - Assessment of Transport and Connectivity policies

Health Determinant	Assessment
Air Quality	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 and pollution to air from private cars. Policy KT1 and KT3 support 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. 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.
Noise	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 a reduction in noise from the transport network.
Housing and Homelessness	The policies included within the Transport and Connectivity theme are unlikely to have a direct impact on housing and homelessness within RBKT.
Economy and Employment	Policy KT5 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. Policy KT2 will improve sustainable transport within RBKT which may have a positive impact on those using active/public transport to access employment. Improved active travel for commuters could improve their physical and mental health.

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	Policy KT1 will encourage improvements to the transport network, that connects people, places, and spaces, particularly through safe active travel could encourage people to socialise or provide better access to community hubs. This is likely to benefit socially excluded or isolated groups, and young people.
Access to services	Policy KT1 will encourage improvements to the transport network, that connects people, places, and spaces, which will likely improve access to services and facilities for residents of RBKT. Policy KT3 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	The policies outlined within the Transport and Connectivity theme are likely to have a positive direct impact upon physical activity within RBKT. Policy KT1 will improve walking and cycling routes and Policy KT2 will prioritise the needs of pedestrians and cyclists as well as access to public transport, before car travel. This would increase opportunities for residents of the Borough to exercise safely and spend time outdoors, improving both physical and mental wellbeing. KT5 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.
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 as well as uptake of electric vehicles in RBKT may result in positive impacts upon climate change resilience in the Borough as reliance on fossil fuels is reduced. This will also likely be supported through improvements to the active and public transport network, providing sustainable alternatives to car travel.

Implementation and Monitoring

Assessment Summary

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.

There may be 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 G

Equalities Impact Assessment



Public

Introduction

Overview

The Royal Borough of Kingston upon Thames (hereafter 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 2043.

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.

Local Plans

Section 3 of the National Planning Policy Framework (NPPF)[57] 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.

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.

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'*.

Integrated Impact Assessment

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. 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 RBKT and the likely effects on health outcomes in the local population.

The outcomes of the EqIA have informed the IIA.

[57] Ministry of Housing, Communities and Local Government Framework, National Planning Policy Framework, 2024 [online] available at: National Planning Policy Framework

Legislation

The Equality Act 2010[58] 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.

Those "protected characteristics" which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are outlined in **Table G-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 G-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 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.

[58] The Stationary Office, Equality Act 2010. Available at: http://www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf

Protected Characteristic	People and Aspects Included
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.

Equalities Impact Assessment

What is EQIA?

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.

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.

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.

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.

Social Profile

Introduction

A social profile for the Royal Borough of Kingston upon Thames (RBKT) 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.

Local Community and Facilities

RBKT Community and Character

RBKT 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.

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.

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.

Further information on the Borough and sensitive receptors:

Homes:

- The median house price in RBKT is 15 times the median income level in the local authority, compared to 9 times the median income level in England[59]. The Office for

[59] 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 RBKT, compared to £270,000 in England[60].

Businesses:

- Over 9,860 businesses operate in RBKT, 18.3% of which are involved in human health and social work activities.

Social infrastructure:

- RBKT has one NHS hospital; and
- There are two sixth form colleges, nine secondary schools and 36 primary schools.

Protected characteristics profile

Data from the Office of National Statistics (ONS) has been gathered on the protected groups listed above.

The social profile includes data on deprivation as it provides a measure of a combination of social-economic metrics.

Sex and gender

The 2021 ONS population estimates for RBKT was 168,000. Of this population, 81,000 (48.2%) were male, and 87,000 (51.8%) were female[61], 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 RBKT is in line with the national average, as shown in **Table G-2**.

Table G-2 - Sex and Gender Profile

Sex	RBKT	London	England
All people (total no)	168,000	8,799,800	56,489,800
Male (%)	48.2%	48.5%	49.0%
Female (%)	51.8%	51.5%	51.0%

[60] Office for National Statistics (ONS) [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housepricestatisticsforsmallareas/latest (Accessed on 19/10/2022)
[61] 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)

Religion

As stated in the 2021 Census, of those in RBKT who identify with a religion, the majority identify as Christian (42.6%), which is in line with the English average (46.3%). The second largest proportion of the population identify as having no religion (34.3%) as shown in **Table G-3**.

Table G-3 - Religion Profile[62]

Religion	RBKT % Total pop in 2021	England %
Christian	42.6	46.3
Buddhist	1.0	0.5
Hindu	5.0	1.8
Jewish	0.4	0.5
Muslim	8.0	6.7
Sikh	0.8	0.9
Other Religion	0.7	0.6
No religion	34.3	36.7
Religion not stated	7.1	6.0

Population and age

The 2021 ONS population estimates for RBKT was 168,000. According to the 2021 ONS Population estimates, RBKT has a predominantly middle-aged population, with 66.1% of the population aged between 15-64 years. This is lower than the London average of 68.8%[63], however it is higher than the England average of 63%[64].

The 2021 ONS population estimates shows RBKT has a similar age structure to England and London across most age categories. **Table G-4** shows the population pyramid of RBKT population in 2020.

[62] NOMIS (2021) Kingston upon Thames Local Authority 2021 Census Area Profile [online] Available at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000021
[63] NOMIS (2021) London Region 2021 Census Area Profile [online] Available at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E12000007
[64] NOMIS (2021) England Country 2021 Census Area Profile [online] Available at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E92000001

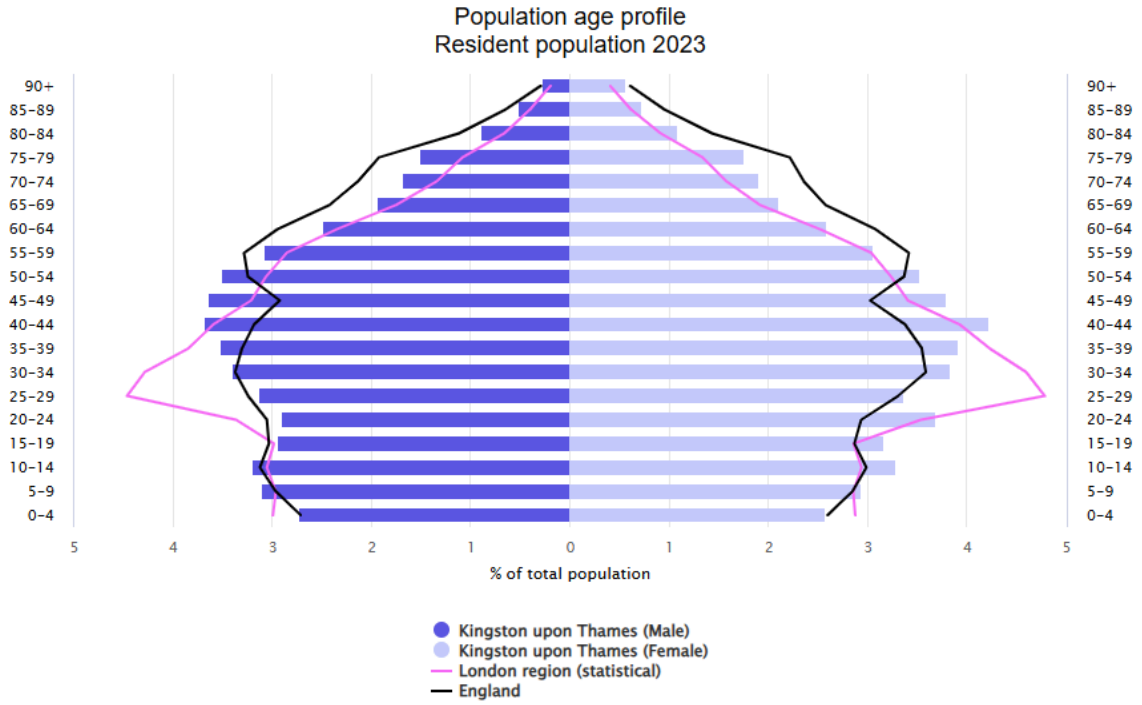
Table G-4 - Age Profile[65]

Age	RBKT %	London %	England %
Under 4 years old	5.7	6.0	5.4
5 to 15 years old	13.8	13.2	13.1
16 to 24 years old	11.1	11.1	10.6
25 to 64 years old	55.0	57.7	52.4
65 years and over	14.4	11.9	18.3

[65] 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/yrr/3/cid/4/tbm/1

The age profile of residents within RBKT indicates that the population is predominantly aged between 30 to 54 years, with these age groups being over-represented in comparison to the national average. The female age groups between 55 to 85 and male age groups between 55 to 85 were much less represented in RBKT than the national average. This demonstrates that RBKT had a predominantly working age population (16-64)[66]. **Figure G-1** shows the population profile of the RBKT population in 2023.

Figure G-1 - Population age profile of RBKT in 2023[67]



Projected Population

The total population between 2018 and 2043[68] in RBKT 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

[66] Nomis (2021) Labour Market Profile - Kingston upon Thames [online] Available at: https://www.nomisweb.co.uk/reports/lmp/la/1946157273/report.aspx?town=kingston#tabrespop

[67] Office for Health Improvement & Disparities (2023) 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/501/are/E09000021/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1

[68] 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)

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.

Table G-5 - 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

Disability

Disability can be assessed in terms of ability to undertake an activity. **Table G-6** shows the proportion of the population whose day-to-day activities are limited by a long-term health problem or disability[6,8]. As shown, RBKT 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 G-6 - Proportion of those living with limiting health problems or disability (2021)

Day to Day activities	RBKT		England %
	Number in 2021	% Total pop in 2021	
Limited a Lot	8430	5.0	7.3
Limited a little	13,560	8.1	10.0
Not limited	146,073	82.7	82.4

In RBKT, there were an estimated 4,790 (3%) people living with sight loss (from 2011 census data)[69], 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).

The estimated prevalence of sight loss is lower in RBKT compared to the average for England, with 3% of the population living with sight loss, compared to 3.2% nationally14. The age profile of those living with sight loss in RBKT is mostly in line with the national averages as shown in **Table G-7**.

Table G-7 - Age profile of those living with sight loss (2021)[70]

Age	RBKT		England %
	Number in 2021 living with sight loss	% of Total in 2021 living with sight loss	
Under 18	0	0	1.0

[69] 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.
[70] 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

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

It is estimated that 15,000 people (8.9%) in RBKT 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 RBKT which is the same as the average for England of 0.2%[71].

In RBKT, 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 RBKT, 25 are registered with a vision impairment and deaf or hard of hearing.

[71] 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.

Race

The 2021 Census data indicates that the majority of the population in RBKT identifies as white (68.3%)6. This is 12.7% lower than the national average8 but higher than the London average7. All other ethnicities are recorded as higher than the national average, but similar to the London average, except for Black/African/Caribbean/Black British which is 1.4% lower than the national average and 10.7% lower than the London Average, as outlined in **Table G-8**.

Table G-8 - Ethnicity Profile

Ethnic Group	RBKT %	London %	England %
White	68.3	53.8	81.0
Mixed/multiple ethnic groups	5.4	5.7	3.0
Asian/Asian British	17.8	20.7	9.6
Black/African/Caribbean/Black British	2.8	13.5	4.2
Other ethnic group	5.7	6.3	2.2

Sexual orientation

The sexual orientation estimates outline in **Table G-9,** which reports on data from the 2021 Census.

In RBKT the majority of the population identify as heterosexual or straight (88.1%). This is similar to the London and national average. Other listed sexual orientations also show a similar distribution to the London and national average. A high proportion of people did not answer this question in the 2021 census.

Table G-9 - Sexual Orientation Profile of RBKT, London, and England in 2021

Sexual Orientation	RBKT %	London %	England %
Heterosexual or straight	88.1	86.2	89.4
Gay or lesbian	1.6	2.2	1.5
Bisexual	1.5	1.5	1.3
Pansexual	0.1	0.1	0.1
Asexual	0.1	0.0	0.1

Queer	0.0	0.1	0.0
All other sexual orientations	0.2	0.3	0.2
Not answered	8.5	9.5	7.5

Pregnancy and maternity

A maternity is a pregnancy resulting in the birth of one or more children, including stillbirths. In 2023 the maternity rate in RBKT was 42.1 (maternities per 1,000 women aged 15 to 44), which is lower than the maternity rates for London and England, of 48.2 and 49.3 respectively[72].

Table G-10 – Birth and Maternity in RBKT, London, and England in 2023

	RBKT	London	England
Total Live Births (Number in 2023)	1,607	104,252	563,561
Number of Stillbirths	2	424	2,230
Total Maternity Rate (Maternities per 1,000 women aged 15 to 44)	42.1	48.2	49.3

[72] ONS (2023) Births in England and Wales: birth registrations. Available at : https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsinenglandandwalesbirthregistrations

Marriage and civil partnership

The percentage of the adult population (16 or over) which is married or in a civil partnership in RBKT is 2.4% higher than the national average8 and 7.1% lower than the London average7. **Table G-11** shows the legal partnership status in RBKT6. All other marriage and civil partnership categories are similar to the national averages.

Table G-11 - Marriage and Civil Partnership Profile

Marriage / Civil Partnership	RBKT %	London %	England %
Single (never married or never registered a same-sex civil partnership)	39.4	46.2	37.9
Married or in a registered same-sex civil partnership	47.1	40.0	44.7
Separated (but still legally married or still legally in a same-sex civil partnership)	1.8	2.3	2.2
Divorced or formerly in a same-sex civil partnership which is now legally dissolved	7.2	7.3	9.1
Widowed or surviving partner from a same-sex civil partnership	4.5	4.2	6.1

Unemployment and deprivation

The proportion of unemployment in RBKT is in line with the national average for the UK and lower than the London average (**Table G-12**). The average gross weekly pay in RBKT is higher than the UK national average and similar to the London average[73].

Table G-12 - Economic Profile (April 2024 – March 2025)

Unemployment and Deprivation	Economically active: Unemployment (%)	Economically inactive (%)	Average Gross Weekly Pay of Full Time workers (£) (2024)
RBKT	3.6	17.8	844.0
London	5.3	20.4	853.4
Great Britain	3.9	21.5	729.8

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.

In RBKT, there are 98 Lower Super Output Areas (LSOAs). In 2019 of the 98 LSOAs[74]:

- 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.

The most deprived LSOAs in RBKT are located in the centre of the Borough, largely located in the wards of Norbiton, Berrylands and Beverley.

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 Berrylands.

[73] NOMIS (2022) Official Labour Market - RBKUT Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)
[74] 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

Gender Reassignment

Trans is a general term for people whose gender is different from the gender assigned to them at birth. The gender identity estimates outlined in **Table G-13** reports on data from the 2021 Census.

In RBKT the majority of the population identify as the same sex as was registered at birth (92.7%)[6]. This is similar to the London and national average[7,8]. Other listed gender identities also show a similar distribution to the London and national averages. A high proportion of people did not answer this question in the 2021 census.

Table G-13 - Gender Identity Profile of RBKT, London, and England in 2021

Gender Identity	RBKT %	London %	England %
Gender identity the same as sex registered at birth	92.7	91.2	93.5
Gender identity different from sex registered at birth but no specific identity given	0.3	0.5	0.2
Trans woman	0.1	0.2	0.1
Trans man	0.1	0.2	0.1
Non-binary	0.1	0.1	0.1
All other gender identities	0.0	0.0	0.0
Not answered	6.7	7.9	6.0

Baseline summary

The RBKT 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.

Households within RBKT have higher levels of income when compared to the national average, and unemployment rates are slightly lower. There are pockets of

deprivation concentrated in the central area of RBKT, such as wards Norbiton, Berrylands and Beverley.

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.

Impact Assessment

Introduction

The new draft Local Plan sets out the policy framework for how land is used and will guide development in the Borough up to 2043, 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.

Vision

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;
- Support 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.

Policies

The proposed policies have been assessed from an equality perspective.

Policies have been split by their themes under the following categories:

- Sustainable Development Strategy;
- Climate Change;
- Design and Heritage;

- Housing;
- Economy and Town Centres;
- Social Infrastructure;
- Natural Environment;
- Transport; and
- Implementation and Monitoring.

Assessment methodology

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.

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.

Table 4-1 below provides the assessment key to the assessment in **Tables G-14** to **G-23**.

Table G-14 - Assessment Key

Symbol	Impact
+	Positive
0	Neutral
-	Negative

Assessment summary

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.

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.

The assessment concludes that there will likely be a neutral impact for the following protected characteristic groups, assuming no unforeseen barriers emerge:

- Marriage and civil partnerships.

Table G-15 - Summary of Policies and Equality Effects - Sustainable Development Strategy

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy K1: Achieving Sustainable Development	0	0	0	+	0	+	0	0	0	+
Summary of impact on protected characteristics	Age +The Council seeks to deliver family homes and specialist housing for different groups which is likely to have a positive impact for the elderly and families. Disability +Those with pre-existing health issues will benefit from improvements in air quality. +This policy will also seek to reduce health inequality which is likely to have a positive impact on health and disability. +The Council seeks to deliver specialist housing for different groups which is likely to have a positive impact for those with disabilities. Deprivation +Improvements in the quality of infrastructure and optimising densities may create improvements for the more deprived areas in the Borough.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+This policy will also seek to reduce health inequality and deliver more affordable housing which is likely to have a positive impact for the more deprived wards in RBKT. +Improved employment opportunities may also reduce unemployment and deprivation.									
Mitigation measures / Recommendations	New developments should be well-designed, resilient to climate change, accessible and inclusive. New housing should be affordable and available to the entirety of the housing market, including those on low incomes or with specialist needs.									
Policy K2: Locations for Sustainable Development	**0**	**0**	**0**	**+**	**0**	**+**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age This policy will ensure the Council supports the delivery of necessary infrastructure, particularly in areas where there will be high levels of development, this may improve facilities and services such as schools, health services and community areas, which is likely to benefit those of all ages, including the young and the elderly. Disability + Improvements to accessibility where there is new development in town centres and improvements to public transport will benefit people with disabilities and reduced mobility. Deprivation									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ Facilitating growth in employment 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.									
Mitigation measures / Recommendations	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.									
Policy K3: Key Areas of Change	**0**	**0**	**0**	**+**	**0**	**+**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age + Supporting new education infrastructure will be beneficial to families and children. + This policy will ensure the area has suitable social infrastructure, this may improve facilities and services such as schools, health services and community areas, which is likely to benefit those of all ages, particularly the young and the elderly. Disability + Improvements to accessibility where there is new development in town centres and improvements to public transport will benefit people with disabilities and reduced mobility. Deprivation									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ Facilitating a growth in employment opportunities through new developments will bring 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.									
Mitigation measures / Recommendations	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). New housing should be affordable and available to the entirety of the housing market, including those on low incomes.									

Table G-16 - Summary of Policies and Equality Effects - Climate Change

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Strategic Policy KC1: Climate Change and Environmental Sustainability	0	0	0	+	0	+	+	0	0	+
Summary of impact on protected characteristics	Age, Disability, Pregnancy/maternity, Deprivation +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. + Improvements in air quality from low carbon design, and reductions in urban heat are likely to positively impact those that are more susceptible to health issues such as the elderly, those with pre-existing health issues and pregnant people.									
Mitigation measures / Recommendations	Developments to help mitigate the impacts of climate change should be inclusive and accessible. Developments should ensure mitigation measures are included in more deprived areas as well as less deprived areas.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KC2: Air Quality	**0**	**0**	**0**	**+**	**0**	**+**	**+**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age, Disability, Pregnancy/maternity, Deprivation + 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 from improved air quality form this policy.									
Mitigation measures / Recommendations	The Borough is covered by an Air Quality Management Area (AQMA), which should be maintained to help keep emissions down.									
Policy KC3: Flood Risk	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	This policy focuses on improving the flood resilience of all new developments and improving the sense of place with carefully designed mitigation. As a result, there will be a positive impact in terms of safety and wellbeing for the whole community, but there are unlikely to be specific negative or positive impacts on those with protected characteristics.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	None.									
Policy KC4: Sustainable Drainage	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	No protected groups are identified as specifically impacted by this policy.									
Mitigation measures / Recommendations	None.									
Policy KC5: Water Efficiency	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	No protected groups are identified as specifically impacted by this policy.									
Mitigation measures / Recommendations	None.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KC6: Managing Heat Risk	**0**	**0**	**0**	**+**	**0**	**+**	**+**	**0**	**0**	**0**
Summary of impact on protected characteristics	Age, Disability, Pregnancy/maternity + Reductions in urban heat and the development of buildings with a suitable thermal environment is likely to positively impact those that are more susceptible to heat or related health issues such as the elderly, those with pre-existing health issues and pregnant people.									
Mitigation measures / Recommendations	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.									
Policy KC7: Minimising Greenhouse Gas Emissions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Deprivation 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.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	None.									
Policy KC8: Energy Generation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Deprivation + Decentralised energy could offer reductions in electricity costs for community facilities and individuals which would likely positively impact those with lower incomes.									
Mitigation measures / Recommendations	Ensure developments do not provide additional financial barriers to those on low-incomes.									
Policy KC9: Ground Contamination and Hazardous Substances	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	This policy focuses on remediating contaminated land. As a result, there will be a positive impact in terms of safety and wellbeing for the whole community, but there are unlikely to be specific negative or positive impacts on those with protected characteristics.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	None.									
Policy KC10: Sustainable Construction and Supporting the Circular Economy	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Deprivation / Age + 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. + It is possible that additional jobs opportunities will arise to fulfil this objective.									
Mitigation measures / Recommendations	Appropriate subsidies should be considered to ensure people from low incomes can access sustainable retrofitting with no additional financial barriers.									
Policy KC11: Waste and Recycling Management	**0**	**0**	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**+**

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Summary of impact on protected characteristics	Deprivation / Disability + Waste management spaces in the public realm will improve the streetscape around residential and business areas. This could bring benefits to aesthetics, accessibility by improving street waste recycling. +Ensuring specific spaces are provided for waste storage will discourage waste bins being left on pavements and reduce barriers for wheelchair users and those with mobility limitations.									
Mitigation measures / Recommendations	Ensure as much as possible that rising costs of waste management are not passed on to the public, particularly those with low income, in the form of rising Council tax bills or other means. This policy includes embedded consideration for accessibility with waste and recycling space design.									

Table G-17 - Summary of Policies and Equality Effects - Design and Heritage

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KD1: **A Place-Led Approach to Design**	**0**	**0**	**0**	**+**	**0**	**+**	**+**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age/ Disability / Pregnancy and maternity / Deprivation + Developments that are inclusive and accessible for all will benefit a range of protected groups, especially people with disabilities that limit their day-to-day activities. + Passive design principles are likely to reduce overheating and improve living conditions, this is likely to positively impact those that are more susceptible to health issues such as the elderly, those with pre-existing health issues and pregnant people. + Attractive design and a well-maintained environment is likely to benefit people's wellbeing and mental health and encourage physical activity.									
Mitigation measures / Recommendations	Inclusive mobility guidance should be adhered to ensure designs are accessible for everyone.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KD2: Local Context and Character	0	0	0	+	0	+	+	0	0	0
Summary of impact on protected characteristics	Age/ Disability/ Pregnancy and Maternity + Inclusive high-quality design which is informed by local context is likely to be accessible for all ages and disabilities and therefore will benefit older people, pregnant people, and people with disabilities which limit their day-to-day activities and mobility.									
Mitigation measures / Recommendations	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. Ensure that consideration for people from all protected characteristics are included in design considerations through engagement with local residents. Where engagement is low, measures should be explored to increase this and low engagement should not form a barrier to schemes being approved.									
Policy KD3: Public Realm, Landscape and Amenity	+	0	0	+	+	+	+	0	+	+

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Summary of impact on protected characteristics	<u>Age/ Disability / Pregnancy and maternity /Deprivation</u> + This policy aims to provide benefits to the community by maintaining a sense of place and character and will benefit all protected characteristic groups. +This policy aims to deliver a high-quality, inclusive, and safe public realm and improving amenity, which may contribute to good mental health and wellbeing for all people. This is particularly beneficial for those in high density areas, which are likely to be occupied by those with lower incomes. +A Healthy Streets Approach is likely to encourage more walking and cycling which could improve physical and mental health of residents. +Mitigating adverse impacts from sources of pollution is likely to benefit more vulnerable groups including people with existing health issues therefore this will benefit older people, pregnant people, and people with disabilities. <u>Sex and Gender / Gender reassignment / Sexual Orientation / Race</u> + Creating a safe environment could particularly benefit those who are more likely be a victim of crime, such as women, LGBTQ+ people, and ethnic minority groups.									
Mitigation measures / Recommendations	Design of public realm spaces should meet the needs of all users, including those with mobility limitations, sensory impairments and people who are neurodivergent. Ensure that consideration for people from all protected characteristics are included in design considerations through engagement with local residents. Where engagement is low, measures									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	should be explored to increase this and low engagement should not form a barrier to schemes being approved.									
Policy KD4: Housing Quality and Amenity Space Standards	**0**	**0**	**0**	**+**	**0**	**+**	**+**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age/ Disability / Pregnancy and maternity /Deprivation + Appropriate levels of indoor and amenity space will likely benefit both physical and mental health of all residents. +Ensuring appropriate ventilation and natural light is provided as well as preventing development in areas of high air and noise pollution is likely reduce overheating and exposure to pollution. This will likely benefit more vulnerable groups including people with existing health issues therefore this will benefit older people, pregnant people, and people with disabilities. + 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.									
Mitigation measures / Recommendations	None.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KD5: Inclusive and Safe Environments	+	+	+	+	+	+	+	+	+	+
Summary of impact on protected characteristics	All + This policy aims to ensure inclusive design is used so that safe environments are created for everyone, regardless of age, gender, disability, or background. This is likely to benefit groups with protected characteristics. +Inclusive design with a focus on vulnerable and protected groups is likely to ensure removal of barriers, improve access and connection and result in the community feeling safer. +Engagement with community groups is likely to ensure the right inclusive design is implemented to meet the needs of the community in the context of the area.									
Mitigation measures / Recommendations	Ensure that consideration for people from all protected characteristics are included in design considerations through engagement with local residents. Where engagement is low, measures should be explored to increase this and low engagement should not form a barrier to schemes being approved.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
KD6: Circular Economy and Adaptable Design	0	0	0	+	0	0	0	0	0	+
Summary of impact on protected characteristics	Deprivation / Age + Retrofitting and improving existing housing stock with better design 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.									
Mitigation measures / Recommendations	Ensure that accessibility and the needs of residents are not compromised in favour of circular economy/ adaptable design approaches.									
Policy KD7: **Residential Alterations, Extensions and Basements**	0	0	0	0	0	0	0	0	0	0

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Summary of impact on protected characteristics	This policy considers residential alterations, extensions and basements. It aims to ensure that they are of high quality and respect the building and surrounding area. No specific impacts have been identified for groups with protected characteristics.									
Mitigation measures / Recommendations	None.									
Policy KD8: Small Sites Development (Infill, Backland and Garden Land)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	This policy aims to support development that encourages an improved and cohesive urban environment and discourage development on land that would cause disruption to communities or result in biodiversity loss. No specific impacts have been identified for groups with protected characteristics.									
Mitigation measures / Recommendations	None.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KD9: **Tall and Taller Buildings**	**0**	**0**	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	Disability + Sensitive design of tall buildings including good levels of natural light and a reduced sense of enclosure is particularly important for people with disabilities, so sensitive consideration of the placement of tall buildings will be beneficial. Autistic people can be sensitive to changes in light, so microclimate analysis will also likely have a positive impact for this group.									
Mitigation measures / Recommendations	None.									
Policy KD10: **Commercial Frontages, Advertisements and Digital Infrastructure**	**+**	**0**	**+**	**0**	**+**	**0**	**0**	**0**	**+**	**0**

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Summary of impact on protected characteristics	This policy aims to benefit the whole community by maintaining the character and promoting a positive visual impact of shopfronts on the street. <u>Sex and Gender / Gender reassignment / Sexual Orientation / Race</u> + There is potential for perceptions of safety to be increased should shopfront lighting be encouraged. People in these protected groups are likely to benefit from additional natural surveillance and security measures.									
Mitigation measures / Recommendations	Consideration should be given to neurodivergent people who may be more sensitive to light from shopfronts and advertising (for example those that are too bright, harshly coloured, flicker, or hum), in the design of, or when permitting frontages and signage.									
Policy KD11: Historic Environment	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	This policy aims to benefit the community by conserving the historic environment and heritage assets around the Borough. No protected groups are identified as specifically impacted.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	None.									
Policy KD12: Heritage Assets	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	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.									
Mitigation measures / Recommendations	None.									
Policy KD13: Archaeology	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Summary of impact on protected characteristics	This policy aims to protect archaeological sites and preserve remains. No protected groups are identified as specifically impacted.									
Mitigation measures / Recommendations	None.									
Policy KD14: Local Views	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	This policy aims protect key local views and conserve landmarks and character. This will likely benefit the whole community by preserving a sense of place. No protected groups are identified as specifically impacted.									
Mitigation measures / Recommendations	None.									

Table G-18 - Summary of Policies and Equality Effects - Housing

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KH1: Housing requirement	0	0	0	0	0	0	0	0	0	0
Summary of impact on protected characteristics	This policy aims to provide new homes for residents of the Borough. This will likely benefit the whole community by providing more homes. As there is no detail on the type of homes proposed within this policy no protected groups are identified as specifically impacted.									
Mitigation measures / Recommendations	None.									
Policy KH2: Affordable Housing	0	0	0	+	0	+	0	0	0	+
Summary of impact on protected characteristics	This policy aims to provide affordable new homes for residents of the Borough. Deprivation, Age, Disability									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ The policy will help to reduce deprivation in the area by ensuring that housing needs are met, through provision of affordable and accessible housing and appropriate housing size and quality. + Higher levels of affordable housing stock will also benefit first time buyers, and those looking to move out of supported, familial or shared housing.									
Mitigation measures / Recommendations	New residential developments should include affordable housing and be available to the entirety of the housing market, including those on low incomes, and designed in accordance with policies. Development by developers who work with government housing funding schemes should be encouraged if it will benefit lower income buyers. It may be beneficial to prioritise owner occupiers.									
Policy KH3: Housing Size Mix	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	<u>Deprivation, Age</u> + This policy sets out the type and mix requirements for new homes proposed in the Borough. This will benefit a range of people from the community, by ensuring adequate living space and avoidance of cramped conditions. + Affordable rent of one and two bedroom properties for older persons is set out, this is likely to benefit the elderly.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+Improved affordable housing for home ownership is likely to benefit first time buyers and families. + 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.									
Mitigation measures / Recommendations	New homes should be accessible and adaptable to provide adequate housing for people with disabilities and other needs. Consider affordable options for build to rent developments to meet the housing needs of the community especially those on low incomes. Housing should be prioritised for demand by the existing community to prevent displacement of local residents									
Policy KH4: Specialist and Supported Housing	**0**	**0**	**0**	**+**	**0**	**+**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age/ Disability + There will be support for specialist residential accommodation for older people, those with disabilities or specialist needs, care leavers; and those requiring move-on accommodation. This policy will support such development which is located close to local amenities and has good public transport links. Deprivation									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ The requirement for a portion of specialist housing to be delivered as affordable housing will benefit those on lower incomes.									
Mitigation measures / Recommendations	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. Developments should ensure they are considering all the needs of the community.									
Policy KH5: Purpose-Built Student Accommodation	**0**	**0**	**0**	**+ -**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	Age + The policy includes supporting development of student accommodation in the Borough. Younger people in higher education are likely to benefit from this. + purpose-built student accommodation could reduce disturbance associated with student housing in residential areas, such as increased noise and parking issues. - 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 and a list of specific requirements that must be met before student accommodation development would be supported by the Council.									
Mitigation measures / Recommendations	Student accommodation should meet the increasing demand while being affordable. It should not limit the supply of other specialist accommodation.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KH6: Houses in Multiple Occupation	0	0	0	+	0	0	0	0	0	+
Summary of impact on protected characteristics	Age / Deprivation + The policy includes supporting development of HMO's in the Borough. Younger people and those on lower incomes are likely to benefit from this. + Purpose-built HMOs could improve the quality of accommodation for those on lower incomes that cannot afford to live alone. + The policy aims to prevent a "harmful concentration of HMO's" which is likely to prevent disturbance to the community.									
Mitigation measures / Recommendations	HMO's should meet the increasing demand while being affordable. This should not limit the supply of other specialist accommodation or create additional disturbance in the community.									
Policy KH7: Other Housing Models	0	0	0	+	0	0	0	0	0	+
Summary of impact on protected characteristics	This policy considers Large-Scale Purpose-Built Shared Living (LSPBSL), Build to Rent Development, and Community-Led, Self-Build and Custom Homes. Age / Deprivation									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ The policy includes supporting development of other housing types that are likely to provide alternative housing choice for residents. This is likely to benefit younger people and those on lower incomes, particularly where rented accommodation is affordable. + Purpose-built accommodation to provide choice for residents could improve the quality of accommodation for those on lower incomes that cannot afford to live alone.									
Mitigation measures / Recommendations	Other housing types should ensure to be accessible for those with varying disabilities and be affordable to residents on lower incomes.									
Policy KH8: Gypsy and Traveller Accommodation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**+**	**0**
Summary of impact on protected characteristics	<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.									
Mitigation measures / Recommendations	Consideration should be taken to maintain and improve the safety and well-being of the occupiers and look to foster good relations.									

Table G-19 - Summary of Policies and Equality Effects -Economy and Town Centres

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Strategic Policy KE1: Supporting the Borough's economy and town centres	0	0	0	0	0	0	0	0	0	0
Summary of impact on protected characteristics	This policy aims to benefit the whole community by aiming to support and grow a sustainable economy. No protected groups are identified as specifically impacted.									
Mitigation measures / Recommendations	None.									
Policy KE2: Protecting employment uses	0	0	0	+	0	0	0	0	0	+
Summary of impact on protected characteristics	<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. + This policy will seek to ensure employment floorspace is protected and enhanced, this is likely to ensure employment opportunities are available within the Borough. This is likely to benefit all people by providing nearby employment opportunities, including those from lower income backgrounds.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	None.									
Policy KE3: Affordable workspace	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age / Deprivation + This policy aims to make workspaces more affordable and provide a variety of different types of workspace. This will particularly benefit younger people in creative or smaller business looking to set up for the first time. This will also benefit those on lower income by providing affordable workspace to rent.									
Mitigation measures / Recommendations	None.									
Policy KE4: Securing employment and training opportunities	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**
Summary of impact on protected characteristics	All +This policy aims to provide employment and training opportunity to all, including groups with protected characteristics. By removing barriers to employment and education and providing									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	employment opportunities that are accessible it is likely that all groups will be able to benefit from this policy.									
Mitigation measures / Recommendations	Employment and training opportunities should be accessible to all and have good public transport connections.									
Policy KE5: Development in industrial locations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	This policy aims to benefit the whole community, not specifically protected groups, by meeting industrial business needs and supporting the local and regional economies.									
Mitigation measures / Recommendations	Development for designated or strategic industrial locations should be supported by public transport provision where possible, so as to not exclude those without access to private vehicles opportunity of employment.									
Policy KE6: Locally Significant Industrial Sites	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	This policy aims to benefit the whole community, not specifically protected groups, by meeting industrial business needs and supporting the local and regional economies.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	Development for locally significant industrial locations should be supported by public transport provision where possible, so as to not exclude those without access to private vehicles opportunity of employment.									
Policy KE7: Development in town centres	**0**	**0**	**0**	**+**	**0**	**+**	**+**	**0**	**+**	**0**
Summary of impact on protected characteristics	<u>Age, Disability, Pregnancy/maternity</u> + 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. <u>Age</u> + The town centre provides a range of services and facilities including leisure, retail, and entertainment which benefits all ages. <u>Race</u> + Supporting ethnic minority communities in the Borough, such as Korean and Sri Lankan communities reflects diversity and will benefit this protected group.									
Mitigation measures / Recommendations	None.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KE8: Visitor accommodation	0	0	0	0	0	0	0	0	0	+
Summary of impact on protected characteristics	<u>Deprivation</u> + Promoting the Borough as a tourist destination will provide benefits for the whole community by creating job opportunities and supporting local 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. This is likely to ensure inequality is not exacerbated.									
Mitigation measures / Recommendations	Ensure accessibility standards are adhered to in hotels and tourist accommodation. New hotel developments should be considered in line with the housing strategy where vacant 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.									
Policy KE9: Hot food takeaways	0	0	0	+	0	0	0	0	0	+

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Summary of impact on protected characteristics	Age/ Deprivation + This policy will help to ensure healthier food choices are available and hot food takeaways should be a limited distance from schools, in line with the London Plan. This will benefit the health of children and young people as well as adults in aiming to prevent obesity.									
Mitigation measures / Recommendations	Provision of hot food takeaway premises should be balanced between economic need and the potential for adverse health impacts on the community.									
Policy KE10: Betting shops	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Deprivation + 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.									
Mitigation measures / Recommendations	None.									

Table G-20 - Summary of Policies and Equality Effects - Social Infrastructure

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Strategic Policy KS1: Social infrastructure	**0**	**+**	**0**	**+**	**0**	**+**	**+**	**0**	**0**	**+**
Summary of impact on protected characteristics	Religion/belief + Places of worship are included in the list of supported social infrastructure and will therefore be protected and improved where possible. Age + Children and younger people in particular will benefit from provision of schools, sports facilities, cultural facilities, youth facilities, play facilities. Disability + Accessible recreation and sports facilities will benefit people seeking to use these areas to manage mental health or health conditions. Improved access and inclusivity to other facilities will also benefit this group. Pregnancy/maternity + Pregnant women or parents with younger children will particularly benefit from access to community services and facilities in the Borough. Deprivation									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ 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.									
Mitigation measures / Recommendations	New social infrastructure facilities should be well-designed, accessible and inclusive. Existing social infrastructure facilities should be improved, where required, to be accessible and inclusive.									
Policy KS2: Health and social care facilities	**0**	**0**	**0**	**+**	**0**	**+**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age + Older people will particularly benefit from improved 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. Disability + People with a range of disabilities will benefit from accessible health and social care facilities that aim to serve the various needs of residents in the Borough. Pregnancy/maternity + Pregnant women or parents with younger children will benefit from the support of health care facilities in the Borough.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	Deprivation + Improving access to health and social care will help to reduce inequalities within areas of deprivation. Ensuring developments address identified needs will likely contribute to addressing inequality.									
Mitigation measures / Recommendations	New health and social care facilities should be well-designed, accessible, inclusive and meet the identified needs of the community. Existing social infrastructure facilities should be improved where required to be accessible and inclusive.									
KS3: School, college and university facilities	**0**	**0**	**0**	**+**	**0**	**+**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age + 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. Disability + Children and young people with special educational needs and disabilities will benefit from the strategy which aims to secure local school provision that meets community needs.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ Making sports facilities available outside of school hours will benefit physical and mental health and wellbeing. 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.									
Mitigation measures / Recommendations	New and upgraded education facilities should be well-designed, accessible, inclusive and meet identified needs. Existing education facilities should be improved where required to be accessible and inclusive.									
Policy KS4: Community facilities	**0**	**0**	**0**	**+**	**0**	**+**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age + Older people are likely to benefit from appropriate community facilities that encourage socialisation and reduce loneliness and isolation. Disability + People with mental health conditions will benefit from the provision of facilities which support a healthy and inclusive community.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ People with disabilities will benefit from community facilities that are easily accessible to the local community and designed to a high-quality. <u>Deprivation</u> + 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.									
Mitigation measures / Recommendations	Developments involving community facilities should be accessible and inclusive to everybody. Community facilities should be a priority when part of major development and loss of community facilities should only be permitted where alternatives are provided.									
Policy KS5: Arts and cultural facilities	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	<u>Age</u> + Children and young people in particular will benefit from improved provision of art and cultural facilities. <u>Deprivation</u> + People on low incomes may benefit from art and cultural developments which provide local employment opportunities.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	New developments should be inclusive, accessible, and beneficial for the whole community. Loss of existing facilities should not have a detrimental impact on local residents and should only be permitted where an alternative is available.									
Policy KS6: Sports and recreational facilities	+	0	0	+	0	+	0	0	+	+
Summary of impact on protected characteristics	<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 accessible 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. Improvements to public transport connections to sports and recreational facilities will likely benefit those with reduced mobility. <u>Race</u>									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
	+ Providing sports facilities which are inclusive of ethnic minorities will be beneficial to the local community.									
Mitigation measures / Recommendations	Existing and new sports and recreation facilities should be accessible and inclusive.									
Policy KS7: Play and informal recreation	**0**	**0**	**0**	**+**	**0**	**0**	**+**	**0**	**0**	**+**
Summary of impact on protected characteristics	<u>Age</u> + Improvements and creation of play areas will benefit younger people by providing quality recreational space, reflecting local needs. <u>Pregnancy/maternity</u> + Accessible play areas are important for parents with push chairs. Play areas benefit this group by providing a safe recreational space for children. <u>Deprivation</u> + 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.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	New play and recreation 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. 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 mobility aid users and people with mobility restrictions. Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.									
Policy KS8: Public houses	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age + 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. Deprivation + Facilitating the evening economy will bring economic benefits to the Borough in terms of employment and income.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	Developments should protect public houses as they are an important factor in a community's social wellbeing. Developments must mitigate noise impacts as this can have a negative impact on people who are sensitive to loud noises, such as those with neurodivergence.									

Table G-21 - Summary of Policies and Equality Effects – Natural Environment

Policy	Sex and gender	Religion / belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
Strategic Policy KN1: **Green Infrastructure Approach**	0	0	0	0	0	0	0	0	0	0
Summary of impact on protected characteristics	This policy aims to benefit the whole community, not specifically protected groups. The community will benefit from the health, social and economic benefits of nature-based approaches to developments, which provide a range of ecosystem services.									
Mitigation measures / Recommendations	None.									
Policy KN2: **Open Spaces**	0	0	0	+	0	+	+	0	0	+
Summary of impact on protected characteristics	Age + Preservation and creation of parks and open space will benefit younger people by providing quality recreational space.									

Policy	Sex and gender	Religion / belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
	+ Older people also benefit from access to open spaces as they facilitate social interaction, reducing isolation and loneliness. Disability + Green spaces provide particular benefits to people seeking to use these areas for management mental health and/or stress. Pregnancy/maternity + Quality green space is important for parents with push chairs. Play areas benefit this group by providing a safe recreational space for children. Deprivation + 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.									
Mitigation measures / Recommendations	New parks and open spaces should be accessible to all members of the public. Designs should consider safety by including appropriate lighting, accessible pathways and access and egress points. 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 mobility aid users and people with mobility restrictions. Opportunities for sensory stimulation should be maximised to ensure inclusive enjoyment of spaces.									

Policy	Sex and gender	Religion / belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
Policy KN3: Biodiversity	0	0	0	0	0	0	0	0	0	0
Summary of impact on protected characteristics	No protected groups are identified as specifically impacted by this policy.									
Mitigation measures / Recommendations	None.									
Policy KN4: Urban Greening and Trees	0	0	0	+	0	+	0	0	0	+
Summary of impact on protected characteristics	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 and climate change mitigation, such as reducing air pollution. Disability/Age + 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. + Incorporating greener design to remove pollution will help to improve air quality, benefitting those with respiratory conditions and the young and old.									

Policy	Sex and gender	Religion / belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
	Deprivation + A greener urban landscape will benefit people living in high density residential areas who may not have access to private gardens or outside space.									
Mitigation measures / Recommendations	Urban greening and tree planting should be encouraged so that a sense of place is maintained.									
Policy KN5: Food Growing/ Allotments	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	Age + Older people will benefit from the protection of allotments and community gardening as it contributes to social inclusiveness. + Allotments and community gardens can provide education opportunities to children and young people. Deprivation + Allotments and community gardens can provide benefits to residents who don't have access to private gardens, and those who are on low incomes.									

Policy	Sex and gender	Religion / belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	Where possible allotments and food growing spaces should be accessible and inclusive to all.									
Draft Policy KN6: Green Belt and Metropolitan Open Land	**0**	**0**	**0**	**+**	**0**	**0**	**0**	**0**	**0**	**+**
Summary of impact on protected characteristics	This policy will provide minor benefits for the community by maintaining the landscape and visual enhancements of the area. <u>Age / Deprivation</u> + Developments that would improve access to new or enhanced outdoor sport or recreational activities could benefit all ages as well as to residents who don't have access to private gardens, and those who are on low incomes.									
Mitigation measures / Recommendations	Developments within the Green Belt and metropolitan open land should ensure accessibility and inclusivity to benefit all protected characteristics.									

Policy	Sex and gender	Religion / belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
Policy KN7: Rivers and River Corridors	0	0	0	0	0	+	0	0	0	+
Summary of impact on protected characteristics	Disability/Deprivation + This policy aims to retain and improve public access to the riverside. This is likely to benefit people seeking green/blue space to manage mental health and/or stress. + Improvements in access to the riverside could meet the access needs of those with disabilities.									
Mitigation measures / Recommendations	Access to the riverside should be safe and inclusive to all.									
Policy KN8: Moorings and Floating Structures	0	0	0	0	0	0	0	0	0	0
Summary of impact on protected characteristics	No protected groups are identified as specifically impacted by this policy.									

Policy	Sex and gender	Religion / belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	None.									

Table G-22 - Summary of Policies and Equality Effects – Transport

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
Strategic Policy KT1: Strategic Approach to Transport	+	0	+	+	+	+	+	0	+	+
Summary of impact on protected characteristics	Sex and gender, Sexual orientation, Race, Gender reassignment + 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 improving perception of safety when walking, cycling and using public transport. Age, Disability, Pregnancy/maternity + 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. Deprivation + Improvements to public transport connectivity are likely to benefit those with low incomes.									
Mitigation measures /	Inclusive Mobility guidance[75] should be adhered to in order to ensure accessibility standards are achieved.									

[75]Inclusive Mobility. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
Recommendations										
Policy KT2: Sustainable Travel and Healthy Streets	0	0	0	+	0	+	+	0	0	+
Summary of impact on protected characteristics	Age, Disability, Pregnancy/maternity + Developments which support sustainable and active travel modes can benefit those with reduced mobility due to being older, disabled, or pregnant. + New developments supporting safe active travel infrastructure could lead to longer term health and well-being benefits to the wider community. Age + Older people could particularly benefit from easier active travel and improved public transport. Deprivation + Active travel and public transport brings benefits that add to the general health and wellbeing of the community and offers more affordable methods of travel than owning a private vehicle.									
Mitigation measures / Recommendations	Development should be considered in places with poor public transport connections to improve accessibility and inclusivity to people who may face existing barriers to accessing opportunities both within the Borough and outside.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
	Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems, and wheelchair cycles[76]. 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 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.									
Policy KT3: Car Parking and Car Free Development	**0**	**0**	**0**	**+**	**0**	**+**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	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.									

[76] Guide to adapted cycles for inclusive cycling. Available at: https://www.cyclinguk.org/article/cycling-guide/guide-to-adapted-cycles

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
Mitigation measures / Recommendations	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.									
Policy KT4: Sustainable Servicing	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	No protected groups are identified as specifically impacted.									
Mitigation measures / Recommendations	None.									
Policy KT5: River Transport	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on	No protected groups are identified as specifically impacted.									

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/ maternity	Marriage/ civil partnership	Race	Deprivation
protected characteristics										
Mitigation measures / Recommendations	None.									

Table G-23 - Summary of Policies and Equality Effects – Implementation and Monitoring

Policy	Sex and gender	Religion/ belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy / maternity	Marriage/ civil partnership	Race	Deprivation
Policy KI1: Infrastructure and Planning Obligations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	No protected groups are identified as specifically impacted.									
Mitigation measures / Recommendations	Ensure that developments are supportive of all protected characteristics by being inclusive and accessible.									
Policy KI2: Monitoring	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Summary of impact on protected characteristics	No protected groups are identified as specifically impacted.									
Mitigation measures / Recommendations	None.									

Appendix H

Scoping Review

Public

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)[77] and the Royal Town and Country Planning Institute's *Strategic Environmental Assessment Practice Advice* (2018)[78].

[77] 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
[78] 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

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 H-1** below. **Table H-2** outlines the key findings from the review, its compliance with the SEA Regulations and potential areas for improvement.

Table H-1 –Scoring Criteria

Score	Details
1	Currently uncompliant 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

Table H-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	3

Criteria	Response	Score
	topics. Additional topics have also been included such as Transport and Movement, Economy and Population and Communities.	
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 London Plan 2021. The Proposed Changes section below outlines the key documents to be included within the Scoping update.	2
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 each 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

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)?	The Scoping Report States *"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.* *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 be updated to reflect any representations received as well as any new evidence and then be finalised".* However, it is not clear whether consultation has actually been undertaken.	3

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: ■ 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, contributing to biodiversity net gain.	**Proposed:** Will the option/proposal help to: ■ 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?	

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
Climate Change	**Existing:** Promote climate change mitigation in the Borough.	**Existing:** Will the option/proposal help to: ■ 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?	
	Proposed: IIA2: To reduce greenhouse gas emissions, encourage energy efficiency and promote sustainable use of resources.	**Proposed:** Will the option/proposal help to: ■ 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:	

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		■ 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? ■ 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?	
	Proposed: IIA3: Ensure that the Borough is resilient to the effects of climate change	**Proposed:** Will the option/proposal help to: ■ 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?	

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		■ 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: ■ 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.
	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.	

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for 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: ■ 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 option/proposal help to: ■ 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.	Will the option/proposal help to: ■ 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	Split out into three separate objectives to ensure that issues relating to air, soils and water quality are addressed more thoroughly within the assessment.

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		and minimise consumption of resources during construction?	
	Proposed: IIA6: To protect and enhance air quality IIA7: To ensure the efficient use of land IIA8: To maintain and enhance water quality	**Proposed:** IIA6 - Will the option/proposal help to: ■ Support measures to reduce levels of air pollution? ■ Improve air quality? ■ Support measures for the reduction of congestion and traffic levels particularly in congestion hot-spots? IIA7 - Will the option/proposal help to: ■ Support the use of brownfield land? ■ Minimise the loss of Green Belt land? IIA8 - Will the option/proposal help to: ■ Increase water quality? ■ Support the protection and enhancement of water bodies?	

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: ■ 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
	Proposed: No proposed changes	**Proposed:** No proposed changes	
Population and Communities	**Existing:** To maintain and enhance community and settlement identity.	**Existing:** Will the option/proposal help to:	

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		■ Provide development in the most deprived areas and stimulate regeneration? ■ Effectively integrate development within the existing settlement pattern? ■ Enhance the identity of a community or settlement?	
	Proposed: IIA10: To build inclusive communities by reducing social exclusion, promoting equity and equality and respecting diversity	**Proposed:** Will the policy/proposal 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? ■ Effectively integrate development within the existing settlement pattern? ■ Enhance the identity of a community or settlement?	
Health and Wellbeing	**Existing:** Improve the health and wellbeing of the Borough's residents. (IIA11)	Existing: Will the option/proposal help to: ■ Promote accessibility to a range of leisure, health and community facilities for all age groups? ■ Encourage healthy lifestyles and reduce health inequalities?	N/A

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		■ 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?	
	Proposed: No proposed changes	**Proposed:** No proposed changes	
Transport	**Existing:** Promote sustainable transport use and reduce the need to travel. (IIA12)	**Existing:** Will the option/proposal help to: ■ 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?	N/A

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
		■ Take advantage of the opportunities presented by Crossrail 2 (currently paused)?	
	Proposed: No proposed changes	**Proposed:** No proposed changes	
Economy	**Existing:** Support a strong, diverse and resilient economy that provides opportunities for all. (IIA13)	**Existing:** Will the option/proposal help to: ■ 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 (currently paused)? ■ Reduce barriers to jobs?	N/A
	Proposed: No proposed changes	**Proposed:** No proposed changes	

SA Topic	SA Objective	Supporting Appraisal Questions	Reason for Proposed Changes
Crime and safety	**Existing:** N/A	**Existing:** N/A	Crime has been excluded from original IIA framework.
	Proposed: IIA14: To reduce crime and anti-social behaviour and the fear of crime	**Proposed:** Will the policy/proposal help to: ■ Improve safety? ■ Ensure that everyone feels safe, particularly after dark? ■ Support designing out crime principles? ■ Reduce levels of crime derivation?	
Housing	**Existing:** N/A	**Existing:** N/A	Housing has been excluded from original IIA framework.
	Proposed: IIA15:To meet the housing needs of all Borough's residents inclusively	**Proposed:** Will the policy/proposal help to: ■ Sufficiently meet the Borough's housing target? ■ Optimise proposed sites to maximise housing delivery? ■ Reduce housing deprivation? ■ Meet the needs of all groups inclusively (elderly residents, young families, ethnic minorities etc.)? ■ Make provision for gypsy and traveller sites?	

Conclusion

Overall, 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 I

Consultation Comments & Responses – Scoping Report

Public

Table I-1 sets out the consultation comments received on the Scoping Report (2017) and responses to how these have been addressed.

Table I-1 Consultation Comments – Scoping Report

ID	Consultee	Comment	Action?	Summary of Action Taken
1	Natural England	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. 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.	No	Noted
2	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

ID	Consultee	Comment	Action?	Summary of Action Taken
3	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 Crossrail 2 (currently paused) 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
4	Historic England	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.	No	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.

ID	Consultee	Comment	Action?	Summary of Action Taken
5	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	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
7	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.

ID	Consultee	Comment	Action?	Summary of Action Taken
8	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	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.
10	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	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	Consultee	Comment	Action?	Summary of Action Taken
12	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	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
14	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	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.

ID	Consultee	Comment	Action?	Summary of Action Taken
16	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.
17	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	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	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	Ham and Petersham Neighbourhood Forum	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: 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. 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. 3. Traffic entering and leaving the Borough to the north has to use Richmond Road / Petersham Road which results in severe congestion through Petersham.	Yes	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. 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

ID	Consultee	Comment	Action?	Summary of Action Taken
				increase in active travel, which could lead to further routes being established. 3. Congestion is considered as a key issue for the Borough. The Local Plan sets out ways for the Borough to reduce the need to travel and increase uptake in sustainable modes.
21	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

Appendix J

Consultation Comments & Responses – Regulation 18 IIA Report

Table J-1 sets out the consultation comments received on the Regulation 18 IIA Report (2022) and responses to how these have been addressed.

Table J-1 Consultation Comments – Regulation 18 IIA Report

ID	Consultee Name	Comment	Detail of Action	Action Taken
13	Patrick Estates Ltd	With the exception of SA13 (assessed in the iIIA as -- under Objective 3), all of these sites (SA01, 05, 06, 10, 11, 12, 13, 14) are assessed in the iIIA as +/-. This is despite the RAG Assessments (in Appendix B of the iIIA) consistently, and correctly, assessing these sites in relation to Flood Risk.	WSP will review site assessment and RAG ratings to ensure consistency.	WSP has reviewed the flood risk scores and considers these to be reasonable in light of site-specific information.
18	Patrick Estates Ltd	In any event, Sites SA01, SA05 and SA13 should, instead, be assessed as -ve under Objective 3 in the iIIA, due to the majority of these sites being in Flood Zone 2, with part of each being in the higher-risk Flood Zone 3.	WSP will review site assessment and RAG ratings to ensure consistency.	WSP has reviewed the flood risk scores and considers these to be reasonable in light of site-specific information.
19	Patrick Estates Ltd	The remaining 5 short to medium sites (SA06, SA10, SA11, SA12 and SA 14) should be assessed as -- as due to the majority (or totality) of these sites being located in Flood Zone 3. The 2 longer-term sites (SA21 and SA24) should also be assessed in this category as being less preferential than other, lower-risk sites (in Zones 2 or 1).	Some reductions in scores may be due to the commitment to SuDs as part of the scheme design. This will be checked throughout to ensure this is clear to the reader and consistent scoring is applied.	Scores checked to ensure consistent scoring has been applied in respect of Flood Risk.
22	Patrick Estates Ltd	However, the strategic position resulting from the latest assessment is incorrect because the RAG Assessment in Appendix B of the iIIA is flawed in relation to Key/Strategic Views. The existing RAG Assessment data has been extracted and presented in a manner to assist interpretation. SA01 to SA10 are in row 1, SA11 to SA20 in row 2 and SA21 to SA26 in row 3.	WSP will review the assessment of the landscape objective to ensure that key views are also considered.	The Key Views data used was supplied by RBKT; where available, information on potential building heights of site allocations has been incorporated into the site assessments.

ID	Consultee Name	Comment	Detail of Action	Action Taken
23	Patrick Estates Ltd	Overlaying the location of the proposed allocations (from IIA Figure 7.1) with Key Views constraints mapping from the RBKoT website33 results in the image shown in Figure 5. It is evident from this that the IIA has failed to recognise that all of Sites SA01-SA14, and SA20 are in / immediately adjacent to Key Views. These sites represent c1630 units of the short-medium term allocations. Of these 15 sites, only 6 are proposed at less than 6 storeys34, and as such all of sites SA01 to SA03, SA05, SA07, SA09, SA12 and SA14, representing potentially 1145 units, are on sites which are proposed to be in excess of 8 storeys.	WSP will review the assessment of the landscape objective to ensure that key views are also considered. Further details on potential building heights of site allocations would be useful.	The Key Views data used was supplied by RBKT; where available, information on potential building heights of site allocations has been incorporated into the site assessments.
24	Patrick Estates Ltd	With the exception of the Admiralty Building (16-storeys adjacent to the river and north of the railway line)35 there are understood to be no other tall buildings (in excess of 11 storeys) currently in residential use in the centre of Kingston. There are, currently, only 3 non-residential buildings currently in Kingston Town Centre at this height or above. These are: • the Premier Inn36 (11 or 12 storeys); • the Travelodge37 (11 storeys); and • part of the Kingston College site38 (11 storeys)	WSP will review the assessment of the landscape objective to ensure that key views are also considered. Further details on potential building heights of site allocations would be useful.	The Key Views data used was supplied by RBKT; where available, information on potential building heights of site allocations has been incorporated into the site assessments.
25	Patrick Estates Ltd	These sites are all prominent in the townscape. As a result, the IIA Assessment should be amended for the short-to-medium term sites over 8-storeys in height (and in the Key Views) to -- , while those below 8-storeys (and in the Key Views) should be assessed as - .	WSP will review the assessment of the landscape objective to ensure that key views are also considered. Further details on potential building heights of site allocations would be useful.	The Key Views data used was supplied by RBKT; where available, information on potential building heights of site allocations has been incorporated into the site assessments.

ID	Consultee Name	Comment	Detail of Action	Action Taken
29	Patrick Estates Ltd	The RAG Assessment, at face value, scores AL05 the same as that for Draft Allocation SA26 (Tolworth Station), yet in the iIIA Assessment, both sites are appraised differently. AL05 is assessed in Table 8.2 as -- while SA26 is assessed more favourably in Table 7.1 as -. However, and as is referred to elsewhere in this statement, there is no Local Nature Reserve (LNR) and no SINC affecting the AL05 site. Once these corrections are made, AL05 scores as well as SA16 (Former BT Site, Taverner House and Telephone Exchange, Birkenhead Avenue).	WSP will review site assessment and RAG ratings to ensure consistency within the appendix and the main IIA Report.	SA26 Site score for biodiversity amended to '+/-' to reflect the availability of additional information.
30	Patrick Estates Ltd	In the iIIA Assessment, SA16 is assessed more favourably as +/- in Table 7.1. This should also be the conclusion for AL05. This conclusion is supported by a Preliminary Ecological Appraisal of the site, with site visits undertaken in June 2021. This report, attached to this representation39, concludes a low or negligible ecological interest at the site, with the exception of the moderate potential of the southernmost, brick-built, structure (identified in that document as Building 1).	WSP will review the ecological appraisal, to ensure that it is considered as part of the site assessment.	SA16 Site score for biodiversity amended to '+/-' to reflect the availability of additional information.
31	Patrick Estates Ltd	We have made a number of points above regarding iIIA Objective 3. Even taking these into account, the RAG Assessment scores AL05 the same as that for Draft Allocation SA16 (Former BT Site, Taverner House and Telephone Exchange, Birkenhead Avenue), yet in the iIIA Assessment, both sites are appraised differently. AL05 is assessed in Table 8.2 as ? while SA16 is assessed in Table 7.1 more favourably as + and this should also be the conclusion for AL05; neither site is in a high flood risk area.	WSP will review site assessment and RAG ratings to ensure consistency within the appendix and the main IIA Report.	AL05 Site score for biodiversity amended to '+' for consistency.
32	Patrick Estates Ltd	The RAG Assessment concludes that the AL05 site performs as well as, or better than, all of sites ST01-ST10 (inclusive). Yet, inexplicably, the AL05 site is assessed in Table 8.2 as - , while all of these sites,	WSP will review site assessment and RAG ratings to ensure consistency within the appendix and the main IIA Report.	AL05 Site scoring amended to '+/-' to reflect the presence of historic assets.

ID	Consultee Name	Comment	Detail of Action	Action Taken
		and others besides, are assessed in Table 7.1 more favourably as +/-. This should be the same conclusion for AL05.		
34	Patrick Estates Ltd	This Objective represents another inexplicable, and unreasonable, assessment for AL05. The RAG assessment for AL05, is presented below against those for all the SA sites (SA01 to SA10 in row 1, SA11 to SA20 in row 2 and SA21 to SA26 in row 3. AL05 is the 1st entry in each row). AL05 scores as well as, or better than, all potential allocations for the criteria against which this Objective would be measured. Yet, in Table 8.2, AL05 is assessed as , while all bar 4 sites 44 are assessed in Table 7.1 as . The 4 remaining proposed allocations are assessed as .	WSP will review site assessment and RAG ratings to ensure consistency within the appendix and the main IIA Report.	AL05 Site scoring amended to '+/-' to reflect the likely traffic generation from the site and limited sustainable transport options.
37	Patrick Estates Ltd	There are no fields in the preface to the RAG Assessment relating to IIA7 (at the start of iIIA Appendix E). This is a significant oversight. In any event, the AL05 site has been assessed in Table 8.2 as - , presumably due to an overly-simplistic conclusion that the site lies in MOL.	WSP will review site assessment and RAG ratings to ensure consistency within the appendix and the main IIA Report.	AL05 site scoring amended to +/- to reflect location within the MOL.
38	Patrick Estates Ltd	However, as is discussed above, the garden centre and landscaping business present on the site means that it constitutes Previously Developed Land. Accordingly, the re-use of the site for alternative uses would represent a highly efficient use of land, comparable to the assessments for land allocated for re-use in the eLP.	WSP will review site assessment and RAG ratings to ensure consistency within the appendix and the main IIA Report.	AL05 site scoring amended to '+' to reflect PDL status
39	Patrick Estates Ltd	The IIA7 conclusion for AL05 should therefore be at least + , and more likely ++ , in common with the assessment for nearly all the proposed allocations in the eLP.	WSP will review the scoring for IIA7. RAG calculations will be reviewed.	AL05 Site scoring amended to '+' to reflect PDL status

ID	Consultee Name	Comment	Detail of Action	Action Taken
40	Patrick Estates Ltd	The RAG Assessment concludes that AL05 is comparable to, or better than, all of SA01 (Seven Kings Car Park) to SA05 (Bentall Centre Car Parks). Thus the IIA8 Assessment for AL05 should match that of the majority of these sites at 0, rather than the current ?.	WSP will review the scoring for IIA8 for AL05, SA01 and SA05. It should be noted that "?" have often been used due to limited details on the alternative site allocations compared to the proposed allocations.	AL05 Site scoring amended to '0' to for consistency with other assessments.
41	Patrick Estates Ltd	The RAG Assessment concludes that AL05 is comparable to SA17 (Station Road Norbiton). Thus the IIA9 and IIA10 Assessment for AL05 should match that for this site at + , rather than the current ? which applies to both IIA9 and IIA10 Assessment for AL05	WSP will review the scoring for IIA8 for AL05, SA17. It should be noted that "?" have often been used due to limited details on the alternative site allocations compared to the proposed allocations.	AL05 Site scoring "?" has been used due to limited details on the alternative site allocations compared to the proposed allocations.
42	Patrick Estates Ltd	The RAG Assessment for Objective IIA12 criteria is incorrect in an important regard. Table B2 indicates that sites in PTAL Zones 0, 1a, 1b are assessed as red , those in PTAL Zones 2, 3,and 4 as amber, and Zones 5 and above as green .	The RAG assessment for PTAL scores on what the majority of the site falls within. WSP will check the consistency of this.	In light of dispute over PTAL rating, score amended to '+/-'
44	Patrick Estates Ltd	Thus, the Assessment for Objective IIA12 in the Assessment, for AL05, should also be ++, not least because of the potential for CrossRail2 to improve connections, including at Tolworth Station (see Appendix G). While it is noted that active work on CrossRail2 is currently suspended, paragraph 4.7 of the eLP makes it clear that Opportunity Areas (OAs) “remain the most sustainable locations for growth due to their proximity to town centres, infrastructure and public transport connections and for this plan are to be referred to as key areas of opportunity”.	WSP will include the potential connection to CrossRail2	Implementation of Crossrail2 remains suspended. No change to score.

ID	Consultee Name	Comment	Detail of Action	Action Taken
45	Patrick Estates Ltd	Although the boundaries of OAs in the vicinity of the site have yet to be determined, there is a clear intention for such to be identified in the vicinity of Tolworth Station (see image below from this website: https://opportunity.london/Boroughs/kingston-upon-thames; the contents align well those from the Mayor's Office46, and the AL05 site is on the edge of the area shown below.	WSP will include the potential connection to CrossRail2	Implementation of Crossrail2 remains suspended. No change to score.
46	Patrick Estates Ltd	Thus, on the assumption that CrossRail2 may well be implemented in due course, failing to correctly recognise the development capacities of various sites now, including AL05, would represent a significant missed opportunity.	WSP will include the potential connection to CrossRail2	Implementation of Crossrail2 remains suspended. No change to score.
47	Patrick Estates Ltd	There is significant doubt over the justification for many of the allocations on flood risk and landscape grounds. There is linked concern regarding the methodology used for site assessment and there are apparent inconsistencies and/or prejudices regarding non-allocated sites. Using a scoring methodology for the criteria (Appendix R) the AL05 site is: • more favourable than 2 of the short-medium term sites (SA02 and SA12); and • as favourable as 2 further short-medium term sites (SA08 and SA19); and • is more favourable than 4 of the 6x longer term sites (SA21, SA22, SA24 and SA26)	WSP will ensure consistent scoring in	GIS-based site scoring criteria are set out in Appendix D.
53	Lichfields	Solum notes that the development requirements include that "developments must be supported by a Parking Survey or Study and ensure an appropriate level of car parking for the town centre and station is retained." Further, the development requirements state "a quantum of car parking will need to be retained for station uses (to be determined by the rail provider and relevant partners)." Solum supports	WSP will add this to the mitigation/ enhancement measures.	Policy KT3 requires parking surveys in areas of high parking stress.

ID	Consultee Name	Comment	Detail of Action	Action Taken
		these two requirements, as it is appropriate to ensure the operational railway car parking requirements form part of the considerations at the future planning application stage, informed by appropriate evidence to justify both the quantum and form of proposed car parking.		
54	Lichfields	The SA20 development requirements include that “developments must retain any mature trees on site”. We suggest this is overly prescriptive, so should be deleted from the development requirements, and instead that TPO trees forms part of a revised ‘design consideration’, indicating that mature trees be retained where possible but, if not possible, replacement planting (or ‘CAVAT’/ i-Tree Eco payment) will be sought. This approach would align with the valuation method set out under Draft Policy KN4 ‘Urban Greening and Trees’.	WSP will amend assessment in line with Policy KN4.	The IIA does not prescribe site-specific measures in respect of mature trees.
60	Environment Agency	The SFRA from 2021 sets out that the functional floodplain is 5% (1:20) annual probability. The latest update to the PPG Flood and Coastal change now sets out this to be 3.3% (1:30) annual probability. We understand that there are 3 allocations within FZ3b – although we understand the John Lewis site may no longer be put forward as an allocation. The SFRA Level 2 should consider the 3.3%. One of the Tests of Soundness is being consistent with national policy. Since August 2022, the PPG now states, the “Functional floodplain will normally comprise land having a 3.3% or greater annual probability of flooding”	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling.	In the previous Regulation 18 Plan consultation, in respect of changes to its flood model, EA provided a comparison that illustrated the differences in flood risk between the earlier and newer models at that time. For sites affected by Flood Zone 3, Level 2 Strategic Flood Risk Assessments have been produced.

ID	Consultee Name	Comment	Detail of Action	Action Taken
61	Environment Agency	If the policy guidance now advises that 3.3% (1:30) for functional floodplain, we would recommend that the Level 1 SFRA is updated to reflect the new return period. We recommend that an SFRA us regularly updated to reflect changes in modelling or policy. We note that the SFRA references the London Plan and Kingston's Core Strategy which states under section 1.12 will be replaced. It must be noted that the SFRA Level 2 does not consider all the site allocations that are at flood risk. We would expect that the Sequential Test now consider the new return period. Does this affect how sites have been ranked within the Sequential Test?	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling.	See response to Rep 60 above.
62	Environment Agency	The 3.3% return period is available from the River Thames 2019 flood model. The proposed Thames 2022 model also has the 1 in 30 (3.3%) return period. However, it is not available for the River Hogsmill flood model or the Beverley Brook flood model and there are no present plans to update these models in the near future. Where there is no 3.3% AEP return period for a flood model e.g., Beverley Brook and River Hogsmill, there will need to be some consideration of how to apply the higher return period. This could be by re-running the model to apply 3.3% or consideration of whether a proxy could be used.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling.	See response to Rep 60 above
63	Environment Agency	River Thames 2022 (final draft) modelling The River Thames 2022 (final draft) flood modelling has the 1 in 100 plus 25%, 1 in 100 plus 35% and the 1 in 100 plus 81% for climate change (CC) in addition to the 1 in 30 flood level and extents built into the model. We have provided comments specific to this modelling to highlight any changes in flood risk for the allocated sites.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling.	See response to Rep 60 above

ID	Consultee Name	Comment	Detail of Action	Action Taken
		Please note the data is not definitive and is subject to change so it is to be used as a guide. We have also included comments that consider flood risk from the River Hogsmill and Beverley Brook.		
64	Environment Agency	SA01 – Seven Kings Car Park The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 100 (1%), 1 in 100 plus CC and the 0.1% extents. It is not within the flood extents of the River Hogsmill or Beverley Brook. The sites development requirements states 'developments must implement requirements identified in the Council's SFRA' however, due to the nature of the site, certain mitigation measures may not be compatible, for example, it references the sites proximity to the Old London Road Area of Special Character, in which case we question whether the use of voids would be acceptable for this development. We suggest that the plan specifies what would be considered acceptable or references a specific section of the SFRA.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling.	See response to Rep 60 above
65	Environment Agency	SA03 – Canbury Car Park The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 100 (1%), 1 in 100 plus CC and the 0.1% extents. It is not within the flood extents of the River Hogsmill or Beverley Brook. The design guidance states 'development should support a mix of uses on the ground floor. We also suggest that the plan states mitigation measures to be required, as this is currently missing for this site.		See response to Rep 60 above

ID	Consultee Name	Comment	Detail of Action	Action Taken
66	Environment Agency	SA05 – Bentall Centre Car Parks The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 100 (1%), 1 in 100 plus CC and the 0.1% extents. It is also at flood risk from the River Hogsmill. However, it is not at flood risk from the Beverley Brook. The sites development requirements states 'developments must implement requirements identified in the Council's SFRA' however, due to the nature of the site, certain mitigation measures may not be deliverable, for example, it references the sites proximity to a conservation area. As before, we suggest that acceptable mitigation measures are referenced, or direction to a specific part of the SFRA to clarify this point.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above
67	Environment Agency	SA06 – Bishops Palace House The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 30, 1 in 100 (1%), 1 in 100 plus CC and the 0.1% extents. The site is not at risk from flooding from the Beverley Brook. We will confirm shortly whether it is at risk of flooding from the River Hogsmill. For the parts of the site that lie within the functional floodplain, only compatible uses as outlined in Table 2: Flood risk vulnerability and flood zone 'incompatibility' of the PPG would be permitted. The proposed boundary for this site extends up to the bank of the River Thames. Any proposed building should be set back from the river with an 8 metre buffer, no closer than the alignment of the existing building, or no encroachment of the river, however, the plan does not mention this consideration.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary, including the potential for a Flood Risk Activity Permit.	See response to Rep 60 above

ID	Consultee Name	Comment	Detail of Action	Action Taken
		It should also be noted that a 10 metre buffer is optimal, and any less will be penalised against the BNG metric. Due to the sites proximity to the river, we also recommend that amenity space is created and green infrastructure links are enhanced. This should be stated within the site allocation's development requirements. Development of this site may require a Flood Risk Activity Permit, please see our comments in Section 1 regarding flood risk.		
68	Environment Agency	SA07 – Ashdown Road Car Park The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 100 plus CC and the 0.1% extents. It is also at flood risk from the River Hogsmill. However, it is not at flood risk from the Beverley Brook. We suggest that the plan states mitigation measures to be required, as this is currently missing for this site, and should be linked to the mitigation measures outlined in the SFRA.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above
69	Environment Agency	SA08 – Cromwell Road Bus Station Site lies within 1 in 100 plus 81% CC from the Thames 2022 Modelling (final draft). It is also at flood risk from the River Hogsmill (Flood Zone 2). However, it is not at flood risk from the Beverley Brook. The site allocation should be updated to reference that the design must consider the flood risk to the site and any relevant flood mitigation measures.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above

ID	Consultee Name	Comment	Detail of Action	Action Taken
70	Environment Agency	SA09 – Cattle Market The site is at risk of flooding from the River Hogsmill (partially within Flood Zone 2). However, it is not at risk of flooding from the Beverley Brook or the River Thames. The site allocation should be updated to reference that the design must consider the flood risk to the site and any relevant flood mitigation measures.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above
71	Environment Agency	SA10 – Guildhall Buildings The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 100, 1 in 100 plus CC and the 0.1% extents. It is also at flood risk from the River Hogsmill, including being partially within the functional floodplain. However, it is not at flood risk from the Beverley Brook. For the parts of the site that lie within the functional floodplain, only compatible uses as outlined in Table 2: Flood risk vulnerability and flood zone 'incompatibility' of the PPG would be permitted. Please note that development raised above the functional floodplain flood depths would still be considered to be within the functional floodplain. The sites development requirements states 'developments must implement requirements identified in the Council's SFRA' however, due to the nature of the site, certain mitigation measures may not be deliverable. For example, it references that Guildhall Main Building should be retained as part of wider developments and that it's within a conservation area. As before, we suggest that acceptable mitigation measures are referenced, or direction to a specific part of the SFRA to clarify this point.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above

ID	Consultee Name	Comment	Detail of Action	Action Taken
72	Environment Agency	This site is directly adjacent to the River Hogsmill. Development here should seek to maximise opportunities to enhance, restore and re-naturalise the watercourse bed and banks as outlined in Policy KN1 (C). The creation of green space at the heart of the site could provide an opportunity for river restoration with multiple benefits for ecology, access, and amenity. We recommend BNG relates to both the terrestrial and aquatic environments and the most recent DEFRA metrics should be used. Any proposed building should be set back from the river with an 8 metre buffer, no closer than the alignment of the existing building, or no encroachment of the river, however, the plan does not mention this consideration. We strongly recommend that the set back requirements are referenced in the site allocation. It should also be noted that a 10 metre buffer is optimal, and any less may be penalised against the BNG metric. Development of this site may require a Flood Risk Activity Permit, please see our comments in Section 1 regarding flood risk.	Mitigation measures will be reviewed and updated where necessary.	Site mitigation measures have been reviewed and updated where necessary.
73	Environment Agency	SA11 – The Malthouse The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 100, 1 in 100 plus CC and the 0.1% extents. It is also at flood risk from the River Hogsmill. However, it is not at flood risk from the Beverley Brook. The sites development requirements states 'developments must implement requirements identified in the Council's SFRA' however, due to the nature of the site, certain mitigation measures may not be deliverable, for example, it references the site's	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above

ID	Consultee Name	Comment	Detail of Action	Action Taken
		location within Kingston Old Town Conservation Area. As before, we suggest that acceptable mitigation measures are referenced, or direction to a specific part of the SFRA to clarify this point.		
74	Environment Agency	SA12 – Bittoms Car Park The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 100 plus CC and the 0.1% extents. It is also at flood risk from the River Hogsmill. However, it is not at flood risk from the Beverley Brook. The sites development requirements states 'developments must implement requirements identified in the Council's SFRA' however, due to the nature of the site, certain mitigation measures may not be compatible, for example, it states 'development should avoid adverse impact on nearby conservation areas, local areas of special character…'. As before, we suggest that acceptable mitigation measures are referenced, or direction to a specific part of the SFRA to clarify this point.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above
75	Environment Agency	SA13 – Surrey County Hall The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 100 plus CC and the 0.1% extents. The site is not at risk from flooding from the Beverley Brook. We will confirm shortly whether it is at risk of flooding from the River Hogsmill. We suggest that the plan states mitigation measures to be required, as this is currently missing for this site. Certain mitigation measures may not be deliverable as the Hall is Grade 2 Listed and has been asked to be retained. We understand there is an existing planning	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above

ID	Consultee Name	Comment	Detail of Action	Action Taken
		application for a mixed-use development on this site (your ref: 21/03939/FUL) and welcome clarification on whether this will still be proposed as an allocated site.		
76	Environment Agency	SA14 – Thames Side Wharf The Thames 2022 (final draft) modelling shows that the proposed site lies within the 1 in 30, 1 in 100, 1 in 100 plus CC and the 0.1% extents. It is not within the flood extents of the River Hogsmill or Beverley Brook. Some of the plot (closest to the River Thames) is in 1 in 30 (PPG current functional floodplain), which means that only water compatible development is appropriate within the flood zone. Other parts of the plot would lie in the 1 in 100 and CC extents. This should be made clear within the site allocation, potentially by splitting the site into two plots. As there is no existing built development on site, historically it has been extremely difficult to bring forward a suitable design that would keep the development safe for its lifetime without increasing flood risk elsewhere. The sites development requirements states 'developments must implement requirements identified in the Council's SFRA' however, due to the nature of the site, certain mitigation measures may not be compatible, for example, it states 'development should avoid adverse impact on nearby conservation areas, local areas of special character…' but also that the development should be guided by Riverside SPD. As before, we suggest that acceptable mitigation measures are referenced, or direction to a specific part of the SFRA to clarify this point. You may need to reconsider the proposed uses allocated here due to the deliverability in light of the constraints.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above

ID	Consultee Name	Comment	Detail of Action	Action Taken
		Due to the sites proximity to the river, we recommend that there is at least 8 metre setback from the river. It should be noted that a 10 metre buffer is optimal, and less will be penalised against the Biodiversity Net Gain metric. Plans should also incorporate amenity space by the river and green infrastructure links are enhanced. This should be stated within the site allocation. Development of this site may require a Flood Risk Activity Permit, please see our comments in Section 1 regarding flood risk.		
77	Environment Agency	Longer-term Sites SA21 – John Lewis (no longer considered) The John Lewis site is divided into two plots; NW plot lies within 1 in 30, 1%, CC extents and 0.1%. SE plot lies within 1 in 100 +35% and +81% CC extents and 0.1%. It is not within the flood extents of the River Hogsmill or Beverley Brook. For the parts of the site that lie within the functional floodplain, only compatible uses as outlined in Table 2: Flood risk vulnerability and flood zone 'incompatibility' of the PPG would be permitted. Development of the NW plot may require a Floor Risk Activity Permit.	RBKT to advise if there are to be any changes in site allocations. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary, including the potential for a Flood Risk Activity Permit.	See response to Rep 60 above
78	Environment Agency	SA22 – Kingston University (Kingston Hill Campus) This site is not at risk of flooding from the River Thames, River Hogsmill or Beverley Brook. Development here should be sensitive to the designation of the SINC and seek to enhance its ecological integrity. Development should seek to maximise opportunities to extend the connectivity of	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be	See response to Rep 60 above, Mitigation measures will be reviewed and updated where necessary.

ID	Consultee Name	Comment	Detail of Action	Action Taken
		this SINC to other green and blue space and to develop a connected ecological network at landscape scale.	reviewed and updated where necessary.	
79	Environment Agency	SA24 – Burlington Retail Park The site is at risk of flooding from the Beverley Brook (partially within Flood Zone 2 and 3). It is not at risk of flooding from the River Thames or River Hogsmill. The site allocation should reference the flood mitigation measures set out within the SFRA. The site is directly adjacent to the Beverley Brook and any development here should seek to maximise opportunities to enhance, restore and re-naturalise the watercourse and the riparian buffer zone. The site also contains a culverted section in an otherwise concrete channelled stretch passing under the A3 – this provides the potential to deculvert a section, subject to flood risk modelling demonstrating that there is no increase in flood risk elsewhere as a result. We strongly recommend that this aspiration is referenced within the site allocation. We recommend that BNG is calculated for both the terrestrial and aquatic environments and in accordance with the most recent DEFRA metrics.	RBKT to advise if there are to be any changes in site allocations and whether updates will be dependent upon new River Thames modelling. If no changes, scoring may need to be updated to reflect modelling. Mitigation measures will be reviewed and updated where necessary.	See response to Rep 60 above. Mitigation measures will be reviewed and updated where necessary.
80	Councillor Mariana Goncalves	I have checked the Draft Local Plan and I was disappointed that the plan doesn't seem to acknowledge how planning/the Local Plan can impact different genders differently, particularly due to my role as Women's Champion. The plan doesn't have the word 'gender' at all and 'woman/women' is mentioned once when saying that men are more active	RBKT to advise whether policies are to be updated off the back of this comment and whether updates to the IIA are necessary. It should also be extended to all genders including those who identify as transgender and non-binary. Both the EqIA and HIA should look at how different genders could be	Both the EqIA and HIA assess how different genders could be disproportionately affected by the plan and no significant effects were recorded.

ID	Consultee Name	Comment	Detail of Action	Action Taken
			disproportionately affected by the plan and neither identified any significant effects.	
81	Councillor Mariana Goncalves	I'm aware of gender bias in urban planning and the need to design for women's safety (or feelings of safety), with a particular focus on transport, public spaces and mixed use development (https://www.macegroup.com/perspectives/210415-can-we-create-safe-places-for-women, https://www.turley.co.uk/comment/urban-planning-and womens-safety-research-project, https://www.queenelizabetholympicpark.co.uk/-/media/lldc/planning/lfa-womensafety/lfa-16-june-how-can-we-design-cities-for-women_presentations.ashx?la=en).	RBKT to advise whether policies are to be updated off the back of this comment and whether updates to the IIA are necessary. It should also be extended to all genders including those who identify as transgender and non-binary. Both the EqIA and HIA should look at how different genders could be disproportionately affected by the plan and neither identified any significant effects.	Both the EqIA and HIA assess how different genders could be disproportionately affected by the plan and no significant effects were recorded.
82	Councillor Mariana Goncalves	An idea I came across while searching for examples of the issues experienced by women in the public realm is gender mainstreaming. There may be other approaches (I'm not an expert) and I would like to hear from you about what has already been considered as part of the draft plan and what other interventions can be added to create a Borough that is (or feels) safer and more equitable to all, focusing on women and vulnerable groups.	RBKT to advise whether policies are to be updated off the back of this comment and whether updates to the IIA are necessary. It should also be extended to all genders including those who identify as transgender and non-binary. Both the EqIA and HIA should look at how different genders could be disproportionately affected by the plan and neither identified any significant effects.	Both the EqIA and HIA assess how different genders could be disproportionately affected by the plan and no significant effects were recorded.
83	CBRE (on behalf of Ashill Land Ltd.)	The former Chessington Golf Centre Site is included as Alternative Site ('Site Ref. CS05: Chessington Golf Course') within Appendix C of the Council's New Local Plan Interim Integrated Impact Assessment Report (December 2022). We have detailed a number of inaccuracies relating to the Assessment Summary of CS05 below as also shared separately by Ashill via	WSP will review all comments and check inconsistencies.	Identified inconsistencies noted and responded to, as appropriate.

ID	Consultee Name	Comment	Detail of Action	Action Taken
		email to the Council's Policy Team of 30th November 2022.		
84	CBRE (on behalf of Ashill Land Ltd.)	Firstly, the summary suggests that no detailed plans are available for the Site, despite Ashill entering into a pre-application process with the Council's DM colleagues over two years ago. We have also engaged in every stage of the Local Plan process and confirmed what our intentions would be for the site were it be released from the Green Belt and allocated for development.	This information has since been made available.	Assessments updated to reflect additional information in December 2022.
85	CBRE (on behalf of Ashill Land Ltd.)	To reiterate, this Site would deliver a large number of family housing units which is clear from the Council's evidence base forms circa 75% of the Borough's housing need. It is clear that the sites that are proposed to be allocated in the Draft Local Plan would all need to be high density if they are to deliver anywhere near the number of units that the Council are suggesting, flatted schemes with very limited opportunity to provide 3 & 4 bedroom family housing with private outdoor space.	RBKT to advise on the quantum of housing. The assessment will be updated accordingly.	The Reg18 IIA has been updated with the inclusion of the assessment of reasonable alternatives in respect of the quantum of development and spatial options for its accommodation. As per the SEA regulations, the SA needs to consider and compare reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the plan area. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the levels of growth, policies and site allocations in the plan. It has been established through case law (R (on the application of RLT Built Environment Ltd) v. The

ID	Consultee Name	Comment	Detail of Action	Action Taken
				Cornwall Council and St Ives TC [2017] JPL 378) that: - Reasonable alternatives does not include all possible alternatives: the use of the word “reasonable” clearly and necessarily imports an evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds. - An option which does not achieve the objectives, even if it can properly be called an “alternative” to the preferred plan, is not a “reasonable alternative”. The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process.”

ID	Consultee Name	Comment	Detail of Action	Action Taken
87	CBRE (on behalf of Ashill Land Ltd.)	Secondly, the summary makes reference to the Site currently being used for industrial purposes and identified as SIL. The land to the west of the site known as Barwell Business Park, is identified in the London Plan as a SIL and is separated from the Golf Course by both the redundant railway line and the old coal yard (now a distribution yard) which runs along the western boundary of the site.	This information has since been made available.	Assessments updated to reflect additional information in December 2022.
88	CBRE (on behalf of Ashill Land Ltd.)	The development of the former Golf Course would not result 'in the loss of the amenity employment space and potential jobs' and therefore should not be considered to have significant negative effects on the economy and employment. The presence of the SIL is highly relevant in diminishing the sense of open is that is felt on the Site.	This information has since been made available.	Assessments updated to reflect additional information in December 2022.
89	CBRE (on behalf of Ashill Land Ltd.)	The pre-application submission includes the provision of community facilities which have not been taken into account in the scoring and thus instead of IIA9 being scored as uncertain, at the very least it should be scored as minor positive effects. The proposals will include a new community facility which would be available for the use of local groups.	The assessment scoring will be updated to take into account the provision of community facilities.	Scoring of IIA9 amended to minor positive to reflect potential for the inclusion of community facilities.
91	CBRE (on behalf of Ashill Land Ltd.)	We note that the Impact Assessment is identified as being ‘interim’, and Ashill requested Officers to confirm the assessment is a work in progress and that WSP will have the opportunity to revisit these errors, Ashill received a follow-up response from the Council dates 08 December 2022 confirming the Council are currently investigating the issues raised in the email ad are working with WSP to address any factual errors in the IIA as part of the Local Plan process. Importantly, the Council confirmed that the interim report should not have identified Chessington Golf Course as a SIL (or stated that the Site is for industrial	WSP will review all comments and check inconsistencies.	Identified inconsistencies noted and responded to, as appropriate.

ID	Consultee Name	Comment	Detail of Action	Action Taken
		purposes). Ashill trust these errors will be rectified in the next iteration of the Integrated Impact Assessment Report (IIR).		
92	CBRE (on behalf of Ashill Land Ltd.)	Notwithstanding the individual comments in respect of the site, there is a much more fundamental issue with the IIAR which relates to both legal compliance and plan soundness, Chapter 8.21 states *"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 just the London Plan."*	There are currently no other policy alternatives, whilst we note that this is not ideal, this is considered a best practice approach, which WSP have used on a number of other IIAs for Local Plans. It is not an issue of compliance.	The IIA is an iterative process, therefore any policy amendments from Reg 18 could now form part of a set of alternative policies. Further discussion will be required with RBKT to identify which policies could become alternatives (if any) and whether this would be appropriate.
93	CBRE (on behalf of Ashill Land Ltd.)	For a plan to be justified it must consider reasonable alternatives, The alternatives assessed as set out above only relate to either a significant under-provision of housing based on the Core Strategy or to seek to meet needs in line with the London Plan (2021), RBKT is located in an area which has significant levels of unmet need and, as such, it is entirely reasonable for an assessment to be undertaken as to meeting some of the need arising from the failure of adjacent authorities to meet their needs.	For discussion with RBKT as to how reasonable alternatives can be identified in respect of quantum of development.	The Reg18 IIA has been updated with the inclusion of the assessment of reasonable alternatives in respect of the quantum of development and spatial options for its accommodation. As per the SEA regulations, the SA needs to consider and compare reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the plan area. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the levels of growth, policies and site allocations in

ID	Consultee Name	Comment	Detail of Action	Action Taken
				the plan. It has been established through case law (R (on the application of RLT Built Environment Ltd) v. The Cornwall Council and St Ives TC [2017] JPL 378) that: - Reasonable alternatives does not include all possible alternatives: the use of the word “reasonable” clearly and necessarily imports an evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds. - An option which does not achieve the objectives, even if it can properly be called an “alternative” to the preferred plan, is not a “reasonable alternative”. The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet

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				the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process."
94	CBRE (on behalf of Ashill Land Ltd.)	In addition to this, at the Plan-Making level there is no alternative assessment for the spatial distribution of development – i.e. the inclusion of some allocation in the south of RBK. The failure to do this represents both a soundness and legal compliance issue.	For discussion with RBKT as to how reasonable alternatives can be identified in respect of spatial distributions.	The Reg18 IIA has been updated with the inclusion of the assessment of reasonable alternatives in respect of the quantum of development and spatial options for its accommodation. As per the SEA regulations, the SA needs to consider and compare reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the plan area. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the levels of growth, policies and site allocations in the plan. It has been established through case law (R (on the application of RLT Built Environment Ltd) v. The Cornwall Council and St Ives TC [2017] JPL 378) that: - Reasonable alternatives does not include all possible alternatives: the use of the word "reasonable" clearly and necessarily imports an

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				evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds. - An option which does not achieve the objectives, even if it can properly be called an “alternative” to the preferred plan, is not a “reasonable alternative”. The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process.”
98	Caroline Shah	The information given on the conclusions of the Habitats Regulations Assessment of the Draft Plan is also insufficiently detailed and leads the reader to believe that all habitats considered have been screened it for likely effects, although this is not true.	The conclusions for the HRA will be reviewed.	The HRA has been revised in light of proposed changes to the Reg18 Local Plan.

ID	Consultee Name	Comment	Detail of Action	Action Taken
100	Caroline Shah	Examples of how the IIA is unsound and not fit for purpose. The authors of the IIA make unsubstantiated assertions about what policies say and assess the impact of policies on the back of such assertions. An example is the assessment of the effects of the site allocation SA09 of The Cattle Market for development in terms of community facilities. There is nothing in the site allocation description or draft Plan or Infrastructure Delivery Plan that states that it is through the development of The Cattle Market Car Park that the building of a new Leisure Centre will come forward, so the attributing of a “significant positive” to the development of the site in regard to “community needs” is unsubstantiated.	To double site allocation information with RBKT. Scoring has been based on the inclusion of a new leisure centre to replace the existing Kingfisher Centre. The site has good existing access to community facilities, healthcare and recreation hence why the score has been recorded as a "significant positive".	The site has good existing access to community facilities, healthcare and recreation hence why the score has been recorded as a "significant positive". The role of the ISA is to present an assessment of likely significant effects and where opportunities exist for their mitigation in light of proposed policies, and consequently enhancement of their overall sustainability performance. The site assessments within the ISA were undertaken using GIS analysis to ensure consistent treatment. Where a site is selected, the specific requirements of Strategic and Development Management Policies will implement mitigation measures in response to the detailed plans submitted by site proposers. In particular, the provision and capacity of appropriate community infrastructure is a matter for the relevant authority in conjunction with the Council to ensure that adequate provision is made as part of new development, guided by plan policies to help mitigate adverse

ID	Consultee Name	Comment	Detail of Action	Action Taken
				effects, in addition to statutory requirements such as Biodiversity Net Gain.
105	Caroline Shah	The statement about the “preservation of existing parks and spaces” includes no acknowledgement of the reliance that existing and future residents in Kingston will have on Richmond Park SAC for recreational purposes and the impact that millions more visits a year will have on the park’s fragile habitats and the stag beetle.	WSP to review HRA and provide more detailed summary on the impacts on Richmond Park SAC.	The HRA Screening Report has been updated to take account of the contents of the Reg18 Consultation Document and will be further refined prior to the Reg19 Stage.
106	Caroline Shah	The statement below about the “significant positive effects upon “Inclusivity and equality” from polices KS2, KS3, KS4, KS5 and KS6 is a mockery. It is simply not true that these policies “all provide accessible community services and improve access to various services”. There has been no needs assessment of healthcare needs, and the Cambridge Road Estate planning application has already revealed a huge shortage of GPs and dentists in and around Kingston Town.	The assessment looks at the future with the implementation of these policies, it is not stating that there has been an increase in provision, but rather that this policy could support an increase in provision. If there is a current shortfall, these policies will help to alleviate the issue. It should also be noted that the mitigation and enhancement measure (Section 12) clearly states that "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".	Assessment Summary Social Infrastructure) page E50 amended to: Policies KS2, KS3, KS4, KS5 and KS6 all result in significant positive effects upon IIA10 (inclusivity and equality). These policies all encourage the provision of accessible community services and seek to improve access to various services, such as healthcare, education and cultural facilities. Section 12 (Mitigation) states that: *"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"*.

ID	Consultee Name	Comment	Detail of Action	Action Taken
108	Caroline Shah	It is also not true that policy KS8 protects public houses. Indeed, the policy starts with “Development proposals involving the loss of a public house…	The policy makes the loss of public houses more stringent which could in turn protect them. Policy assessment wording will be amended to make this clearer.	The policy makes the loss of public houses more stringent which could in turn protect them i.e. "Development proposals involving the loss of a public house will be resisted …"
109	Caroline Shah	The IIA is undermined by the mention of how “services related to childcare” will help women and/ or carers to enter the employment market when Policy KS3 does not include any mention of childcare at all	HIA team to review policy.	Policy KS3 references child-care.
110	Caroline Shah	Another big piece of misinformation relates to the “information” given and assessment of that “information” relating to the Policy KH6 ostensibly on “purpose-built student accommodation”. The policy is about “Shared Living Housing and Student Accommodation” and does not mention purpose-built student accommodation once. Indeed, I believe that this is a major omission in the plan. Policy KH6 is not a policy about purpose-built student accommodation.	The policy supporting text states "purpose-built shared facilities accommodation may be more suitable in town centres. The Borough has a student population of 19,000, most of whom visit seasonally and who live in a variety of types of accommodation across the Borough, increasing demand for the competitive housing market. Student accommodation is better suited to locations that are easily accessible from Kingston University’s and other tertiary education campuses". To check with RBKT whether 'purpose built student accommodation' is implied.	The IIA now assesses Policy KH5 Purpose-Built Student Accommodation

ID	Consultee Name	Comment	Detail of Action	Action Taken
114	HGH (on behalf of Poppymill Limited)	It is noted that whilst the site has been assessed in the Council's Sustainability Appraisal (as an "Alternative Site" referred to as "Land at Clayton Road, Chessington" with reference CN01), the assessment is based on limited information about the proposed development, resulting in an overly simplistic – and overly negative – set of results. The table below compares the Council's assessment with a more up-to-date assessment based on the latest information.	WSP will review this additional information and update the site assessment accordingly.	Site scores reviewed and amended where appropriate in light additional information.
115	HGH (on behalf of Poppymill Limited)	The differences between the two sets of analysis are as follows: • Biodiversity, Landscape and Efficient Use of Land – The site scores negatively in the Council's analysis simply because the land is in the Green Belt. However, it is heavily degraded land (largely PDL and landfill) that performs no real Green Belt or ecological function, but which has significant potential for enhancement as part of its redevelopment. In other words, there are "exceptional circumstances" for its release and the site should, therefore, score positively in these regards.	WSP will review this additional information and update the site assessment accordingly.	The site scores reflect GIS analysis of biodiversity and landscape features as well as greenfield land-take. The site has been identified as 'grey belt' in the latest Green Belt Assessment but this status has to be tested at Examination. 'Exceptional Circumstances' are a matter for the Local Plan Examination.
116	HGH (on behalf of Poppymill Limited)	Energy, Climate Resilience and Water Quality – The site is not scored for these in the Council's analysis because details of the scheme were unknown to the author. The scheme will use modern methods of construction to achieve a zero-carbon development, with landscaping providing natural cooling, greenfield run-off rates and water recycling throughout. The site should, therefore, score positively in these regards.	WSP will review this additional information and update the site assessment accordingly.	Whilst the potential environmental credentials of the scheme in respect of building design and site masterplanning are not doubted, the uncertainties recorded against IIA2, IIA3 and IIA8 are consistently recorded as uncertain across all potential sites unless there are compelling reasons for their amendment such as flood risk

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				(in the case of II3 Climate Resilience).
117	HGH (on behalf of Poppymill Limited)	Air Quality and Sustainable Transport – The site scores poorly in the Council's analysis simply due to its low PTAL at present. However, the proposals will include new bus services connecting the site to key destinations such as Kingston Town Centre and Chessington South train station, as well as electric vehicle charging and improvements to pedestrian and cycle infrastructure in the local area, all of which will encourage sustainable travel and improve air quality. An earthwork 'bund' is also proposed along the A3 to further protect residents from noise and poor air quality. The site should, therefore, score positively in these regards.	WSP will review this additional information and update the site assessment accordingly.	The IIA6 Air quality score has been amended to neutral to reflect opportunities for sustainable transport provision to off-set current poor air quality and the site's PTAL score. Similarly, IIA12 Sustainable Transport has been adjusted to a minor positive to reflect opportunities for sustainable transport provision.
118	HGH (on behalf of Poppymill Limited)	Community Needs and Economy and Employment – Whilst the scheme will involve the loss of existing uses on-site, many of these are operating unlawfully, and the scheme will include several community and employment uses to meet the needs of the development and which will support existing facilities in Hook as well. All homes will be designed with dedicated home-working facilities. The site should, therefore, score positively in these regards.	WSP will review this additional information and update the site assessment accordingly.	Site scores have been amended to minor negative (uncertain) effects on IIA9 (community needs) and on IIA13 (economy and employment) reflecting the current distance from community services and employment location but with potential to resolve these to a degree through on-site provision.
119	HGH (on behalf of Poppymill Limited)	Inclusivity and Equality and Health and Wellbeing – The scheme will include numerous community facilities that can be used to bring existing and new communities together and promote healthy lifestyles, including a 20-acre public park. The site should, therefore, score positively in these regards.	WSP will review this additional information and update the site assessment accordingly.	Site scores adjusted to minor positive for IIA10 (inclusivity and equality) and IIA11 (health and wellbeing) to reflect the scale of the site (and associated green infrastructure) and potential for additional community facilities which will help to bring

ID	Consultee Name	Comment	Detail of Action	Action Taken
				communities together and promote healthy lifestyles.
120	HGH (on behalf of Poppymill Limited)	Crime and Safety – Significant improvements to crime and safety will result from the site's redevelopment, particularly once the existing (and often unlawful) uses have been removed. The site should, therefore, score positively in these regards.	WSP will review this additional information and update the site assessment accordingly.	The site has a minor positive score against IIA14.
122	Andrew Seaman PAS (Planning Advisory Service)	The current IIA only assesses two scenarios when considering policy alternatives: the continuation of the existing Core Strategy and the application of the London Plan alone (see IIA Table 8.1). It is not readily apparent how the outcome of the assessment of these alternatives compares to the assessment of the Regulation 18 BLP. To mitigate any risks of objection and legal challenge, the Council should review whether the current consideration of alternatives is adequate and whether further alternatives should be included. This will be particularly pertinent should the Regulation 19 BLP contain a housing land supply position that is inconsistent with national policy and contributes to a plan that is not strategically in general conformity with the London Plan. For example, the Council could consider alternative approaches to increasing its housing land supply such as through increased development densities, alternative approaches to brownfield land stocks, use of open space and protected land (including MoL/Green Belt). These may not ultimately be preferred but the SA process would enable an appraisal of their merits against the SA framework and ensure that the preferred options are supported by adequate evidence.	WSP will review the IIA and assessment of alternatives to establish if any additional inclusion of alternatives is required, and include these where needed.	The Reg18 IIA has been updated with the inclusion of the assessment of reasonable alternatives in respect of the quantum of development and spatial options for its accommodation. As per the SEA regulations, the SA needs to consider and compare reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the plan area. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the levels of growth, policies and site allocations in the plan. It has been established through case law (R (on the application of RLT Built Environment Ltd) v. The Cornwall Council and St Ives TC [2017] JPL 378) that:

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				- Reasonable alternatives does not include all possible alternatives: the use of the word “reasonable” clearly and necessarily imports an evaluative judgment as to which alternatives should be included. That evaluation is a matter primarily for the decision-making authority, subject to challenge only on conventional public law grounds. - An option which does not achieve the objectives, even if it can properly be called an “alternative” to the preferred plan, is not a “reasonable alternative”. The question of whether an option will achieve the objectives is also essentially a matter for the evaluative judgment of the authority, subject of course to challenge on conventional public law grounds. If the authority rationally determines that a particular option will not meet the objectives, that option is not a reasonable alternative and it does not have to be included in the SEA Report or process.”

ID	Consultee Name	Comment	Detail of Action	Action Taken
123	Andrew Seaman PAS (Planning Advisory Service)	The necessary update of the IIA should seek to provide greater clarity on the effects of the BLP policies on the SA framework and to avoid undue categorisation of 'uncertain effects' within the SA assessment. To achieve this, additional proportionate evidence may be required, for example in relation to heritage characterisation and climate change effects.	WSP will update the assessment of policies with any additional information provided, to minimise undue uncertain effects.	The policy assessments have been reviewed and are considered proportionate and take account of appropriate evidence.
126	Andrew Seaman PAS (Planning Advisory Service)	No further HRA evidence is publicly available. On the assumption that an Appropriate Assessment is required, this should be prioritised ahead of the publication and submission of the Regulation 19 BLP, and the comments of Natural England taken into account. This should be a key priority since other necessary evidence base updates will be influenced by the AA findings.	WSP will undertake a HRA AA prior to the submission of the Regulation 19 LP.	The HRA Screening Report has been updated to take account of the contents of the Reg18 Consultation Document and will be further refined prior to the Reg19 Stage.
127	Andrew Seaman PAS (Planning Advisory Service)	The Council must ensure that its legal obligations relating to equality are discharged. This is largely addressed within the IIA albeit this element of the document should be reviewed and updated in due course to support the Regulation 19 BLP and to ensure that the Public Sector Equality Duty is satisfied.	WSP will review and update the EqIA in support of the Regulation 19 changes.	The Reg18 IIA HIA and EqIA have been updated in respect of changes contained within the Reg18 Consultation Document.
128	Andrew Seaman PAS (Planning Advisory Service)	At this stage of the BLP progression a number of key actions arise: * Update the LDS; * Review the existing and potentially required evidence to support the confirmation of the housing requirement including affordable homes and to update the Regulation 19 plan accordingly. The SA should be reviewed to ensure that consideration of reasonable alternatives is robust; and * Expedite key new evidence and updates as appropriate. HRA – Appropriate Assessment is a key	WSP will review and update the IIA assessment to include any additional evidence and alternatives where required. Additionally, a HRA AA will be undertaken prior to Regulation 19 submission.	The Reg18 IIA has been updated with the inclusion of the assessment of reasonable alternatives in respect of the quantum of development and spatial options for its accommodation. The HRA Screening Report has been updated to take account of the contents of the Reg18 Consultation Document.

ID	Consultee Name	Comment	Detail of Action	Action Taken
		priority to inform other necessary evidence base updates.		



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