

APPENDIX 1: OTHER RELEVANT PLANS, PROGRAMMES AND SUSTAINABILITY OBJECTIVES

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
Directive 1996/62/EC Ambient Air Quality Directive and First Air Quality Daughter Directive 1999/30/EC			
<p>The Directive covers the revision of previously existing legislation and the introduction of new air quality standards for previously unregulated air pollutants, setting a timetable for the development of supporting directives addressing specific pollutants.</p> <p>The main requirement is for the assessment of outdoor air quality. Target thresholds are set to alert a local authority to when air quality issues may arise.</p> <p>The Directive states that action plans must be drawn up for short term actions when there is a risk of limit values and/or thresholds being exceeded.</p> <p>The Directive states that where necessary to provide control, activities, including motor traffic can be suspended. The following factors must be considered when setting any thresholds:</p> <ul style="list-style-type: none"> • Climatic conditions • Sensitive flora and fauna and their habitats • Historic Heritage • Economic and technical feasibility • Long-range transmission of pollutants 	<p>The Directive states the necessity to meet the following air quality standards, and requires the management of traffic as a key objective to managing air quality.</p> <p>Sulphur Dioxide (SO₂) - Limit values 350 ug/m³ SO₂ not to be exceeded for more than 1hour 24 times a year by 2005 125 ug/m³ SO₂ not to be exceeded in a 24 hour period more than 3 times a year by 2005 20 ug/m³ SO₂ over the calendar year</p> <p>Nitrogen Dioxide (NO₂) - Limit values 200 ug/m³ NO₂ not to be exceeded for more than 1 hour 18 times a year by 1 January 2010 40 ug/m³ NO₂ over the calendar year by 2010</p> <p>Particulate Matter (PM₁₀) - Limit values 50 ug/m³ PM₁₀ not to be exceeded in a 24 hour period more than 35 times a year by 2005, and 7 times a year by 2010 40 ug/m³ PM₁₀ over the calendar year by 2005, and 20 ug/m³ by 2010.</p> <p>Lead (Pb)- Limit values 0.5 ug/m³ over the calendar year by 2005</p>	<p>The borough of Kingston is subject to a Air Quality Management Area designation. The Plan must look to address the issue of air quality through objectives to manage or control traffic movements in and around the town centre.</p> <p>Consideration could be given to further enhancements in reducing traffic congestion, improving public transport, and in securing further pedestrian only areas within the town centre.</p> <p>Consideration should also be given to the monitoring of air quality in and around the town centre.</p>	<p>The SA should demonstrate that the Area Action Plan will address the long-term issue of air quality management within and around the town centre.</p>

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Planning Policy Statement 1: Delivering Sustainable Communities			
<p>The Statement underpins the requirement for planning to deliver sustainable communities through applying the principles of sustainable development:</p> <ul style="list-style-type: none"> • Sustainable economic growth; • Social inclusion; • Environmental protection; and • Prudent use of resources. <p>The following key principles should be applied to ensure development plans and decisions on planning applications contribute to sustainable development:</p> <ul style="list-style-type: none"> • Development plans should promote outcomes in which environmental, economic, and social objectives are achieved together over time; • Development plans should address the cause and potential impacts of climate change, including reducing emissions and energy use, and taking climate change impacts into account in the location and design of development; • Planning policies should promote high quality inclusive design in all new development; • Development Plans should contain clear and comprehensive access policies in terms of location and physical access, they should consider the diverse needs of the community and aim to break down barriers and exclusions; • In developing the vision for their area, planning authorities should ensure that communities are able to contribute to ideas about how that vision can be 	<p>No targets or indicators are provided however, the guidance requires local planning authorities, in preparing development plans, to:</p> <ul style="list-style-type: none"> • Promote sub-regional and local economies by providing a positive framework for economic growth; • Promote urban and rural regeneration; • Promoting communities, which are inclusive, healthy, safe and crime free; • Bringing forward sufficient land of a suitable quality in the right locations to meet expected needs; • Provide improved access for all to jobs, health, education, shops, leisure and community facilities; • Focus developments that attract a large number of people (retail development) in existing centers; • Reduce the need to travel and encourage accessible public transport provision; • Promote the more efficient use of land through higher densities, mixed-use development and the use of previously developed land and buildings; • Enhance as well as protect biodiversity; • Address the causes and impacts of climate change, pollution, waste and resource management impacts. • Promote efficient use of land through higher density, mixed use development and the use of 	<p>The Plan should deliver sustainable development through a spatial planning approach with a clear vision for the future pattern of development; consider the needs and problems of the Kingston Town Centre community; and integrate a wider range of activities related to retail, commercial and residential development.</p> <p>The Plan should identify sites for future development and should specify the mix of development sought.</p> <p>The Plan should also seek to make the most of the existing stock of buildings and floor area.</p> <p>The Plan should ensure that Kingston attracts retail development and investment by supporting such provision with significant improvements in traffic management, public transport, the quality and quantity of open space, high urban design in the public and private built form, and accessibility to a range of necessary community facilities.</p> <p>The Plan should support the</p>	<p>The SA should demonstrate how the Plan integrates the various elements of sustainable development, enabling social, environmental and economic objectives to be achieved together. The SA should support the weighting given in the Plan to certain objectives over others, and the reason and consequences for doing so. The SA should take into account the range of effects on the environment and assist in the identification of means by which to avoid, remedy or</p>

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<p>achieved, have the opportunity to participate in the Plan preparation and be involved in development proposals.</p>	<p>suitable previously developed land and buildings.</p> <ul style="list-style-type: none"> Reducing the need to travel and encouraging public transport provisions to secure more sustainable patterns of transport. 	<p>enhancement of those elements of the town centre that attract people to the area such as the river, its heritage elements as well as the diversity of activities.</p> <p>The Plan should also identify any constraints to development such as air quality and flood risk, and propose relevant mitigation measures.</p>	<p>mitigate these.</p>
Planning Policy Statement 6: Planning for Town Centres			
<p>The Government's key objective for town centres is to promote their vitality and viability by:</p> <ul style="list-style-type: none"> planning for the growth and development of existing centres; and promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all. <p>There are other Government objectives which need to be taken account of in the context of the key objectives above:</p> <ul style="list-style-type: none"> enhancing consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, and particularly socially-excluded groups; supporting efficient, competitive and innovative retail, leisure, tourism and other sectors, with improving productivity; and 	<p>No objectives or targets are provided in the PPS however it requires local planning authorities to adopt a positive and proactive approach to planning for the future of town centres. In particular the PPS requires:</p> <ul style="list-style-type: none"> The assessment of the need for new floorspace for retail, leisure and other main town centre uses, including identify deficiencies in provision, and the capacity of existing centres to accommodate new development; The development of spatial policies and proposals to promote and secure investment by strengthening and/or identifying opportunities for growth of existing centres and to seek to improve access to local facilities; Identify and allocate sites; Review all existing allocations; Set out criteria-based policies, for assessing and locating new development proposals, including development on sites not allocated in 	<p>The Plan needs to refer to the retail assessment undertaken to justify the retail floorspace required or proposed. It should also outline the capacity of the town centre to accommodate new retail development. If and where appropriate, the Plan should identify potential development sites.</p> <p>The Plan should also consider policies for the assessment of new development outside of those areas identified or allocated for development.</p> <p>In respect of planning for retail growth within Kingston Town Centre, the Plan should consider such matters as:</p>	<p>The SA should demonstrate whether implementation of the Plan will deliver appropriate development and growth within the Town Centre, including the level of development sought in the locations identified. The SA will need to show that the Plan has the right mix of development proposed in terms retail, office,</p>

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<ul style="list-style-type: none"> improving accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport. <p>The following of the Government's wider policy aims are also relevant:</p> <ul style="list-style-type: none"> To promote social inclusion, ensuring that local communities have access to a range of shopping, leisure and local services, and that gaps in provision in areas with poor access to facilities are remedied; To regenerate deprived areas, creating new and additional employment opportunities and an improved physical environment; To promote economic growth of regional, sub-regional and local economies; To deliver more sustainable patterns of development, ensuring that locations are fully exploited through high-density, mixed-use development and promoting sustainable transport choices, including reducing the need to travel and providing alternatives to car use; and To promote good design, improving the quality of public open spaces, protecting and enhancing the architectural and historic heritage of centres, and ensuring that town centres provide an attractive and safe environment for businesses, shoppers and residents. <p>In addition, PPS6 states that housing will be an important element in most mixed-use, multi-storey developments within town centres.</p>	<p>development plan documents.</p> <ul style="list-style-type: none"> Ensure that the scale of opportunities identified are directly related to the role and function of the centre and its catchment; where a need has been identified, seek to identify sites in the centre, or failing that on the edge of the centre, capable of accommodating larger format developments; Establish policies and/or proposals in development plan documents for the phasing and release of development sites over the development plan document period to ensure that those sites in preferred locations within centres are developed ahead of less central locations; Distinguish between primary and secondary frontages; Encourage the diversification of uses in town centres as whole; Develop policies for the design of development for main town centre uses, regardless of location, to promote high quality and inclusive design; Formulate planning policies which encourage well-designed, and, where appropriate, higher-density, multi-storey development within and around existing centres, including the promotion of mixed-use development and mixed-use areas; Encourage residential or office development as appropriate uses above ground floor retail, leisure or other facilities within centres; Encourage diversification of uses in the town 	<ul style="list-style-type: none"> Phasing new development; Primary and Secondary frontages; Design principles including scale, which may be appropriately addressed on a site by site basis; and Evening and night time economies. <p>In general the Plan should also consider the issues of:</p> <ul style="list-style-type: none"> The provision for mixed-use development including office and residential development; Density and design; Sustainability transport; The provision of a quality public realm that is safe, attractive and functional; The protection of historic features and where appropriate the enhancement of these; The provision of facilities within the town centre to support further growth; The enhancement of the Markets; and Development to support and enhance tourism and visitor 	<p>residential and community development.</p> <p>The SA should also demonstrate how the Plan will provide for a range of other services to support the growth of the town centre over the life of the Plan, such as the provision of housing, leisure facilities, transport improvements and other transport initiatives.</p> <p>The SA will also need to show how the Plan is actively promoting and managing the existing elements or qualities of the town centre that make it attractive and distinct, such as the market area, the river and the town</p>

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	<p>centre as a whole;</p> <ul style="list-style-type: none"> • Ensure the provision of tourism, leisure and cultural activities, which appeal to a wide range of age and social groups, are dispersed throughout the centre; • Develop policies to manage the evening and night-time economy in appropriate centres, including the scale of leisure developments to be encouraged and their likely impact, including the cumulative impact on the character and function of the centre, anti-social behaviour, crime and the amenities of nearby residents; • To retain and enhance existing markets and, where appropriate, ensure that the markets remain attractive and competitive by investing in their improvement. 	<p>numbers.</p>	<p>centre's other heritage features.</p>
<i>Draft Planning Policy Statement 10: Planning for Sustainable Waste Management</i>			
<p>The key planning objectives of the PPS are to:</p> <ul style="list-style-type: none"> • Help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option; • To enable the sufficient and timely provision of waste management facilities to meet the needs of the local communities; • Help implement the national waste strategy, and supporting targets; • Help secure the recovery or disposal of waste without endangering human health and without harming the environment and ensure waste is 	<p>The PPS requires the Environment Agency and waste planning authorities to work together to monitor:</p> <ul style="list-style-type: none"> • The amount of municipal waste arisings by management type and percentage each waste type managed represents of the total waste managed; • The amount of commercial and industrial waste arisings by management type and percentage each waste type managed represents of the total waste managed; • The amount of construction and demolition waste arisings by management type and percentage each waste type managed represents of the total 	<p>Adequate provision should be made within the town centre for waste management initiatives such as the collection of bulk recycling from retail and commercial premises and provision for on-site waste management.</p> <p>It may be appropriate to consider policies within the Plan to ensure that new developments make provision for waste management and promote designs and layouts that secure the integration of waste</p>	<p>The SA will need to demonstrate that the provision for waste management within the Plan is considered alongside other spatial planning concerns such as transport, housing, economic growth, and regeneration.</p>

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<p>disposed of as near as possible to its place of production;</p> <ul style="list-style-type: none"> • Reflect the concerns and interests of local communities, the needs of waste collection authorities, waste disposal authorities and business and encourage competitiveness; • Protect green belts; • Ensure the layout and design of new development supports sustainable waste management. 	<p>waste managed.</p>	<p>management facilities without adverse impact on the streetscape of the town centre. Requiring site waste management plans are one means of achieving this. Consideration may also have to be given to kerbside collection and community recycling facilities, and the impacts of these on traffic movements and in the design and layout of any mixed-use residential developments and new service lanes.</p>	
Planning Policy Statement 12: Local Development Frameworks			
<p>This PPS sets out the process for preparing the new local development documents. The Local Development Framework, together with the Regional Spatial Strategy, forms the development plan, providing the essential framework for planning in the local authority's area. The PPS requires local planning authorities to adopt a spatial planning approach to local development frameworks to ensure the most efficient use of land by balancing competing demands within the context of sustainable development. The PPS states that Area Action Plans may provide design requirements.</p>	<p>The PPS contains no specific targets or indicators however, the following requirements are to be met:</p> <ul style="list-style-type: none"> • The Local Development Framework should contain within its documents, an integrated set of policies which are based on a clear understanding of the economic, social and environmental needs of the area and any constraints on meeting those needs. • The strategy and the policies in local development documents should relate to the geography of the area and be founded on its physical and demographic characteristics, internal and external links and relationships with neighbouring areas. 	<p>The Plan should seek to include design principles that relate to the objectives and/or the character of a specific area. It should also include policies on access requirements or reference to a relevant SPD in accordance with Regulation 6(1)(a)(ii).</p>	<p>The SA should demonstrate that the objectives of the Plan take account of the sustainable development needs of the Kingston Town Centre and identifies any possible constraints to implementation and achievement of the plan objectives.</p>
Planning Policy Statement 23: Planning and Pollution Control			
<p>The objective of PPS23 is to ensure that the planning system implements effective pollution control. In</p>	<p>No targets or indicators are provided however, the Statement requires local planning authorities to</p>	<p>The plan encourages development on appropriate previously</p>	<p>Th SA should ensure that any</p>

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<p>particular the Statement recognises that the planning system has a key role in determining the location of development which may give rise to pollution, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution.</p> <p>The PPS also states that the presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully.</p>	<p>include in development plans, appropriate policies and proposals for dealing with the potential for contamination and the remediation of land so that it is suitable for the proposed development/use.</p> <p>The extent to which development plans need to deal with land contamination issues will depend on the extent and significance of the contamination. Where there are substantial concentrations of land affected by contamination, more detailed attention should be given to this in the development plan, possibly through action area plans.</p>	<p>developed land, some of which may be affected by contamination. If contamination is discovered the Plan should require the remediation of the contaminated land to secure the removal of unacceptable risk and make the site suitable for its new use.</p>	<p>risks to human health and safety from contamination or pollution are adequately addressed in the Plan.</p>
Planning Policy Guidance 3: Housing and Draft Planning Policy Statement 3			
<p>The guidance requires that planning authorities:</p> <ul style="list-style-type: none"> • Plan to meet the housing requirements of the whole community, including those in need of affordable and special needs housing; • Providing wider housing opportunity and choice and a better mix in the size, type and location of housing than is currently available, and seek to create mixed communities; • Provide sufficient housing land but give priority to re-using previously developed land; • Make more sustainable use of land by reviewing planning policies and standards; • Seek to reduce car dependence by planning for mixed communities; and • Promote good design in new housing development in order to create attractive, high-quality living environments in which people will choose to live. <p>In terms of delivering sustainable residential</p>	<p>National targets –</p> <ul style="list-style-type: none"> • 60% of additional housing should be provided on previously developed land or through conversions of existing buildings. • Avoid housing development which make insufficient use of land (avoiding developments of less than 30 dwellings per hectare net) and provide for more intensive housing development (between 30 and 50 dwellings per hectare net) in and around existing centres and close to public transport. • Identify suitable area and sites on which affordable housing is to be provided and the amount of provision, which will be sought. <p>Of particular relevance is the requirement on local authorities to increase housing opportunities in town centres. The guidance requires local authorities to, where appropriate, specify the proportion of floor area</p>	<p>The Plan should seek to promote developments, which combine a mix of land uses, including housing, and the provision of affordable housing.</p> <p>The Plan should identify:</p> <ul style="list-style-type: none"> • Sites or areas where housing or mixed use development will be required; • The residential density considered appropriate within the town centre environment; • The proportion of affordable housing to be provided; and • The housing mix sought. <p>The plan should also consider the inclusion of policies relating to residential development proposals</p>	<p>The SA should demonstrate that the Plan is contributing to the provision of housing to meet the needs of the local community.</p> <p>The SA should demonstrate that the Plan delivers an appropriate mix of residential, retail, commercial and leisure development to maintain and support the</p>

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<p>environments the guidance seeks to achieve more sustainable residential environments by promoting:</p> <ul style="list-style-type: none"> • Development that is linked to public transport; • Mixed use development; • A greener residential environment; • Greater emphasis on quality and designing places for people; and • The most efficient use of land. 	<p>which should be residential within such developments.</p>	<p>outside of the locations/sites identified in the Area Action Plan, including the:</p> <ul style="list-style-type: none"> • Proportion of affordable housing to be provided; • The maximum total residential development (e.g. in floor area) to be provided in any new development or conversion; and • The appropriate mix of use, taking into consideration such matters as reverse sensitivity. <p>The Plan should also seek to include policies on the design standards sought for new development, including mixed-use residential development.</p>	<p>economic growth of the town centre. The SA should also demonstrate how the Plan intends to integrate the provision of further development with improvements in public transport, traffic movements in general, and enhancements in the public open space environment of the town centre.</p>
Planning Policy Guidance 4: Industrial Commercial Development and Small Firms			
<p>The PPG supports one the Government's key aims: to encourage continued economic development. In particular the PPG recognises that the preparation of development plans is now the main mechanism by which major new development proposals can be assessed alongside the transport improvements needed to serve them; and by which transport proposals can be linked to the development opportunities they create. No specific policy objectives are provided.</p>	<p>No targets are provided in the guidance however, the following indicators are given:</p> <ul style="list-style-type: none"> • Levels of unemployment; • Increases in GDP; • Changes in the number of jobs and levels of commuting; • Amount of vacant / available floorspace <p>The PPG requires development plan policies to take account of the location needs of industry and commerce while at the same time achieving the wider objectives of sustainable development. In particular</p>	<p>The plan should encourage further development in the town centre in areas of high accessibility, where developments can be located to minimise their impact on the current levels of congestion. In addition the Plan should prevent development in areas with poor accessibility, until such time as significant transport and accessibility improvements occur.</p>	<p>The SA needs to ensure that the traffic management measures outlined in the Plan can deliver the required improvements necessary to enable further development to occur without</p>

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	<p>development plans should seek to:</p> <ul style="list-style-type: none"> • Encourage new development in locations which minimise the length and number of trips, especially by motor vehicles; • Encourage new development in locations that can be served by more energy efficient modes of transport; • Discourage new development where it would be likely to add unacceptably to congestion; and • Locate development requiring access mainly to local roads away from trunk roads, to avoid unnecessary congestion on roads designed for longer distance movement. 	<p>The Plan should have regard to necessary freight movements required to service the retail and commercial sectors, and should ensure adequate provision is made for these in any traffic management or development proposal.</p>	<p>further traffic impacts arising, such as increased congestion and also health, and air/noise pollution.</p>
Planning Policy Guidance 13: Transport			
<p>The objective of the guidance is to integrate planning and transport at the national, regional, strategic and local level to:</p> <ul style="list-style-type: none"> • Promote more sustainable transport choices for both people and for moving freight; • Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and • Reduce the need to travel, especially by car. <p>In addition the guidance also states that local authorities should seek to maximise use of the most accessible sites, such as those in town centres and other which are, or will be, close to major transport interchanges. To achieve this local authorities should review their development plan allocations and should:</p> <ul style="list-style-type: none"> • Allocate or reallocate sites which are (or will be) 	<p>There are no key targets or indicators however the PPG states that in order to deliver the objectives, when preparing local development plans, local authorities should:</p> <ul style="list-style-type: none"> • Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges; • Locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling; • Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling; 	<p>The Plan must recognise and provide for the integrated transport needs of the town centre and the wider area.</p> <p>The Plan should seek to manage development, ensuring new development is appropriately located, and at a scale, density and design that can help reduce the impacts of traffic movements and make it easier and safer for people to access these areas.</p> <p>The Plan should include positive proposals to reduce the need to travel and offer viable alternatives such as public transport, cycling</p>	<p>The SA will need to ensure that implementation of the Plan can deliver increased sustainable transport choices. The SA should demonstrate that, when taken as a whole, the transport objectives and policies of the Plan will increase accessibility to all sectors of the</p>

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<p>highly accessible by public transport for travel intensive uses (including offices, retail, commercial and leisure facilities), ensuring efficient use of land, but seek where possible, a mix of uses including a residential element.; and</p> <ul style="list-style-type: none"> Allocate or reallocate sites unlikely to be well served by public transport for uses which are not travel intensive. 	<ul style="list-style-type: none"> Use parking policies, alongside other planning and transport measures, to promote sustainable transport choice and reduce reliance on the car for work and other journeys; Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, and other areas with a mixture of land uses; Ensure that the needs of disabled people as pedestrians, public transport users and motorists are taken into account; Protect sites and routes which could be critical in developing infrastructure to widen transport choices. 	<p>and walking. Consideration should be given in the Plan to introducing parking restrictions or standards to aid in the promotion of sustainable transport. Consideration should also be given in the Plan to necessary freight movements, and the need to manage such movements at peak periods and in certain areas of the town centre.</p>	<p>community, meet the transport needs and demands of a growing sub-regional centre, and reduce the need to access the town centre by private vehicle.</p>
Planning Policy Guidance 15: Planning and the Historic Environment			
<p>The PPG seeks to:</p> <ul style="list-style-type: none"> Reconcile the need for economic growth with the need to protect the natural and historic environment; Identify opportunities which the historic fabric of an area can offer as a focus for regeneration; Recognise that the historic environment of England is all-pervasive, and it cannot in practice be preserved unchanged; Have conservation recognised as a key part of economic prosperity by offering attractive conditions that encourage inward investment; and Integrate old buildings into the townscape. <p>The guidance also urges local authorities to maintain</p>	<p>No targets are provided however, the guidance requires local planning authorities to identify what is special in the historic environment and to define through the development plan process its capacity for change. Suggests that generally, the best way of securing the upkeep of historic buildings and areas is to keep them in active use. For the great majority this must mean economically viable uses if they are to survive, and new, and even continuing, uses will often necessitate some degree of adaptation. The following indicators are provided:</p> <ul style="list-style-type: none"> Development adversely affecting heritage buildings, sites or areas, and historic parks and gardens; 	<p>The Plan should recognise the role the historic environment can play in promoting the economic prosperity of the town centre. In particular the Plan should identify historic features/buildings that should be conserved and consider the means by which to encourage the retention and long-term maintenance of these, such as whether they can be put into economic use. Consideration should be given to the preservation of historic</p>	<p>The SA should ensure that the Plan achieves a balanced approach between the promotion of sustainable economic growth and the retention and preservation of certain historic buildings and features characteristic of</p>

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and strengthen their commitment to stewardship of the historic environment, and to reflect this in their policies and their allocation of resources	<ul style="list-style-type: none"> • Number and proportion of listed buildings at risk; • Number of sites and buildings where preservation in situ is achieved; and • Number of schemes for the enhancement of conservation areas. 	buildings and features in design proposals for new development and infrastructure.	Kingston's past.
Planning Policy Guidance 17: Planning for Open Space, Sports and Recreation			
<p>While the guidance is mostly focused on the provision of sporting and recreational facilities, the objectives of relevance to the Area Action Plan include:</p> <ul style="list-style-type: none"> • Maintain an adequate supply and protect existing open space; • Supporting an urban renaissance - local networks of high quality and well managed and maintained open spaces, sports and recreational facilities help create urban environments that are attractive, clean and safe. • Promotion of social inclusion and community cohesion - well planned and maintained open spaces and recreational facilities can play a major part in improving people's sense of well being in the place where they live. As a focal point for community activities, they can bring together members of deprived communities and provide opportunities for people for social interaction. • Health and well being - open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages through play, sporting activities and interaction with others. 	<p>No key targets or indicators are provided in the guidance however, the guidance seeks to ensure that all proposed development takes account of, and is sensitive to, the local context. In respect this the guidance requires local authorities to:</p> <ul style="list-style-type: none"> • Avoid any erosion of recreational function and maintain or enhance the character of open spaces; • Ensure that open spaces do not suffer from increased overlooking, traffic flows or other encroachment; • Protect and enhance those parts of the rights of way network that might benefit open space; and • Consider the impact of any development on biodiversity and nature conservation. <p>In addition local authorities should use the information gained from their assessments of needs and opportunities to set locally derived standards for the provision of open space, sports and recreational facilities in their areas. Local standards should include:</p> <ul style="list-style-type: none"> • Quantitative elements (how much new provision may be needed); • A qualitative component (against which to measure the need for enhancement of existing 	<p>The Area Action Plan should seek to avoid any significant loss of existing open space amenity. The Area Action Plan should consider such matters as:</p> <p>The use of open space to contribute to town centre vitality and viability;</p> <p>Accessibility, taking account of the mobility needs of the local population;</p> <p>Improving the quality of the public realm through good design including design to reduce crime and anti-social behaviour;</p> <p>The provision of open space to meet the regeneration needs of the town centre;</p> <p>The scope for using any surplus land for open space, weighing this against alternative uses;</p> <p>The open space needs of cafes, bars, and restaurants and also the needs of visitors and tourists.</p>	<p>The SA should show how the Area Action Plan is to add to and enhance the range and quality of the existing open space asset within the town centre. The SA should also demonstrate the economic and social benefits that can be derived through the provision of high quality open space within the town centre and how such benefits should be balanced against alternative uses.</p>

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	facilities); and <ul style="list-style-type: none"> • Accessibility (including distance thresholds and consideration of the cost of using a facility). 		
Planning Policy Guidance 21: Tourism			
<p>The Government's policy is that the tourism industry should flourish in response to the market, while respecting the environment which attracts visitors but also has far wider and enduring value. The guidance outlines the economic significance of tourism and its environmental impact, and therefore its importance in land-use planning. It explains how the needs of tourism should be dealt with in development plans and in development control.</p>	<p>No targets or objectives are provided however the guidance does recommend that local authorities consider, in the preparation of development plans:</p> <ul style="list-style-type: none"> • Maximising the economic and employment benefits that tourism can bring; • Utilising tourism as an element in urban regeneration; • The needs of the tourist industry and its customers; • Facilitating tourism related development while ensuring the safeguarding of the environment; and • Protecting the interests of the communities that cater for its needs, but feel its effects. 	<p>The Plan should seek to build on and enhance the existing tourism industry operating within the town centre. Consideration will have to be given to the need to safeguard key tourism assets and the provision of new tourism related development. Where possible the Plan should seek to identify any synergies between the development and spatial needs of the tourism industry and the other objectives of the Plan.</p>	<p>The SA should determine whether the tourism objectives of the Plan will contribute positively to other objectives such as economic growth. It should also determine whether the provision of tourism is likely to result in any environmental impacts.</p>
Planning Policy Guidance 24: Planning and Noise			
<p>PPG 24 provides guidance to local authorities to minimise the adverse impact of noise. In particular it:</p> <ul style="list-style-type: none"> • Outlines the considerations to be taken into account in determining planning applications both for noise sensitive developments and for those activities that will generate noise; • Introduces the concept of noise exposure categories for residential development, encourages their use and recommends appropriate levels for exposure to different sources of noise; and 	<p>No Targets or indicators are provided however, the guidance recognises that it may not be possible to achieve separation of noise sensitive land uses, and recommends that development plan policies consider whether it is practical to control or reduce noise levels, or to mitigate the impact of noise, through the use of conditions or planning obligations.</p>	<p>The Area Action Plan seeks to increase the number of residents living in the Kingston Town Centre as well as enhance the town centre's evening and night-time economy facilities. There is the potential for conflict between these two objectives. The Area Action Plan will need to ensure that measures are considered to</p>	<p>The SA should demonstrate that any conflicts between objectives to deliver housing and a night-time economy are addressed in the Plan and that appropriate</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<ul style="list-style-type: none"> Advises on the use of conditions to minimise the impact of noise. 		<p>address the likelihood of local noise problems arising, the public and especially residents are informed and consulted on noise related activities, and noise pollution levels are monitored. There will also be the issue of traffic noise, specifically around the relief road, and impact of residential amenity.</p>	<p>mitigation measures have also been considered such as the patterns of land use and quality of building design.</p>
<i>Planning Policy Guidance 25: Development and Flood Risk and Draft Planning Policy Statement 25: Development and Flood Risk</i>			
<p>The guidance aims to strengthen the co-ordination between land-use and development planning and the operational delivery of flood defense strategy. It explains how flood risk should be considered at all stages of the planning and development process in order to reduce future damage to property and loss of life.</p> <ul style="list-style-type: none"> Recognise that susceptibility of land to flooding is a material planning consideration. Give appropriate weight to information on flood-risk (including effects of climate change). Apply the precautionary principle on decision making to avoid or manage risk if possible. Recognise that flood plains have a natural role as a form of flood defence as well as providing important wildlife habitats and adding to landscape value. Recognise that engineered flood reduction measures may not be always be appropriate and may result in negative impacts on the natural/built 	<ul style="list-style-type: none"> MAFF target 12 (1999): annual report – identification of development plans with/without flood risk statements/policies; number of planning decisions regarding flood risk in line/contrary to EA advice. <p>The Government expects local planning authorities to apply a risk-based approach to the preparation of development plans and their decisions on development control through a sequential test. When allocating land in development plans or deciding applications for development at any particular location, those responsible for the decision would be expected to demonstrate that there no reasonable options available in a low-risk category, consistent with other sustainable development objectives.</p>	<p>Much development within Kingston Town Centre would fall within category 3: High Risk. The guidance states that developed areas within Flood Zone 3 may be suitable for residential, commercial and industrial development provided the appropriate minimum standard flood defence can be maintained for the lifetime of the development, with preference being given to those areas already defended to that standard.</p>	<p>The SA should seek to demonstrate that the actual flood risk applying to the area covered by the Area Action Plan has been taken into account and that appropriate mitigation measures considered to reduce the risk of future damage to property and life.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<p>environment and cannot eliminate all flood-risk. A key requirement within the Draft PPS25 is the development of a Strategic Flood Risk Assessment (SFRA) which is a strategic investigation that reviews flood risks throughout local planning districts and informs planning decisions.</p>			
<i>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Working Together for Clean Air</i>			
<p>The Strategy, published in 2000, sets out the Government's strategy for achieving air quality standards, within the sustainable development context. It has a primary objective:</p> <ul style="list-style-type: none"> • That everyone can enjoy a level of ambient air quality in public places which poses no significant risk to health or quality of life. <p>The Strategy provides a framework that:</p> <ul style="list-style-type: none"> • Provides objectives and targets for ambient air quality for eight main air pollutants; • Encourages better monitoring and public access to information; and • Encourages local authorities to work towards achieving the objectives prescribed by developing their own air quality management plans 	<p>The following targets are to be achieved:</p> <p>Benzene 16.25 ug/m running annual mean by 2003 1,3-Butadiene 2.25 ug/m running annual mean by 2003 Carbon monoxide 11.6 ug/m running 8 hour mean by 2003 Lead 0.5 ug/m annual mean by 2004 and 0.25 ug/m annual mean by 2008 Nitrogen dioxide 200 ug/m 1 hour mean, not to be exceeded more than 18 times a year by 2005 Particles (PM10) 50 ug/m 24 hour mean, not to be exceeded more than 35 times a year by 2004 and 40 ug/m annual mean by 2004 Sulphur dioxide 350 ug/m 1 hour mean, not to be exceeded more than 24 times a year by 2004 and 125 ug/m 24 hour mean, not to be exceeded more than 3 times a year by 2004, and 266 ug/m 15 minute mean not to be exceeded more than 35 times a year by 2005.</p>	<p>Traffic volumes and movements are the major source of air pollutants affecting the town centre.</p> <p>The Plan should include measures specific to tackle air pollution issues such as addressing traffic flow on the major routes both to and through the town centre.</p>	<p>The SA will need to ensure that the Plan adequately addresses the issue of air quality. It should seek to demonstrate that implementing the Plan will not result in a reduction in air quality, and instead should make some progress towards achieving the air quality targets set out in the Strategy.</p>
<i>Transport 2010: Meeting the Local Transport Challenge</i>			
<p>The Strategy promotes the Government's long-term commitment to modernising and integrating the transport system for the public and industry.</p>	<p>The Strategy seeks the following targets:</p> <ul style="list-style-type: none"> • Reduce road congestion by 2010; • 10% increase in bus passenger journeys by 2010; 	<p>At the local level, the delivery of the 10 Year Plan will be through the preparation of the London</p>	<p>The SA should ensure that the objectives of the</p>

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<p>The Strategy's 10 year objectives include:</p> <ul style="list-style-type: none"> • More choice; • Better integration; • Better access; • Better quality service; • Reduced impacts of traffic on the environment; • Safer and more reliable journeys. 	<ul style="list-style-type: none"> • 10% increase in rail passenger journeys by 2010; • Double light rail use by 2010; • Significantly increase rail freight percentage share; • Reduce road deaths and serious injury by 40% and the no. of child deaths or injury by 50% by 2010; • Treble the no. of cycling trips; • Reduce greenhouse gas emissions by 12.5% and move towards 20% reduction of CO₂ by 2010. 	<p>Borough of Kingston Local Implementation Plan and Borough Spending Plan. However, the inclusion of transport objectives and policies of the Kingston Town Centre Area Action Plan would assist significantly in changing transport patterns and modes at the borough level enabling greater choice and better integration and access of transport modes. Consideration should be given in the Plan to it's contribution to managing local transport at the local, borough and sub-regional levels.</p>	<p>Plan will contribute towards achieving a number of targets sought by the Transport 2010 Strategy. Furthermore, information on each of the targets should inform the environmental baseline.</p>
<i>A Better Quality of Life: A strategy for sustainable development for the UK</i>			
<p>Statement of Government policy on sustainable development. Four key aims:</p> <ul style="list-style-type: none"> • Social progress which recognises the needs of everyone. • Effective protection of the environment. • Prudent use of natural resources. • Maintenance of high and stable levels of economic growth and employment. 	<p>No targets but the Strategy develops a number of headline indicators: Total output of the economy (GDP);</p> <ul style="list-style-type: none"> • Investment in public, business and private assets; • Proportion of people of working age who are in work; • Expected years of healthy life; • Homes judged unfit to live in; • Level of crime; • Emissions of greenhouse gases; • Days when air pollution is moderate or high; • Road traffic; • Rivers of good or fair quality; 	<p>The objectives and policies of the Plan should seek to conform to the key aims of sustainable development. However, where it is not possible to satisfy all the aims, the Plan should state the trade-offs that may have to be made and justify these.</p>	<p>The SA framework developed to assess the Plan should stem from the aims of this Strategy. The range of indicators should be used to help inform the baseline review and monitoring.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
	<ul style="list-style-type: none"> • Populations of wild birds; • New homes built on previously developed land; • Waste arisings and management; • Satisfaction with quality of life. 		
<i>The London Plan (Spatial Development Strategy) and Reviewing the London Plan: Statement of Intent from the Mayor (December 2005) and Further Alterations September 2006</i>			
<p>The Mayor's Spatial Development Strategy, known as the London Plan, provides the spatial policy framework for all development plans within London. It has six key objectives:</p> <ul style="list-style-type: none"> • To accommodate London's growth within its existing boundaries without encroaching on open spaces, making east London the priority area for new development, regeneration and investment, fostering sustainable and mutually beneficial relationships with neighbouring regions, prioritising areas for regeneration, improving suburban areas and protecting open spaces. • Making London a better place to live, including improving the quality of the urban environment; achieving targets for new housing to address the needs of London's existing and future population; addressing the needs of London's diverse population and ensuring a cleaner, healthier and more attractive environment in all parts of London. • Making London a more prosperous city with strong and diverse economic growth, including ensuring an adequate infrastructural base, supporting a wide range of enterprises, providing training, transport accessibility and support to allow Londoners to 	<p>The London Plan sets out 25 key indicators and targets:</p> <ul style="list-style-type: none"> • Increasing the proportion of development taking place on previously developed land, a minimum 5% improvement over each 5 year period; • Increasing the density of residential development, over 95% of development to comply with the housing density location and SRQ matrix; • Protection of open space, no net loss of open space designated for protection in UDPs due to new development; • An increased supply of new homes, completion of at least 23,000 new homes a year in London between 2004 – 2016; • An increased supply of affordable homes, completion of 50% of new homes as affordable homes each year between 2004 – 2016; • Increasing sustainability and social inclusion by increasing the proportion of London residents working in jobs in London over the plan period, net increase in the proportion of London residents working in London; • Ensure there is sufficient development capacity in the office market, stock of office planning 	<p>The Plan must seek to achieve higher density and intensification of the town centre in line with its existing and proposed public transport capacity.</p> <p>The Plan should also seek to expand the role of town centre, to meet the full range of local needs, including shopping, leisure, housing, local services and jobs. A key objective of the Plan should be to improve the quality of the existing town centre environment through better designed buildings and public spaces.</p> <p>The plan should include provision for residential development and requirements for affordable housing.</p> <p>The Plan should have consideration to the differing needs of the local and wider diverse population that the town centre currently services.</p>	<p>The SA should ensure that the Plan contributes to the London Plan targets, especially those relating to:</p> <ul style="list-style-type: none"> • Economic growth and diversification of town centre use; • Addressing the needs of the business sector and balancing these against the needs of the community; • Social inclusion; • Improving the quality of the urban environment; • New housing and affordable

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<p>compete successfully for jobs in London.</p> <ul style="list-style-type: none"> Promoting social inclusion and tackling deprivation and discrimination, including tackling unemployment by increasing access to good quality jobs through training, advice and other support, addressing concentrations of deprivation, tackling discrimination and ensuring local communities benefit from growth and are engaged in the development process. Improving London 's accessibility, including improving and extending London 's public transport, integrating transport and development, improving London 's international, national and regional accessibility, tackling congestion, and improving sustainable freight movement. Making London a more attractive, well-designed and green city, including promoting actions to achieve the wider environmental sustainability of energy use, waste treatment, noise pollution, air quality and biodiversity, addressing the challenge of climate change and making the fullest and most sustainable use of resources. 	<p>permission to be at least three times the average rate of starts over the previous three years;</p> <ul style="list-style-type: none"> Direction of economic and population growth to follow the indicative sub-regional allocations and fulfil the priority to east London, development in opportunity areas and areas for intensification for each sub-region measured against the Chapter 5 indicative figures in the London Plan; Increased employment opportunities for those suffering from disadvantage in the employment market, age specific unemployment rates for black and minority groups to be no higher than for the white population by 2016 (50% reduction of the difference by 2011); and the % of lone parents dependant on income support to be no higher than the UK average by 2016 (50% reduction of the difference by 2011); Improving performance against Neighbourhood Renewal floor targets as a coordinated approach to tackling deprivation, improvements in performance against all agreed floor targets; Achieve a reduced reliance on the private car and a more sustainable modal split for journeys, use of public transport per head grows faster than use of the private car per head; and from 2001 – 2011, 15% reduction in traffic in the congestion charging zone, zero traffic growth in inner London, and traffic growth in outer London reduced to no more than 5%; and a 5% increase in passengers and freight transported on the Blue 	<p>Where possible, the Plan should look to promote public safety, including design measures that improve safety in buildings and in the public realm.</p> <p>The primary objective of the Plan should be to maintain and enhance the retail sector, and supporting services sector, as the priority measure for securing economic growth and jobs creation within the borough. Further, the Plan should make provision and opportunities to stimulate the supply of suitable floorspace in the right locations to accommodate economic growth.</p> <p>Where possible, the Plan should seek to release land that is no longer needed in its current use for new uses including retail, office and mixed-used residential development.</p> <p>The Plan will need to tackle the issue of discrimination, ensuring that the town centre is more accessible to disabled people.</p> <p>The Plan should ensure that investment and economic growth in the town centre also makes a positive contribution to the local</p>	<p>housing;</p> <ul style="list-style-type: none"> Transport accessibility; and Noise and Air pollution. <p>The indicators established for the SA framework should, where relevant to the Plan, broadly reflect the indicators set out in the London Plan.</p>

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	<p>Ribbon Network from 2001-2011;</p> <ul style="list-style-type: none"> • Increase in public transport capacity, 50% increase in public transport capacity between 2001 –2021, with interim increases to reflect Table 6A.2; and regular assessment of the adequacy of transport capacity to support development in opportunity and intensification areas; • Increase in the number of jobs located in areas with high PTAL values, (No indicator as yet); • Protection of biodiversity habitat, no net loss of designated Sites of Importance for Nature Conservation over the Plan period; • Increase in household waste recycled or composted, at least 25% by 2005, 30% by 2010 and 33% by 2015; • Increased regional self-sufficiency for waste, 75% of London’s waste treated or disposed of within London by 2010; • Reduce carbon dioxide emissions, reduce emissions to 23% below 1990 levels by 2016; • Increase in energy generated from renewable sources, production of 945GWh of energy from renewable sources by 2010 including at least six large wind turbines; • Ensure a sustainable approach to flood management, no net loss of functional flood plain; • Protecting and improving London’s heritage and public realm, reduction in the proportion of buildings at risk as a percentage of the total 	<p>communities surrounding the centre.</p> <p>The Plan should seek to balance development of the town centre with the need to reduce travel and the growth of journey lengths. Appropriate objectives and policies should be considered to address the issue of congestion levels and traffic flow, including the improvement of access by public transport, foot and cycling. Such an approach would also require the consideration of better public transport interchanges and better and safer facilities for pedestrians and cyclists.</p> <p>The Plan should recognise and make provision for the protection and enhance of the historic quality of the townscape. Where possible connections should also be made between historic conservation and enhancing the public realm, open spaces and greater public use and appreciation of the river.</p>	

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	number of listed buildings in London.		
<i>The Mayor's Ambient Noise Strategy</i>			
<p>The key aim of the Strategy is to minimize the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology.</p> <p>The three key issues are:</p> <ul style="list-style-type: none"> • Securing good, noise reducing road surfaces; • Securing a night aircraft ban across London; • Reducing noise through better planning and design of new housing. 	<p>No targets or indicators are given. Advice can be sought from the GLA on appropriate planning methods to address and manage noise-related issues.</p>	<p>Consideration should be given to how the Plan can help reduce noise through better planning and design of new development, including infrastructure, housing and open space.</p>	<p>The SA should show that the Plan has given consideration to the issue of noise and, where possible, sought to minimise potential adverse effects of noise on people.</p>
<i>The Mayor's Economic Development Strategy: Sustaining Success – Developing London's Economy</i>			
<p>The Strategies overall vision is to create a sustainable world city with strong long-term economic growth, social inclusion and environmental improvement. This vision is supported by the following objectives:</p> <ul style="list-style-type: none"> • Support the delivery of the London Plan, to promote sustainable growth and economic development; • Deliver an improved and effective infrastructure to support London's future growth and development; • Deliver healthy, sustainable, high quality communities and urban environments; • To tackle barriers to employment; • Reduce disparities in labour market outcome between groups; • Address the impacts of concentrations of disadvantage; • Address barriers to enterprise start-up, growth and competitiveness; 	<p>The following targets are provided as measurements to achieving each of the strategy objectives:</p> <ul style="list-style-type: none"> • Achievement of London Plan job and housing targets in each of London's sub-regions by 2016; • Increase the overall employment rate for London over the economic cycle; • Increase the employment rates of key target groups in London (for example specific black and minority groups, disabled people, older people) by more than the overall increase in the employment rate in London, over the economic cycle; • Increase the employment rate in London's most disadvantaged areas by more than the rest of London, over the economic cycle; • Maintain or improve London's net start-up rate (start-up net of closures) over the economic cycle; • Over the course of the economic cycle, maintain 	<p>While the focus of the plan will be the delivery of additional retail floor area, the Plan will also need to ensure provision is made for other business activities, which support the town centres employment base.</p> <p>The Plan should also seek to ensure that the provision of development results in an appropriate mix of floor areas, enabling the establishment of both large and small-scale retail and non-retail ventures.</p> <p>The Plan should also seek to ensure that the provision of additional retail floor-space is not</p>	<p>The SA should ensure than implementation of the Plan will result in long-term economic growth of the town centre that also delivers improvements in social inclusion and environmental quality.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<ul style="list-style-type: none"> • Maintain London's position as a key enterprise and trading location; • Improve the skills of the workforce; • Maximise the productivity and innovation potential of London's enterprises; • Ensure a coherent approach to marketing and promoting London; • Coordinate effective marketing and promotion activities across London; • Maintain and develop London as a top international destination and principal UK gateway for visitors, tourism and investment; • Work in partnership to deliver this action plan. 	<p>London's position as a key enterprise location as evidenced by international surveys;</p> <ul style="list-style-type: none"> • Reduce the percentage of businesses reporting a lack of appropriately skilled employees as a significant problem, over the economic cycle; and • Improve London's Gross Value Added (GVA) per worker over the economic cycle. 	<p>undertaken at the expense of the economic viability of other retail areas within the town centre itself. Consideration should be given to a timing mechanism policy to manage or stage new development over the lifetime of the Plan. The Plan should also seek to capitalize on, and strengthen, the relationship between the town centre and Kingston University and Kingston College.</p>	
<i>The Mayor's Air Quality Strategy</i>			
<p>The overall aim of the Strategy is to improve London's air quality to the point where pollution no longer poses a significant risk to human health. It recognises the importance of clean air and acknowledges that London is failing to reach its objectives for nitrogen dioxide (2005) and particles PM10 (2004). The strategy states that road traffic is the main source of emissions of the main pollutants of concern in London and that the primary focus of the strategy is to reduce pollutants from this source. Achieve reductions in pollutant emissions</p>	<p>No objectives or targets are provided however, boroughs are reminded that they have a very important role in improving air quality, particularly through providing air quality action plans. The measures to reduce air pollution are:</p> <ul style="list-style-type: none"> • Reduce the amount of traffic • Reduce emissions from individual vehicles • Minimising emissions from airport and airport related activities • Improve public transport use to and from the airport • Promote sustainable design and construction • Reduce emissions by energy efficiency through sustainable building design 	<p>While air quality is probably best addressed at the borough and cross-borough levels, the Plan should still consider air quality as the town centre is a major generator of traffic and air pollutants within the borough. The Plan should therefore seek to ensure that air quality is addressed through Plan objectives by improving the integration of land use and transport policy and reducing the need to travel to the centre, especially by private car.</p>	<p>The SA should demonstrate that the objectives of the Plan will address the long-term issue of air quality management within and around the town centre.</p>

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	<ul style="list-style-type: none"> Support the reuse of existing buildings in preference to demolition and rebuild where appropriate. 		
<i>The Mayors Energy Strategy</i>			
<p>To minimize the effect of London's energy production and use on health, and the local and global environment, improve social equity, and economic performance. In particular:</p> <ul style="list-style-type: none"> to reduce London's contribution to climate change by minimizing emissions of carbon dioxide from all sectors (commercial, domestic, industrial and transport) through energy efficiency, CHP, renewable energy and hydrogen to help eradicate fuel poverty, by giving Londoners, particularly the most vulnerable groups, access to affordable warmth; to contribute to London's economy by increasing job opportunities, by innovation in delivering sustainable energy and by improving London's housing and other building stock. 	<p>The following targets are provided in the Strategy:</p> <ul style="list-style-type: none"> London should reduce its emissions of carbon dioxide by 20% (of 1990 levels) by 2010 and by 60% (of the 2000 levels) by 2050. There should be at least one zero-carbon development in every borough in London by 2010. There should be no occupied dwelling in London with a SAP rating less than 30 by 2010, and less than 40 by 2016. Eradicate fuel poverty in London, which should at least match progress nationally. Meet the national target for combined heat and power by at least doubling London's 2000 combined heat and power capacity by 2010. 	<p>The Plan should seek to encourage more energy efficient building design for new development or redevelopment within the town centre. Consideration should also be given to integrated means to power and heat new developments that are energy efficient as well as practical (e.g. double glazing retains heat and reduces noise).</p>	<p>The SA should demonstrate that the Plan has considered the issue of energy efficiency and made provision to deliver energy savings.</p>
<i>The Mayor's Transport Strategy</i>			
<p>The Strategy makes transport users 'priorities the prime focus for those providing transport services. It promotes close partnership between the relevant agencies and transport operators to help achieve this. The Strategy contains the following transport priorities.</p> <ul style="list-style-type: none"> Reducing traffic congestion; Increasing capacity, reliability and frequency of the Underground services; Increasing the bus system 's capacity, improving 	<p>The Strategy takes a targeted approach to prioritising transport improvements, addressing the diverse needs of outer, inner and central London – and of areas within them. It will be progressively implemented across London over the next decade, taking account of local circumstances. In general the Strategy seeks to:</p> <ul style="list-style-type: none"> Increase the capacity of the bus system by up to 40% over the next 10 years; 	<p>The Plan should seek to assist in implementing the key transport priorities of the Transport Strategy at the local level. In particular the Plan should look to consider:</p> <ul style="list-style-type: none"> Improvements in key transport interchanges; Accessibility of public transport and public transport facilities; 	<p>The SA should demonstrate that implementing the Plan will result in positive improvements to the existing transport issues facing the town</p>

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<ul style="list-style-type: none"> • reliability and increasing frequency of services; • Better integration of the National Rail system with London 's other transport systems; • Improving journey time reliability for car users, whilst reducing car dependency by increasing travel choice. • Supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, and road safety improvements • Making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts. • Improving the accessibility of London 's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion. • Bringing forward new integration initiatives to: provide integrated, simple and affordable public transport fares; improve key interchanges; and enhance safety and security across all means of travel. 	<ul style="list-style-type: none"> • 15% more morning peak passengers on the existing Underground network, alongside an increase in capacity of 17%; • 9% more morning peak passengers on National Rail services in London (excluding CrossRail and Thameslink), alongside an increase in capacity of 12%; • A reduction of 15% in traffic in Central London, reducing growth from 4.5% to zero in Inner London, and reducing the rate of traffic growth in Outer London by a third to 5% - with greater traffic reductions in sensitive locations. 	<ul style="list-style-type: none"> • Parking and other initiatives to encourage people away from private vehicle use; • Means of reducing traffic congestion in and around the town centre; and • The safety and security of people walking, cycling, driving, or using public transport within the town centre. 	<p>centre. In particular the SA should show that the plan promotes and facilitates greater choice in transport modes, and that transport initiatives have been integrated into all aspects of the Plan's contents.</p>
<i>The Mayor's Cultural Strategy</i>			
<p>The Mayor's Cultural Strategy has four key objectives focused on: Excellence: to enhance London as a world class city of culture: London's status as a world city of culture, and the benefits this offers to Londoners and visitors alike, are dependent on preserving and enhancing the city's world-class institutions, events and cultural</p>	<p>12 policies are included to achieve the objectives of the Cultural Strategy. Those policies of relevance to the Kingston Town Centre Area Action Plan include:</p> <ul style="list-style-type: none"> • Improvements in infrastructure and support are necessary to realise the creative potential of London's cultural diversity; • London needs to develop its brand and promote 	<p>The Plan should seek to contribute to the status of London as a world city of culture by ensuring the policies promote cultural diversity and encourage investment. The plan should also encourage and enable the illustration of local</p>	<p>The SA should demonstrate that implementation of the Plan will preserve and enhance Kingston Town Centre's</p>

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<p>diversity.</p> <p>Creativity: to promote creativity as central to London's success: creativity is central to the excellence of cultural expression and experience in London, and to the outstanding economic performance of both creative businesses and the wider city economy.</p> <p>Access: to ensure that all Londoners have access to culture in the city: equality of access for all London's people to the full range of cultural activities is crucial to ensuring that all Londoners participate in and share the benefits of the city's cultural life, but also to promote excellence and creativity.</p> <p>Value: to ensure that London gets the best value out of its cultural resources: London's cultural and creative sectors make a massive contribution to economic and social life right across the city. It is essential that they receive appropriate investment and that that investment is distributed fairly and productively in the interests of excellence, creativity and access.</p>	<p>itself as a world cultural city and tourism destination;</p> <ul style="list-style-type: none"> • Creativity needs to be recognised as a significant contributor to London's economy and success; • Access to culture should be the right of all Londoners; • Culture should be a means of empowering London's communities; • There should be a spread of high-quality cultural provision across London and at all levels – local, sub-regional and regional; • Cultural activity should be encouraged in the development and regeneration of London; • The cultural value and potential of London's public realm should be fully realised; 	<p>culture to be expressed through the retention and enhancement of the historic core, the architectural design of new development, and in the design of open space, street furniture and public art works.</p>	<p>cultural diversity, including encouraging creativity and ensuring people have access to culture.</p>
<i>The Community Plan 2004 – 2009, Royal Borough of Kingston upon Thames</i>			
<p>The Community Plan contains the following relevant objectives:</p> <ul style="list-style-type: none"> • To live safe, healthy, rewarding lives, with access to undiminished natural environment, while protecting the future well-being of others; • To educate and involve the local community of Kingston in Sustainable Development; • To reduce Kingston's ecological footprint to a sustainable level as early as possible; • To safeguard and enhance the Borough's local 	<p>The Plan lists the actions to be undertaken and when to meet these objectives. The following actions are of relevance to the Kingston Town Centre Area Action Plan:</p> <ul style="list-style-type: none"> • Explore the LDF to include sustainable consumption and more rigorous waste reduction policies; • Promote and facilitate community waste reduction initiatives; • Implement the Hogsmill Walk Strategy; 	<p>The Plan should seek to provide a balance approach to the management of economic growth within the town centre. The provision of additional retail floor-space, required to retain economic growth, should occur in conjunction with improvements in the social and environmental quality of the town centre beyond that required</p>	<p>The SA should clearly demonstrate that implementation of the Area Action Plan will make a significant contribution towards achieving those relevant objectives and</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<p>environment, enabling development to meet the needs of residents without undermining the value or viability of the natural environment;</p> <ul style="list-style-type: none"> • To ensure that RBK continues to be the safest London Borough in which to live, work or visit; • Improve the overall health of the wider Kingston; • Make sure that in Kingston we are an inclusive place to live, work and visit and have a good and fair access to services, information and facilities; • To make Kingston a place where everyone values, enjoys and benefits from learning; • Ensuring that local residents have access to high quality sports and fitness provision through leisure centers, playing fields, parks and open space; • Ensure that the economy is prosperous and thriving, generating a diverse range of employment opportunities and providing goods and services for the whole community; • Ensure that there is efficient engagement with the • Ensure that delivery of a supply of housing which will support the borough's economy, build sustainable communities and meet a diverse range of housing needs; and • Ensure that RBK achieves a sustainable transport system, accessible to all. 	<ul style="list-style-type: none"> • Ensure there is no inappropriate development in the flood plain; • Endorse the London commitment for all residents to be within walking distance of a quality natural space; • Support mechanisms for increasing affordable and social housing in the Borough; • Continue to look for opportunities to 'design out crime' from new and existing developments; • Integrate initiatives to prevent hate crime into a range of other Plans and Strategies; • Continue to promote building design features which reduce the opportunity for all forms of burglary; • Increase the supply of flexible small business units suitable for start up businesses; • Contribute to the LDF and Development Plan protection for employment sites; • Improve the tourism infrastructure; • Identification of sites or premises suitable for high tech incubator and managed workspace; • Promote higher housing density in Kingston town; • Review the contribution that new housing provision has made to the development of the Town Centre; • Review the progress of the UDP review in facilitating the development of hostel accommodation, including housing for students; • Increase the day time frequency of trains to match 	<p>by the design of the development itself (e.g. energy efficiency, accessibility compatibility with the surrounding environment etc). In particular the Plan should ensure that significant investment is made in improving both public and private transport and that initiatives are undertaken to reduce peak traffic flows, such as rationalising parking and the better management of freight, pedestrian, and general traffic movements. The Plan should also seek to contribute towards the implementation of the relevant actions of the Community Plan. In particular the Area Action Plan should make provision for the land-use needs of certain actions, such as the provision of housing, the identification of sites for high tech incubators, the supply of small business units, Hogsmill Walk Strategy, park and ride facilities, and new off-street bus station. The Plan should also seek to contribute towards improving the public's safety within the town centre through the activities it</p>	<p>actions of the Community Plan. In particular the SA should demonstrate that the preferred options will make a positive contribution towards improving the existing social, economic and environmental baseline of the Town Centre. The SA indicators should also seek to broadly cover the objectives of the Community Plan and support the collection of monitoring data able to provide quantifiable evidence to show that the actions of the Community Plan are being achieved.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>that of mid evening on the Kingston line;</p> <ul style="list-style-type: none"> • Two permanent park and rides operating; • A new off-street bus station inside the relief road in Kingston; • Create new pedestrianised areas in Castle Street and Fife Road in Kingston Town Centre; • New secure cycle park in Kingston Town Centre, including long stay facilities; • Council to publish a UDP containing policies that will cut the need to travel; • Regulate the amount of public car parking in town centres to bring it in line with the capacity of the road system; • Complete controlled parking zone programme in Kingston; • Ensure the operational transport needs of business, such as freight movements, are incorporated within appropriate plans and strategies. 	<p>promoted and ensure that new development is designed to reduce and facilitate in the reduction of all types of crime.</p> <p>While waste management is to be addressed at the sub-regional or borough-wide level, initiatives should be considered in the Plan to address localised waste management issues, such as those associated with wastes arising from the large retail sector (e.g. provision for recycling facilities in the design of new retail development).</p>	
Kingston First - Business Improvement District (BID)			
<p>The objective of the Kingston First BID is to generate £3.5 million in ring-fenced funding over its 5 year life, through a 1% levy on every business's Rateable Value, with additional funding from s106 and other contributions. The additional funding, more than double the amount which is currently spent, will go towards providing a:</p> <ul style="list-style-type: none"> • Cleaner environment; • Safer streets; • Better transport and access; and 	<p>The BID proposes a number of actions to be undertaken, which they hope will result in the following outcomes:</p> <ul style="list-style-type: none"> • A marked improvement in customer satisfaction levels (as measured by surveys); • Within 5 years business crime will be down and Kingston will have secured a 'Safer Town Award'; • Staff and customers will feel safer and tell us so in surveys; • Develop Kingston's thriving business community, 	<p>The Plan should seek to support the achievement of the outcomes sought by the BID and where appropriate, make provision to enable the land-use requirements of the BID to be met.</p>	<p>The SA should show that implementing the Plan will contribute towards the outcomes sought through the BID.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<ul style="list-style-type: none"> More customers 	attracting an extra 1 million people a year, of whom 350,000 will be first time visitors.		
Crime, Disorder & Anti Social Behaviour Reduction Strategy 2002-2005			
<p>The Strategy describes specific activities to be developed over the three-year period to address the following themes:</p> <ul style="list-style-type: none"> Using intelligence-led methods and multi-agency working to target the perpetrators of crime, disorder and anti-social behaviour, in particular persistent active criminals; Introducing measures to reduce repeat victimisation and victim and witness intimidation; Continuing to promote the use of the 'Crimestoppers' freephone number; Working in partnership to reduce the impact of alcohol misuse on levels of crime, disorder and anti-social behaviour; Continuing to build on the active partnership with our local community. 	<p>Implementation of the Strategy will contribute towards meeting the following PSA targets:</p> <ul style="list-style-type: none"> Reduce vehicle crime by 30% by 2004; Reduce domestic burglary by 25% with no local authority area having a rate greater than three times the national average by 2005; Reduce robbery in our principal cities by 14% by 2005. <p>The Strategy itself offers the following seven long-term targets:</p> <ul style="list-style-type: none"> Reducing anti-social behaviour and disorder; Reducing drugs and drug-related crime; Reducing fear of crime; Reducing hate crime; Reducing property crime; Reduce violent crime and street crime Reducing the involvement of young people in crime, both as victims and perpetrators. 	<p>The Plan should look to introduce measures that reduce crime within the Town Centre. Consideration should be given to promoting building design, in both new developments and refurbishment's, that allows for casual surveillance of the street, limits opportunities for entrapment, provides for secure egress, entry and parking, has decent lighting, and opportunities for CCTV surveillance etc. Planning new, and upgrading existing, Council car parks to meet Secure Car Park Standards. Consideration may be given in the Plan to identifying and targeting 'hotspots' for anti-social behaviour and appropriate initiatives incorporated to curb the occurrence of such behaviour in these areas (e.g. controlling the provision of certain activities in such areas)</p>	<p>The SA should demonstrate that the Plan has had consideration to the issue of crime prevention and includes appropriate methods to address both those types of crime with a PSA target and other types of crime affecting the Town Centre in general.</p>
A Cultural Strategy for the Royal Borough of Kingston upon Thames			
<p>The Cultural Strategy has two key aims:</p> <ul style="list-style-type: none"> To develop a strong cultural base for the 	<p>Targets of relevance to the Plan are:</p> <ul style="list-style-type: none"> Support the appeal to repair and improve the 	<p>The Plan should make provision for a range or cultural venues, both in</p>	<p>The SA should demonstrate that</p>

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<p>community by improving the infrastructure, range and quality of cultural activity</p> <ul style="list-style-type: none"> To improve opportunities for all citizens to access cultural activities. <p>These two aims will be developed through the following 6 objectives:</p> <ul style="list-style-type: none"> Improve the range and quality of venues for community cultural activities To provide a wider range of cultural activities To raise the quality of cultural events and activities To create the infrastructure for sustainable development of a thriving cultural industries sector To overcome barriers to participation in the cultural life of the community To build partnerships and networks to assist in the development of cultural activity 	<p>Kingston Parish Church as the major venue for performance music in the borough;</p> <ul style="list-style-type: none"> Support the Kingston Theatre Trust in opening a major theatre venue in Kingston; Plan and build a new central library and learning centre within the Kingston ring road; Work with the University and Kingston College to assist them in bring the best work of students to residents, and to encourage residents to participate and benefit from the cultural resources on offer; Improve the use made of streets and markets as venues for cultural activity in a manner sympathetic to existing cultural activity and to residents and visitors; Work with multicultural organisations to ensure that the needs of all cultural groups are considered in planning cultural activities; Consider transport issues in planning new venues and activities and in developing existing activities; Make effective use of Café's, pubs, churches and other venues in staging cultural activities; Provide markets for local crafts workers and artisans through developing street market opportunities and improving premises utilisation 	<p>terms of purpose built venues and open space areas that may be used to accommodate cultural activities. The plan should safeguard the existing market areas and ensure the design and amenities of the open space provision within the Town Centre, namely the markets, include the requirement to enable a range of cultural activities to take place. Where provision is made for cultural activities, including pubs and café's, consideration should also be given to integration of transport and accessibility. The Plan should also ensure cultural developments are accessible to all people regardless of age or ability. Where appropriate the Plan should seek greater alignment between the conservation of the historic core and the provision of cultural activities.</p>	<p>implementation of the Plan will make provision for further or improved cultural activities in the Town Centre and enhanced opportunity of people to access such activities.</p>
Visitor Management Action Plan 2004-2007			
<p>The visitor management action plan is made up of a number of key issues of relevance to the Area Action Plan:</p> <ul style="list-style-type: none"> To encourage growth and quality of overnight stay 	<p>The management plan contains action points for each of the key issues, which are relevant to the plan and SA.</p> <ul style="list-style-type: none"> Identify scope for improvement and gaps in 	<p>The Plan should seek to enhance the visitors appreciation, use and experience of the Town Centre. Consideration should be given to</p>	<p>The SA should demonstrate how the provision of tourism might result</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<p>accommodation.</p> <ul style="list-style-type: none"> To promote Disability Discrimination Act to accommodation providers in order to meet the needs of this sector. To support the aims and objectives of the Borough Arts and Sports Strategies building on Kingston's reputation for high quality arts, sports, culture and entertainment provision in order to enhance Kingston's reputation as a tourist destination To maximise Kingston's profile and image as a quality tourist destination. To maximise use of environmentally friendly means of travel into and within the Borough by visitors, reducing the overall level of traffic on the road and maximise public transport share of tourist traffic. To promote accessibility of Kingston to visitors for both day and night time economy. To continue to lobby with LDA and other boroughs for improved transport links. To raise the profile of the River Thames, working within and supporting existing strategic policies to encourage greater use of the river and the surrounding areas for leisure and business use without compromising the natural environment. To raise awareness of career opportunities within tourism related services to maximise the employment opportunities across the Borough. To work with LDA and South London Tourism Group to offer training opportunities to increase skills within the Tourism sector. 	<p>provision (of accommodation), attempting to spread the economic benefits of overnight stays across south London.</p> <ul style="list-style-type: none"> Secure full accessibly new accommodation provision in the Borough. Encourage greater links with between Kingston and Europe through promotional activities at the mainline railway network and the Channel tunnel terminal at Waterloo and Paris. Work with partners to assist in the development of transport for the night time economy. Promote green initiatives within the daily business operation of tourism service providers. Work with LDA Sub regional Tourism Manager to improve visitor experience at key transport hubs/gateways/destination clusters. Promote new riverside walks and areas such as Charter Quay to visitors. Continue to promote the sustainable use of the river and the surrounding area and to support agencies to fulfil their policy aims and objectives for projects in Kingston. Support, promote and encourage customer care and new technology training for local people seeking employment in the tourism-related services by working with local education providers. Support local business, Kingston University, Kingston College, Adult Education, schools and Visit London to promote the future workforce 	<p>the provision of appropriate signage at the main transport hubs and to the design and layout of the main pedestrian routes between particular points of interest (e.g. linkages between the Town Centre and the river).</p> <p>The Plan should have consideration to the location and provision in the Town Centre for overnight stay accommodation. The Plan should seek to provide a balanced day and night-time economy that ensures a diverse range of activities to attract a range of visitors to the Town Centre at all periods of the day and evening. Such an approach will need to be supported by a public transport system that meets the needs of people wanting to access the Town Centre both during the day and in the evening.</p> <p>The Plan should consider the provision of further development, or re-development, along the riverfront to support visitor use and appreciation of the River and the Town Centres location on the Thames.</p>	<p>in both social and economic benefit for the Town Centre and for the Borough. The SA should demonstrate that if provision is to be made for overnight stay accommodation, consideration has been given in the plan to the location of such development. In particular, ensuring the location of such development is appropriate in terms of accessibility by means of public transport or that initiatives are included to improve transport links to such locations. The SA should demonstrate that if provision is made</p>

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<ul style="list-style-type: none"> To ensure that the Planning and Development process continues to seek where appropriate to take account of opportunities and benefits within the tourism sector for the social and economic benefit of the Borough To enhance the opportunities for local residents travelling on business, sports, arts, cultural or community exchanges by developing partnerships with other countries. To play a leading role in developing tourism in London and the South East of England for the economic, social and educational benefit of Kingston and its residents. 	<ul style="list-style-type: none"> requirements by providing opportunities for tourism employment in tourism related services. Assist in promoting access for people with disabilities in new developments and encourage existing facilities to be upgraded in line with DDA. Continue to support and encourage greater community use of open space for recreational activities and passive leisure pursuits with Directorate of Environmental Services. 		<p>for development or greater visitor use of the riverfront, such activities do not compromise the existing amenity, environmental, or historic values of the river or the river frontage.</p>
Licensing Policy (RBK)			
<p>The Policy sets out the Council duty to promote the following licensing objectives under the Licensing Act 2003:</p> <ul style="list-style-type: none"> the prevention of crime and disorder; public safety; the prevention of public nuisance; and the protection of children from harm. 	<p>No targets or indicators are provided.</p>	<p>The Plan should seek to compliment the powers under the Act and propose measures to resolve problems of nuisance and disorder that may result from the use of premises for leisure pursuits and associated night-time activity. Such measures may include controlling the location of development associated with the night-time economy, ensuring areas do not become the focal point for the gathering of large groups of people.</p>	<p>The SA should demonstrate that the Plan has had regard to the objectives of the Licensing Act and proposes objectives or preferred options to compliment the Council's powers under the Act to control issues associated with licensed premises.</p>
Urban Design Action Plan (RBK)			
<p>The Plan highlights the Council's proactive approach to</p>	<p>No targets or indicators are provided.</p>	<p>The Plan should set out the shared</p>	<p>The SA should</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<p>protecting and encouraging quality design within the borough. It includes work on setting design policies, establishing and expressing a shared vision for places within the borough, and engaging positively with applicants and designers throughout the planning application process.</p>		<p>vision for the Kingston Town Centre and ensure this vision is translated into effective policy that will control future development and achieve the outcomes sought.</p>	<p>demonstrate that the Plan encourages appropriate development through the use of good urban design principles.</p>
Kingston Old Town Conservation Area Character Appraisal (RBK)			
<p>This guide contains a map and information on the properties included in the Kingston Old Town Conservation Area. It outlines the responsibilities of the Council, and of owners and occupiers of land and properties within the conservation area, to ensure that the special character of this conservation area is preserved.</p> <p>Kingston Old Town Conservation Area was designated in March 1971. This conservation area has legal status as an area “of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”. (Planning (Listed Buildings and Conservation Areas) Act 1990, Section 69).</p>	<p>The Council will preserve or enhance the character of this area by:-</p> <ul style="list-style-type: none"> • Paying special attention to the character of Kingston Old Town Conservation Area when making decisions on planning and other types of applications. • Applying the policies in the Unitary Development Plan (BE3 & BE4), Central Government Guidance, and any adopted Supplementary Planning Guidance when making decisions on planning and other types of applications. • Ensuring that the required site and press notices, and consultations are carried out on planning applications. • Making available expert advice on building conservation and tree matters for land and property owners and occupiers. • Supporting the work of the independent Conservation Areas Advisory Committee who give comments on planning applications and other proposals in conservation areas as an 	<p>The Plan should seek to ensure that the special historic character of the Town Centre is preserved and where possible enhanced. In particular, consideration must be given to the conservation of the medieval Market Place, All Saints Church and the 19th century Market House. This includes consideration of the wider spatial elements such as views to these features from within the Town Centre, access to these areas, issues such as dominance, and also complimentary design in the built form of the surrounding public and private realms.</p>	<p>The SA should demonstrate that implementation of the Plan will not result in any adverse impacts upon the special character areas of the Town Centre. The SA should also demonstrate that the objectives and policies of the Plan will generally assist in preserving and enhancing those features of special architectural or historic interest.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
	<p>additional source of advice to Officers.</p> <ul style="list-style-type: none"> Ensuring that the special character of Kingston Old Town Conservation Area is understood and published. Preparing and publishing policies and proposals for the preservation and enhancement of the special character of Kingston Old Town Conservation Area. 		
Goldzone Initiative (RBK)			
<p>Through the 'Gold Zone' process the Council hopes to:</p> <ul style="list-style-type: none"> Enhance Kingston's premier urban space through the creation of a timeless, high quality scheme that provides public seating and planting Improve access for all by removing unnecessary clutter from the Market Place Use quality natural materials that enhance the character of the space Heighten awareness of the town centres riverside location through the introduction of a water feature Reinforce the historic context of the Market Place by improving the setting of the Shrubsole Memorial To enable residents and visitors to come, sit and enjoy. 	No targets or indicators	<p>The Plan should seek to safeguard and enhance the use of the Market Place. In particular, the Plan should look to support the use of the Market Place through the provision of appropriate:</p> <ul style="list-style-type: none"> Pedestrian linkages with the major shopping complexes in the Town Centre; Street furniture in the Market Place; and Development around the Market Place that would compliment rather than detract from the public's use of this space. 	<p>The SA should demonstrate that the Plan has regard to the need to safeguard and enhance the Market Place and proposed appropriate measures to meet the objectives of the Goldzone Initiative.</p>
Hogsmill Walk Strategy (RBK)			
<p>The Hogsmill Valley Walk Strategy provides a framework, which sets out the community's goals for the future of the Hogsmill Valley Walk. It also sets out a series of Local Area Strategies that provide more detail</p>	<p>In his 2001 Transport Strategy, the Mayor for London adopted six strategic green walking routes, one of which is the London Loop – a 150 mile circular walk around London. The Hogsmill Valley Walk constitutes</p>	<p>The Plan should take account of the land use requirement of the proposed walkway and seek to safeguard the route from</p>	<p>The SA should demonstrate that the Plan will promote and</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
on how the Council intends to meet those goals.	Section 8 of the London Loop. The primary target of this Strategy is the completion of the Hogsmill Valley Walk.	development that may compromise the completion of the walk. Where possible the Plan should also seek to improve access, biodiversity and recreational initiatives in the significant open spaces that surround the Hogsmill and its tributaries.	improve accessibility and enhance the borough's use of the Hogsmill River and the Hogsmill Valley.
Waste Strategy (RBK)			
<p>The Council has developed five key objectives to meet its waste targets over the next three years, and put Kingston on a path towards substantially reducing waste sent to landfill and increasing recycling and composting out to 2020. The objectives are:</p> <ul style="list-style-type: none"> • Reduce the amount of biological municipal waste (BMW) to landfill and comply with the annual BMW allowances to landfill under LATS. • Securing the statutory target of 36% recycling and composting by March 2006 and by March 2007 achieving a rate of over 40%. This will require increased participation rates utilising largely the existing infrastructure for recycling and composting. • Development and delivery of a comprehensive waste awareness and waste minimisation programme encompassing a wide ranging communication strategy engaging with all of Kingston's residents. • Seeking strong community based partnerships to help deliver elements of the recycling and composting infrastructure, these partnerships to be 	<p>The Council's immediate short term targets are to:</p> <ul style="list-style-type: none"> • To divert approximately an additional 6,800 tonnes of biodegradable waste from landfill by March 2006 (diverting means using processes such as recycling and composting), and; • To recycle or compost 36% of household waste by March 2006. <p>The Council's long-term targets are to:</p> <ul style="list-style-type: none"> • Achieve a recycling and composting rate of at least 47% by 2020, regardless of the final disposal route selected. • Review this strategy in 2008/09 to reflect the decisions it has made. However the Council will review its position with regard to the long-term strategy on an annual basis within its "waste position statement". 	<p>Adequate provision should be made within the town centre for waste management initiatives such as the collection of bulk recycling from retail and commercial premises and provision for on-site waste management.</p> <p>It may be appropriate to consider policies within the Plan to ensure that new developments make provision for waste management and promote designs and layouts that secure the integration of waste management facilities without adverse impact on the streetscape of the town centre. Requiring site waste management plans are one means of achieving this.</p> <p>Consideration may also have to be given to kerbside collection and community recycling facilities, and</p>	<p>The SA will need to demonstrate that the provision for waste management within the Plan is considered alongside other spatial planning concerns such as transport, housing, economic growth, and regeneration.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<p>with community based organisations, environmental groups or other third parties.</p> <ul style="list-style-type: none"> • Robust exploration and planning of the options available for the council's collection and disposal service beyond 2007. 		<p>the impacts of these on traffic movements and in the design and layout of any mixed-use residential developments and new service lanes.</p>	
Housing Strategy			
<p>The Key objectives of the Housing Strategy are to:</p> <ul style="list-style-type: none"> • Maximise the resources available to provide more affordable homes by pursuing all funding avenues and making use of planning powers; • Make best use of existing resources, bringing empty properties back into use and encouraging the release of existing homes for those in housing need; • Meet the needs of those households living in unsuitable housing by providing funding and services to help the households retain and improve their existing accommodation; and • To adopt a proactive approach to achieve the delivery of affordable housing. 	<p>The Strategy provides the following targets:</p> <ul style="list-style-type: none"> • Meet the 55% target of lettings to homeless households; • Develop one new Council hostel per annum; • Reduce the number and proportion of Council properties which are empty to below 2%; • 85% target for the take-up of Housing Association nominations; • Ensure 100% delivery of the programme for housing renovation grants; • Maintain rent collection performance within the top 25% of Outer London boroughs; • Reduce the length of time properties remain empty to 6 weeks; • Ensure 100% of the capital programme is spent; • Increase resident satisfaction with the Caretaking Service to 90%; and • Increase the % of repairs completed within Government time limits to 87%. 	<p>The Plan should seek to make provision for housing within the town centre. Where housing is to be provided the Plan should seek to ensure a supply of affordable housing, adopting high percentage targets and lower site thresholds wherever possible using the new provisions of the UDP.</p>	<p>The SA will need to demonstrate that a balanced approach to the provision of housing is considered in the Plan alongside other spatial planning concerns such as transport, economic growth, and regeneration.</p>
Royal Borough of Kingston upon Thames Unitary Development Plan First Alteration 2005 Written Statement			
<p>The UDP identifies the following four key objectives for land-use planning within the borough:</p> <p>i) Encouraging New Development to be</p>	<p>No targets or indicators are provided in the UDP however, the UDP contains 23 strategic policies that guide the development of the borough. The Kingston</p>	<p>The objectives and policies of the Plan should be consistent with the key objectives of the UDP and in</p>	<p>The SA should demonstrate that the objectives of the</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<p>Sustainable, by bringing vacant properties into use and making efficient use or re-use of previously developed or 'brownfield' land, particularly in accessible locations such as town centres where the need to travel is minimised; by reducing reliance on the car and promoting public transport, cycling and walking; through mixed use schemes; and by encouraging environmentally-friendly forms of energy and waste disposal</p> <p>ii) Encouraging Strong Sustainable Communities, through protecting residential amenity and local employment opportunities; maintaining the health of Kingston Town Centre, Surbiton, New Malden and Tolworth District Centres and all the local centres; promoting developments with an appropriate mix of housing to cater for local needs; <u>planning for a safe and secure environment</u>, and helping to secure appropriate educational, medical and recreational facilities throughout the borough</p> <p>iii) Safeguarding and enhancing the existing environment for future generations, through protecting the borough's open spaces, urban heritage and biodiversity against inappropriate development; prioritising built-up 'brownfield' sites over 'greenfield' sites for new development; requiring new developments and alterations to existing buildings to incorporate a high standard of design, which throughout its life will enhance and not detract from its surrounding environment; and encouraging active conservation and enhancement</p>	<p>Town Centre chapter contains 27 detailed policies that guide the development of the town centre. It is anticipated that, in the assessment of planning applications for development within the Town Centre, the Council will seek to ensure general conformity with the policies of the Plan.</p>	<p>general conformity with the strategic planning policies (Part II) and detailed policies for the Kingston Town Centre (KTC1-27).</p>	<p>Plan are compatible with the key objectives for land-use planning as set out in the UDP. In addition, the SA should demonstrate that implementing the Plan will contribute significantly to the spatial vision set out in the detailed policies of the UPD for the Kingston Town Centre.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<p>of both the open and built environment to maintain and improve quality of life</p> <p>iv) Practising equal opportunities when preparing and implementing planning policies to take account of the varied needs within the borough, including those from different ethnic backgrounds, low income groups, those living with disabilities, the young and the elderly.</p>			
Sustainable Construction SPG			
<p>This guide has been prepared to be used at the relevant stages of the application process. It states that in particular all developments should incorporate renewable energy techniques wherever possible.</p>	<p>In general the guide requires that developers should aim for at least 10% of their developments energy consumption to come from renewable sources.</p>	<p>The proposals and development sites within the Kingston Area Action Plan need to achieve sustainable construction in accordance with this SPG, which has the weighting of a material consideration in planning decisions.</p>	<p>This guide provides benchmarks and indicators, which can be used to measure the achievement of the SA objectives.</p>
Local Implementation Plan (LIP)			
<p>The following are the main objectives of the LIP, which are of relevance to the Plan and the SA.</p> <ul style="list-style-type: none"> • To restrain demand for travel as a whole; • To make non-car means of transport more attractive, thereby reducing reliance on the car; • To reduce congestion on the road network; • To improve accessibility to town centres and other important facilities for non-car users; • To make efficient use of our limited road space; • To maintain our transport assets at an appropriate level and at least meet national highway condition standards; 	<p>The LIP contains The following targets and indicators:</p> <ul style="list-style-type: none"> • 1.4 minutes Bus Excess Wait Time (EWT) per customer on a high frequency service by 05/06 and 1.3 minutes by 09/10. • 5% reduction in traffic volumes; • 50% non-car modal share by 2006 and 55% by 2011; • 35% of all school's in the borough to have School Travel Plans by 2005 and 100% by 2008; • 100% of pedestrian crossings with facilities for disabled people by 2005/06 (BVPI) 	<p>The Plan should seek to ensure that the objectives and policies of the LIP, of relevance to the Kingston Town Centre, are implemented through the provisions set out in the Plan.</p>	<p>The targets and indicators contained within the LIP are key to the development of indicators for the SA.</p>

Key objectives relevant to Plan and Sustainability Appraisal	Key targets and indicators relevant to Plan and SA	Implications for Plan	Implications for SA
<ul style="list-style-type: none"> • To improve road safety and the quality of streets in respect of security, noise, air quality and visual appearance; and • To make social inclusion and equality considerations central to our transport policies. 			