

K+20

KINGSTON TOWN CENTRE AREA ACTION PLAN

Submission Version
May 2007

Sustainability Appraisal

Contents

	Page
1. Summary and Outcomes	
Non-technical summary	3
Statement of the likely significant effects of the plan	5
Statement on the difference the process has made to date	7
2. Appraisal Methodology	
Introduction to Sustainability Appraisal	8
The Sustainability Process	9
When the SA was carried out	10
Who carried out the SA	10
Consultation	10
Difficulties encountered in compiling information or carrying out the assessment	12
3. Background	
Purpose of the Sustainability Appraisal	12
Plan objectives and outline of contents	13
Compliance with the SEA Directive/Regulations	14
4. Sustainability objectives, baseline and context	
Links to other policies, plans and programmes	15
Description of the social, environmental and economic baseline characteristics and the predicted future baseline	23
Main social, environmental and economic issues and problems identified	27
Limitations of the information and assumptions made	31
The SA Framework, including objectives, targets and indicators	31
Summary of Trends	31
Appraisal of Area Action Plan Objectives	44
5. Plan issues and options	
Consideration of Options	49
The Submission Version and its Effect on SA Objectives	64
Proposed mitigation measures	67
6. Plan policies and proposal sites	
Introduction	67
Appraisal of plan themes	68
Appraisal of proposal sites	74
Assessing cumulative impacts	80
Uncertainties and risks	81

7. Implementation	
7.1 Links to other tiers of plans and programmes and the project level	81
7.2 Proposals for monitoring	81
Glossary and List of Abbreviations	86
References	88

List of Appendices (Not included – Available on request and on the council website: www.kingston.gov.uk/kplus20)

- 1 List of Consultees
- 2 Relevant Plans, Programmes and Sustainability Objectives
- 3 Matrix for SA of AAP – Spatial Themes
- 4 Matrix for SA of AAP – Proposal Sites
- 5 Cumulative Effects Appraisal
- 6 Quality Assurance Checklist

List of Tables

- 1 Summary of consultation undertaken for KTCAAP
- 2 Compliance with SEA Directive/Regulations
- 3 Sustainability Themes
- 4 Sustainability Issues
- 5 Sustainability Appraisal Framework
- 6 Baseline Trends Table
- 7 Comparison of Sustainability and AAP Objectives
- 8 AAP Plan Policies and Proposal Site Policies
- 9 Summary of Spatial Themes Sustainability Appraisal
- 10 Summary of Proposal Sites Sustainability Appraisal
- 11 Summary of Significant Sustainability Effects to be monitored

List of Plans

- 1 Spatial Context of Kingston Town Centre
- 2 Environmental Constraints Figure

1: Summary and Outcomes

Non-technical Summary

- 1.1 Kingston Council has prepared an Area Action Plan (AAP) for Kingston town centre, a successful metropolitan centre, as part of the new 'Local Development Framework' for the borough. When adopted, the Area Action Plan will replace all the existing planning policies for the town centre as set out in Chapter 12 of the Unitary Development Plan First Alteration 2005 (the UDP).
- 1.2 This document is the Sustainability Appraisal (SA) of the Submission Version Kingston town centre Area Action Plan (AAP). Its purpose is to identify the likely social, economic and environmental effects of the plan and to assess the extent to which implementation of the plan will achieve the social, environmental and economic objectives of sustainable development.
- 1.3 Work on K+20, the strategy for the town centre began with a Launch Event in June 2003, where stakeholders, local organisations and members of the public identifies issues in the town centre which needed to be addressed. These issues were taken forward and developed into the Issues Papers, together with a Summary Leaflet and Questionnaire, which were the subject of public consultation in March 2004. The issues led the way for the formulation of the Preferred Options, which were the subject of public consultation in June/July 2005. The Submission Version Area Action Plan is a refinement of the Preferred Options and includes detailed policies and proposal site allocations. The AAP will to provide the planning framework to guide the future development and improvement of the town centre and ensure that development is of an appropriate scale, mix and quality for key areas with development potential which are suitable for change and for key areas of conservation. It will influence planning decisions by the Council on new development, transport infrastructure and environmental improvement and aims to promote and manage change and enhancement over the period to 2020.
- 1.4 The Preferred Option was worked up with a full Sustainability Appraisal and consulted upon in accordance with the SA regulations. The appraisal sought to consider the significant environmental, social, and economic effects of the Preferred Option and its sub-options. The formative stages of the AAP, including the Issues Stage which took place before the formal requirement for Sustainability Appraisal was introduced in July 2004, (in the form of Environmental Assessment of Plans and Programmes Regulations – the SEA regulations) were based upon sound and robust sustainability principles, even though no initial 'scoping report' was prepared for the SA.
- 1.5 Such principles included locating high trip generating development in the town centre, where there is a choice of means of transport and the chance to make linked trips for different purposes, making the best use of urban land, and improving access to the town centre and catering for additional travel demand which may result from growth, by more sustainable non-car modes including

buses, trains, walking and cycling to encourage mode shift and reduce car use. Other principles were embraced such as reducing flood risk, improving the environment, including along the riverside, around the relief road crossings, on the approaches to the town centre and within the motor vehicle restricted central area to encourage walking and cycling, and maintaining and improving the range of job opportunities in the town centre and leisure attractions so that more residents are able to work locally rather than commuting into central London or out to Surrey and to spend their leisure time locally.

1.6 A Sustainability Appraisal Framework (Table 5) was developed with sustainability objectives, indicators and targets, against which the AAP could be tested. This is based on an analysis of sustainability issues relevant to Kingston town centre and takes account of other strategies, plans and programmes (Appendix 1) and the social, economic and environmental baseline characteristics and the predicted future baseline (Appendix 2). The sustainability objectives are as follows:

- 1) To reduce poverty and social exclusion
- 2) To reduce anti-social behaviour
- 3) To improve accessibility to essential services and facilities
- 4) To provide the opportunity for everyone to live in a decent home
- 5) To encourage a sense of community identity and welfare
- 6) To contribute towards health improvements for the borough population.
- 7) To allow development that sustains and enhances the vitality and viability of the town centre
- 8) To ensure that an efficient, competitive retail sector is maintained
- 9) To encourage sustained economic growth with a diverse employment base
- 10) To encourage sustainable tourism
- 11) To maintain and enhance the quality of the landscape, townscape and open spaces
- 12) To conserve, value and enhance the historic environment
- 13) To minimise the production of waste
- 14) To maintain and enhance biodiversity
- 15) To reduce contributions to climate change and pollution through reducing emissions of greenhouse gases and other pollutants (including air, water, soil, noise, vibration and light)
- 16) To make efficient use of land and infrastructure
- 17) To maximise energy efficiency and reduce the use of non-renewable resources.
- 18) To reduce the effect of traffic on the environment
- 19) To reduce flood risk within the town centre

1.7 The options considered and appraised in the Preferred Option SA report are summarised in Section 5 and in Appendix 10. The SA on the Preferred Option (June 2005) tested the spatial vision, preferred option objectives and proposals and the proposal site allocations against sustainability objectives. It appraised the preferred option and referred to the implications of a 'do-nothing' option and a 'higher growth' strategy. From this assessment it was

clear that the 'Preferred Option' medium growth strategy would bring about desirable change and development within the town centre and meet overall sustainability objectives, as opposed to 'do-nothing' policy or 'higher growth' strategy. The AAP objectives were tested against sustainability objectives for compatibility (Appendix 4). This process does highlight some potential conflicts between AAP objectives and wider sustainable development objectives. The AAP policies (24 Part 2 and 20 Part 3 Proposal Site – site allocation policies were tested against the 19 sustainability objectives identified as relevant to the AAP (Appendices 5 and 6).

- 1.8 Work on K+20 commenced in 2003 before the introduction of the Regulations in 2004 and no initial SA Scoping Report was prepared. Two of the four principal agencies (English Heritage and the Environment Agency) were consulted on the Issues Papers in March 2004 but no response was received. Contact was made with both organisations and there were meetings in early 2005. The Countryside Commission and English Nature were not consulted, as it was not considered that the town centre AAP affected matters of interest to either organisation. All four agencies were consulted on the AAP Preferred Option report and accompanying SA report in June- August 2005, as well as a range of other stakeholders and the general public. Responses were received from two of the four agencies - English Heritage and the Environment Agency. English Heritage recommended the use of overarching design principles to ensure sympathetic design and conservation of the historic environment and the Environment Agency made comments on flood risk from the River Thames and Hogsmill River and the need for an SA objective and key indicators relating to flood risk. GOL also commented on the Preferred Options SA report in respect of the need to ensure that a balance is achieved between the need for retail provision in larger centres and ensuring that everyday needs are met at the local level. These responses on the SA were taken into account in preparing the Submission Version AAP and SA.
- 1.9 The Submission Version AAP has been developed from the Preferred Options stage with no significant changes, the Preferred Options SA was therefore taken forward and amended to take into account the amendments and refinements introduced in the submission AAP and the ODPM guidance on 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' November 2005, and adopted the format for SA recommended in the guidance.
- 1.10 Overall the AAP is considered to have positive sustainability effects. Some significant potential effects have been identified in relation to the effect of the AAP on environmental objectives and these have been addressed through the appropriate measures.

Statement of the likely significant effects of the plan

- 1.11 The main **positive** findings from the appraisal of the Submission Version AAP are:

- growth in retail floor space through redevelopment should maintain and enhance Kingston's role as a metropolitan and sub-regional shopping centre (SO 7, 8, 9 & 16)
- the AAP offers opportunities to: improve the streetscape, improve access for all, achieve environmental enhancements and improve 'gateways' into the town centre on all approach routes (SO3 & 11)
- additional housing in the town centre will help meet local housing needs and deliver affordable housing. Proximity to public transport and town centre facilities will mean that there will be less need to travel and potentially for fewer car trips by town centre residents (SO 3 & 4);
- re-balancing car parking should reduce traffic congestion, with knock-on benefits for environmental quality and improved accessibility for those who need to use vehicles, including disabled people and service deliveries (SO 15 & 18);
- retaining viable office accommodation and improving the quality of offices will help Kingston to retain and enhance its role as an office centre, assist in providing a mix of uses and services and supporting a robust local economy with balanced range of employment opportunities, in particular providing more opportunities for residents to work locally and less need to travel distances to work (SO 6, 7, 9 & 15);
- an enhanced range of cultural and entertainment attractions and community facilities will attract a wider spread of visitors of all ages and from all social groups with positive benefits for social inclusion and for the evening economy, in helping to reduce anti-social behaviour and its adverse effects (SO 1, 2, 5, 7, 9, 10);
- new and improved bus and rail facilities will make public transport more attractive and help increase use of public transport, thereby reducing reliance on the car and car use and associated problems of congestion and pollution (SO 1, 3, 15 & 18);
- the growth and improvement of facilities for the University and the College has positive benefits for the vitality of the town centre and the local economy (SO3, 7, 9, 16)
- the programme for environmental improvements will help ensure that Kingston remains an attractive place to visit (SO 11, 12 & 14); and
- the AAP, through the degree of change which is being promoted, offers the opportunity to incorporate sustainable construction and renewable energy into new developments, to minimise the impact of new buildings on the environment in terms of energy usage and emissions and will help to address the effects of climate change (SO 6, 13, 14 & 17).

1.12 Areas of **potential conflict** arising from the Submission Version AAP are:

- further development has the potential to alter the existing townscape, which could impact upon the centre's historic environment and its open spaces if not managed appropriately;
- enhancing biodiversity and minimising flood risk are important issues for the AAP, reference is made to the Strategic Flood Risk Assessment undertaken for the town centre and its associated flood risk managements measures, which should minimise risk from flooding;

- if access is made easier by all modes of transport, including travel by private car, this may be a disincentive to people to consider use of alternative means of travel to the town centre; and providing for further commercial, leisure and tourist activities in the town centre could generate more trips and result in more transport movements by both public and private vehicles;
- where developable land is scarce, restrictions on building heights, scale and density of development may not be consistent with maximising the potential of an individual site and making best use of land;
- enhancement of the historic character of the town centre may require the use of traditional materials/construction methods that may not be the most effective in terms of energy efficiency/renewable resources.

1.13 The proposal sites have been assessed, generally with positive sustainability effects. A mix of town centre uses is proposed, including residential, retail, offices, hotel, open space, and cultural, leisure and community uses. Affordable housing is a high priority which can be delivered via new housing. A key issue is whether the types of homes built in the town centre will contribute much needed family housing. There is also an issue of competing land uses for scarce sites and outstanding need from Kingston University for student housing.

1.14 Development objectives for the town centre's 10 character areas are designed to ensure that development is appropriate to its context, respects the historic environment and other attributes, distinctive of the locality. Comprehensive, as opposed to piecemeal development is sought to achieve benefits such as a high quality of design for buildings and spaces which relate well to their surroundings, environmental improvements and an enhanced range of socially beneficial facilities.

Statement on the difference the SA process has made to date

1.15 The assessment of the AAP shows that its objectives, policies and proposal sites are in general conformity with the themes of other relevant plans, policies and programmes. It highlights sustainability implications that could arise from implementing the AAP. The Preferred Options AAP Report remained relatively broad to allow for discussion with stakeholders and the community over the most appropriate policy approach for the AAP. The Submission Version AAP provides detailed policies which aim to address the sustainability issues raised through the Preferred Options SA assessment.

1.16 The SA assessment of the Preferred Option and AAP has informed the consideration of the pros and cons of adopting the preferred option, including the inter-relationship of the options and implications of various elements of the preferred option and the development of the more detailed policies and objectives to deliver the AAP vision. The assessment has also ensured that the objectives and vision bring about a plan that is sustainable and capable of implementation.

2: Appraisal Methodology

Introduction to Sustainability Appraisal

- 2.1 The *Planning and Compulsory Purchase Act 2004* requires local planning authorities (LPAs) to undertake Sustainability Appraisal as an integral part of the process of preparing Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) for inclusion in the Local Development Framework (LDF).
- 2.2 The purpose of the Sustainability Appraisal is to “*promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans*”.¹ Sustainability Appraisal is a systematic process that forms an integral part of all stages of plan preparation. Its role is to:
- Reflect global, national, regional and local concerns and issues;
 - Assess the extent to which emerging policies or proposals will help to achieve relevant social, environmental and economic objectives;
 - Provide an opportunity to consider ways in which the plan can contribute to improvements in social, environmental and economic conditions;
 - Provide a means of identifying and addressing any adverse effects that draft policies or proposals might have;
 - Ensure that sustainability objectives are translated into sustainable planning policies and proposals; and
 - Provide an audit trail of how the plan was prepared and revised to take account of the findings of the sustainability appraisal.
- 2.3 The purpose of this SA Report is to highlight key sustainability issues of relevance to the AAP and identify any potential areas of conflict and appropriate mitigation measures.

Strategic Environmental Assessment

- 2.4 Under the European Directive 2001/42/EC, specific types of plans and programmes must be subject to a Strategic Environmental Assessment (SEA). This involves the systematic identification and evaluation of the environmental consequences of implementing those plans and programmes. Annex I (f) of the Directive requires that the “*likely significant effects on the environment are assessed, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between these factors*”. The Directive was incorporated into English law and came into force in on 21 July 2004 and applies to a range of plans including Local Development Frameworks.

¹ Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks, ODPM, November 2005.

- 2.5 In England, Sustainability Appraisal extends the concept of SEA to fully encompass economic and social effects, as well as environmental effects. To assist in the process, LPAs are required to consult the three 'bodies' on SA namely: Environment Agency, English Heritage and Natural England² as required by the SA Regulations³.

The Sustainability Appraisal Process

- 2.6 In November 2005, the Government published guidance on SA "Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents", which includes guidance on the application of SA to DPDs. The appraisal methodology and processes used in this SA Report were prepared to comply with the SA process for DPDs as set out in the guidance. The SA has been conducted to meet the requirements of SEA set out in the Environmental Assessment of Plans and Programmes Regulations 2004 (No. 1633).

The guidance sets out a requirement for the preparation of the following reports:

- Scoping report (which should be used for consultation on the scope of the SA)
 - Sustainability Appraisal Report (which should be used in the public consultation on Preferred Options)
- 2.7 Work began on the K+20 strategy, which has become the Kingston town centre Area Action Plan, in 2003 prior to the introduction of the SA guidance and Regulations in 2004. The earlier Launch and Issues stages were completed before the Regulations came into effect, but were founded on sound and robust sustainability principles. While the Government has waived the need for a SA scoping report where the timing of the initial stage of plan preparation pre-dates the guidance, the Council have sought to ensure consistency with the sustainability appraisal process for a Development Plan Document (DPD) where this has been possible. Two Sustainability Appraisal Reports have been prepared, one at the Preferred Options Stage of the AAP in 2005 and this SA Report on the Submission Version AAP.
- 2.8 A Sustainability Appraisal Framework was developed in the Preferred Options Sustainability Appraisal, with sustainability objectives, indicators and targets, against which the AAP policies and proposal sites could be tested. The framework was based on an analysis of sustainability issues relevant to Kingston town centre derived from the analysis of other strategies, plans and programmes at national and local level (Appendix 1) and the social, economic and environmental baseline characteristics and the predicted future baseline (Appendix 2). The sustainability framework is presented in Table 5. The Sustainability Objectives have been used to appraise the AAP and its policies (both the Part 2 and Part 3 (site allocation) policies).

² Natural England was formed when English Nature and The Countryside Agency (Landscape, Access and Recreation Division) merged in October 2006.

³ Environmental Assessment of Plans and Programmes Regulations 2004

- 2.9 The Sustainability Appraisal of the AAP Preferred Option appraised plan objectives, options (do-nothing, high-growth and medium growth strategies), spatial themes and proposal site allocations against the sustainability objectives. Although some potential conflicts were identified, it was considered that the medium growth strategy was the most sustainable (preferred) option (Section 5).
- 2.10 The findings of the Sustainability Appraisal and the results of the consultation on the Preferred Option and associated SA Report, have led to certain amendments and refinements have been made to the AAP. The principle of the Preferred Option is carried through in the AAP. This option is now elaborated and expanded upon in the AAP through detailed policies, including proposal site policies.
- 2.11 At the Preferred Option stage of the AAP, the 'spatial themes' and preferred option proposals were appraised. For the Submission Version AAP policies have been appraised in this SA Report as plan themes. For example, the enhancement of the retail sector has been taken as one theme and the three policies (K1, K2 & K3) appraised together. The AAP, its objectives, policies and proposals have been appraised against the 19 sustainability objectives identified as relevant to the AAP.

When the SA was carried out

- 2.12 Work began on the first SA Report during the preparation of the Preferred Option in late 2004/early 2005. Since then the SA process has been carried forward with the AAP and has informed its development. The Preferred Option Sustainability Appraisal Report was published with the Preferred Option report for pre-submission participation in June 2005 and statutory consultation took place over six weeks from June to August 2005. Preparation of the SA for the AAP submission stage took place during 2006.

Who carried out the SA

- 2.13 The sustainability appraisal has been completed by officers in the Environmental Services Directorate (Planning and Development and Environment and Sustainability Sections, with advice from external consultants (Adams Hendry and WS Atkins).

Consultation

- 2.14 The AAP has been widely consulted upon with stakeholders and the local community, including statutory bodies and the general public throughout the various stages of plan preparation as set out in Table 1. Details of the consultation undertaken are set out in the Consultation Statement which accompanies the Submission AAP. The Sustainability Appraisal of the Preferred Options was consulted upon in 2005.

Table 1: Summary of main stages of AAP consultation

Stage	Time period	Documents consulted
Launch	June 2003	Launch event, exhibitions and early engagement
Issues (Reg 25 Pre-submission consultation)	March 2004	Issues Papers, Summary Leaflet and Questionnaire
Preferred Options (Reg 26 Pre- submission participation)	June – August 2005	Preferred Options document, Summary Leaflet and Questionnaire and Sustainability Appraisal report
Initial draft Area Action Plan (informal consultation with key stakeholders)	April - May 2006	Initial draft AAP document

- 2.15 In March 2004, there was consultation on the Issues Papers and associated summary leaflet and questionnaire. Two of the four statutory bodies identified in the September 2004 EA Regulations were consulted, that is English Heritage and the Environment Agency. The Countryside Commission and English Nature were not consulted, as it was not considered that issues relevant to the town centre affected matters of interest to either organisation. No responses were received from either English Heritage or the Environment Agency. Contact was made with both organisations and meetings were held in early 2005. A Strategic Flood Risk Assessment and Management Study was commissioned by the Council in 2005.
- 2.16 At Preferred Options Stage both the Preferred Options Report and the accompanying Sustainability Report were consulted upon in the six week period from June to August 2005. The SA report was sent out with the AAP document to statutory organisations (Appendix 1) and was available at borough libraries, Environmental Services reception in Guildhall 2 and through the Council's website (www.kingston.gov.uk/kplus20). The four statutory EA Reg. bodies were consulted and responses on the SA were received from two of agencies - English Heritage and the Environment Agency.
- 2.17 English Heritage recommended the use of overarching design principles to cover such matters as sympathetic design, conservation of the historic environment, streetscape and landscaping and use of a shopfront design guide. They advised that tall buildings should not be allowed within conservation areas or adjoining listed buildings and that there should be more guidance on building heights.
- 2.18 The Environment Agency made comments on flood risk from the River Thames and Hogsmill River and the need for these issues to be better addressed as much of the town centre is within flood zones. They advised that there should be an SA objective and key indicators relating to flood risk and a sub-objective for land contamination. Along the Hogsmill River corridor, development should be limited due to flood risk, impedance of flood flows and potential loss of functional flood plain, but there is potential for ecological enhancement. They considered that there was conflict between sustainability

objectives to promote the town centre as a metropolitan centre and environmental objectives which aim to promote and enhance the natural environment. As a result, amendments were made to the subsequent draft AAP and one proposal site next to the Hogsmill River was deleted.

- 2.19 GOL commented on the Preferred Options SA report in respect of the need to ensure that a balance is achieved between the need for retail provision in larger centres and ensuring that everyday needs are met at the local level. These responses on the SA were taken into account in preparing the Submission Version AAP and SA.
- 2.20 In March 2006, the Council's Executive endorsed a draft of the AAP for 'informal' consultation with key stakeholders, prior to it being finalised for Executive and Council approval and submission to the Secretary of State. The purpose of this 'informal' stage of consultation was to provide key stakeholders with the opportunity to comment on the draft AAP and its detailed policies and to allow time for these representations to be addressed prior to the plan being finalised and prior to formal consultation taking place following submission. The draft document was sent out to 125 organisations, made available at the Kingston Library and Environmental Services reception, and placed on the K+20 website. Consultation bodies included the statutory bodies, local organisations, developers and landowners.
- 2.21 The Environment Agency made further representations in respect of flood risk, including proposed amendments to the wording of the policy on Flood Risk and its supporting text and the draft AAP was revised accordingly.

Difficulties encountered in compiling the baseline information or carrying out the assessment

- 2.22 Although there are some gaps in the data, consistent with known problems in relation to the current availability of data on the proposed sustainability indicators, overall it is considered that there is a good degree of local information available.
- 2.23 In compiling the baseline data, it was difficult to obtain trends for certain issues, such as housing and public transport. In many cases these are based on census data or information only monitored over long timescales. The data will be kept under review and some indicators may need to be replaced with others that can be more readily monitored.

3: Background

Purpose of the Sustainability Appraisal

- 3.1 Under the Planning and Compulsory Purchase Act, 2004 and Environmental Assessment of Plans and Programmes Regulation 2004, Sustainability Appraisal is mandatory for all DPD's. The purpose of the SA is to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans. SA is an integral

part of the plan making process enabling refinements to be made to achieve sustainable development.

- 3.2 The sustainability appraisal report traces the preparation of the Kingston town centre Area Action Plan through its various stages. Its purpose is to identify the likely effects of the plan on social, environmental and economic objectives designed to achieve sustainable development, and whether these objectives have been effectively translated into AAP policies which will deliver sustainable development.

Plan objectives and outline of contents

- 3.3 The AAP sets out the spatial framework and approach which the Council will use to promote and guide the future development of Kingston town centre. The Preferred Options document included a Vision or preferred option, for the town centre with a number of proposals or sub-options for land uses, transport and environmental improvements, within a medium growth strategy. It divided the town centre into ten character areas and identified development objectives for each one, it also identified key areas for conservation and areas with potential for significant change and development, which were translated into 14 proposal sites, each with a set of development objectives. The SV AAP has translated the preferred option into detailed policies and proposals through expanding upon the plan objectives and developing a framework for implementation and monitoring. The proposal site allocations have also been expanded into policies and actions. One Preferred Option Proposal Site has been deleted due to unacceptable flood risk and several of the larger Proposal Sites have been split into smaller sites for clarity. There are 24 Part 2 policies in the SV AAP and Part 3 policies for 20 Proposal Sites, which aim to deliver the 8 key objectives of the plan, upon which planning applications and future development proposals will be assessed. The 8 key AAP objectives are:

1. To maintain a diverse and sustainable economy, providing for business and employment development needs, with a wide range of employment opportunities
2. To enhance the quality and range of town centre uses and provide housing, including affordable housing
3. To provide a high quality environment with well designed buildings and spaces
4. To protect and enhance the distinctive historic environment
5. To promote and enhance use of the River and Riverside
6. To improve transport, access and connectivity for all
7. To provide a clean, safe, friendly, well managed and well maintained town centre in the day time and at night
8. To ensure that new development is supported by adequate infrastructure and services and to minimise flood risk

Compliance with the SEA Directive/Regulations

3.4 As well as SA (as required by the Planning and Compulsory Purchase Act 2004), the AAP is also subject to the requirements of the European Directive 2001/42/EC on the 'assessment of the effects of certain plans and programmes on the environment'. This is also referred to as Strategic Environmental Assessment (SEA) and is a similar tool to SA, except that it focuses solely on environmental issues, whereas sustainability appraisal also looks at social and economic impacts.

3.5 Table 2 provides a list of the SEA Directive requirements and establishes where these requirements have been covered in this sustainability report.

Table 2: Compliance with the SEA Directive/Regulations

Summary of the SEA Directive requirements	Where covered in this SA Report
a) An outline of the contents, main objectives and relationship with other relevant plans, policies and programmes.	Para 1.3 Section 3.2 and 4.1 Appendix 1
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the Area Action Plan.	Section 4.2, 4.3, 4.6 Table 6 Appendix 2
c) The environmental characteristics of areas likely to be affected	Section 4.2 Appendix 2
d) Any existing environmental problems, which are relevant to the Area Action Plan including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	Para 4.28 and 4.29 Table 4 Figure 2
e) The environmental protection objectives, established at international community or national level, which are relevant to the Area Action Plan and the way those objectives and any environmental, considerations have been taken into account during its preparation.	Section 4.1 Appendix 1
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage, landscapes and the interrelationships between the above factors	Section 4.7 Section 5 Section 6 Appendix 4 - 7
g) The measures envisaged to prevent, reduce, and as fully as possible offset, any significant adverse effects on the environment of implementing the Area Action Plan.	Section 5.4 Para 6.2, 6.5 and 6.9 Section 6.5 Tables 9 and 10 Appendix 4-7
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required info.	Sections 2.5, 4.4 and 5 Table 7
i) A description of the measures envisaged concerning the monitoring in accordance with Article 10.	Section 7
j) A non-technical summary of the information provided under the above headings	Section 1
k) A list of authorities with environmental responsibilities involved in the development of the Area Action Plan and their level of involvement.	Appendix 9

4: Sustainability objectives, baseline and context

Links to other policies, plans and programmes and sustainability objectives and how these have been taken into account

- 4.1 A review has been carried out of relevant international, EU, national, regional and local plans, programmes and sustainability objectives. In accordance with the guidance on SA (Task A1) and the SEA Directive, the review identifies the relationship and influences of other plans and programmes on the AAP and helps in the development of objectives for the SA framework. The review focused on matters, which would influence or contribute towards the context of the AAP.
- 4.2 The review identifies 24 relevant sustainable development themes that need to be taken into account in preparing the AAP and developing the SA Framework, as set out in Table 3. It identifies data sources and the relevance of the themes to the SEA Directive topics and emerging SA framework.
- 4.3 The AAP also takes account of local strategies and initiatives as set out below:
- Kingston First Business Improvement District Business Plan and Annual Reports (Kingston Town Centre Management)
 - Community Plan 2004-2009
 - RBK Policy Programme and Kingston Town Neighbourhood Policy Statement
 - Housing Needs Survey 2001, Housing Strategy Statement & Affordable Housing Action Plan 2003-06
 - Cultural Strategy 2002-2006 & supporting Arts & Sports Plan & Heritage Action Plan
 - Draft Visitor Management Plan 2004-2007
 - Crime, Disorder and Anti-Social Behaviour Strategy
 - Retail Studies 2003 and 2006
 - Old Town Conservation Area Studies 2003-2005
 - Local Implementation Plan (Transport) 2006
 - Parking Study and Parking Strategy 2005
 - Integrated Transport Feasibility Study 2003
 - Secure Cycle Parking Study and Strategy 2004
 - Local Air Quality Management Action Plan, Biodiversity Action Plan 2004, Local Agenda 21 2000 & the Waste Strategy: the main environmental initiatives
 - UDP & Annual Monitoring Reports
 - Work with developers and landowners, including with Hammerson under the Co-Operation Agreement with the Council

Table 3: Sustainability Themes

Identified sustainability theme	Source			Relationship to SA Framework	
	National /International	Regional	Local	Relevance to SEA Topics	
Ensure that local communities have access to a range of local services	Sustainable Communities Plan, PPS1, PPG3	London Plan, Accessible London SPG	Community Plan, UDP	Population, Human Health	It will be important to ensure that the AAP provides access to essential services and facilities, it will thus be important for a SA objective to ensure improved access to services and facilities
Make further provision for affordable housing to meet identified need	Sustainable Communities Plan, PPS1, PPG3, draft PPS3	London Plan, Housing SPG, Accessible London SPG	Community Plan, UDP, RBK Housing Strategy, RBK Affordable Housing SPD	Population, Human Health	Housing is a key issue within the town centre and thus it will be essential to have a SA objective to promote housing as a priority.
Promote higher density residential and mixed-use development where appropriate to meet the housing needs of the local community	Sustainable Communities Plan, PPS1, PPG3	London Plan	UDP	Material Assets, Population, Human Health	Kingston town centre is compact and has a number of physical constraints which restrict development to within the town centre boundaries and limit the available options for development, this theme will be translated into objectives which promote development that sustains and enhances the town centre and which encourage sustained economic growth and make efficient use of land.
Ensure the most efficient use of land by supporting urban regeneration and balancing competing demands within the context of	UK Sustainable Development Strategy, Sustainable Communities Plan PPS1, PPG3	London Plan	Community Plan, UDP	Material Assets, Cultural Heritage	As stated above Kingston town centre has physical constraints and thus it will be important to ensure that the efficient use of land results in sustainable development. Objectives to promote the efficient use of land will be essential and the indicators and targets to address this issue will also be important.

Table 3: Sustainability Themes

sustainable development						
Improve the general health and well being of the population	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1	London Plan	Community Plan, A Healthy Kingston Strategy	Population, Human Health	A healthy population would have a beneficial effect and impact on the economy of the town centre and it will be essential to have an objective which aims to contribute towards health improvements within the borough.	
Promote sustainable modes of transport and reduce the need to travel	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPG13, Transport and the Historic Environment, Transport 2010: Meeting the Local Transport Challenge, Transport White Paper.	London Plan, Transport Strategy	Community Plan, UDP, LIP, Cycling Strategy, Walking Strategy	Air, Human Health, Climatic Factors, Population	The town centre is a good location for a range of facilities and services as it is accessible by a choice of means of transport, including public transport (buses and trains), cycling, walking and by car. It will be important for the KTCAAP to promote and enhance alternatives modes to the car, including public transport, walking and cycling to encourage mode shift and help reduce the effect of traffic on the environment.	
Address issues of poverty and localised deprivation	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1,	London Plan	Community Plan, RBK Housing Strategy,	Population, Human Health	Although the borough is generally regarded as 'affluent' there are pockets of deprivation within the borough, including a ward which adjoins the town centre. It is important to have an objective aiming to reduce poverty and social exclusion to ensure that the AAP addresses these issues.	
Reduce crime and anti-social behaviour	Sustainable Communities Plan, PPS1	London Plan	Community Plan, RBK Crime, Disorder and Anti Social Behaviour	Population, Human Health	Anti-social behaviour is an issue within the town centre due to a very vibrant and active night-time economy which attracts large numbers of young	

Table 3: Sustainability Themes

			Reduction Strategy,	people. Policies within the AAP will need to ensure that they promote a range of development, which will assist in reducing the adverse effects of this behaviour and thus a SA objective is included to deal with this issue.
Maintain an adequate supply of open space	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPG3, PPG17	London Plan	Flora and Fauna, Human Health, Cultural Heritage	Within a compact town centre, there is limited natural open space. Thus it will be vital for new development to safeguard and enhance existing open spaces, provide new open space and protect and enhance the riverside. Objectives relating to biodiversity and the enhancement of the landscape will be important to maintain an adequate supply of open space.
Manage new and existing development in order to reduce flood risk and the impact on water quality	EU Water Framework Directive, UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPG25 (draft PPS25),	London Plan	Water, Climatic Factors	Most of the town centre is located within a flood risk zone and increased development with no measures to reduce and manage flood risk will increase the risk of flooding and associated damage in the case of flooding. An objective to reduce risk of flooding will be vital for this sustainability theme. An objective to reduce pollution is also important to reduce the impact of increased development on water quality.
Contribute towards the conservation and enhancement of natural habitats	EU Habitats Directive, EU Wild Birds Directive, UK Sustainable Development Strategy,	London Plan, Biodiversity Strategy	Flora and Fauna,	There is limited natural open space within the town centre with the exception of the riverside environment. It will be vital for new developments to ensure there is

Table 3: Sustainability Themes

and the wildlife they support	Sustainable Communities Plan, PPS1, PPG2, PPS9, PPG17, UK Biodiversity Action Plan,	London Plan, The Mayor's Energy Strategy	Valley Walk Strategy; Thames Landscape Strategy	provision of open space and the riverside is protected. Objectives relating to the protection of biodiversity and the enhancement of the landscape will be important to maintain an adequate supply of open space.
Address the implications of climate change	The Johannesburg Declaration on Sustainable Development, The Kyoto Agreement, European Sustainable Development Strategy, UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1	London Plan, The Mayor's Energy Strategy	Community Plan, UDP, Sustainable Construction SPG	All developments and associated traffic movements will have an impact on climate change through increased carbon emissions. It will therefore be essential for an objective to be included in order to aim to reduce emissions which contribute to climate change.
Reduce greenhouse gas emissions	The Johannesburg Declaration on Sustainable Development, The Kyoto Agreement, European Sustainable Development Strategy, UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPS22	London Plan, The Mayor's Energy Strategy	Community Plan, UDP, Sustainable Construction SPG	All developments and associated traffic movements will have an impact on climate change through increased carbon emissions. It will therefore be essential for an objective to be included in order to aim to reduce emissions which contribute to climate change and to ensure that new developments take into account sustainable building techniques to reduce greenhouse gases.
Promote renewable energy	European Sustainable Development Strategy, UK Sustainable	London Plan, The Mayor's Energy Strategy	Community Plan, UDP, Sustainable Construction SPG	All developments and associated traffic movements will have an impact on climate change through increased

Table 3: Sustainability Themes

technologies and energy efficiency	Development Strategy, Sustainable Communities Plan, PPS1, PPS22				carbon emissions. It is important to include an objective to ensure that new developments incorporate sustainable building techniques to reduce greenhouse gases, increase renewables and improve energy efficiency.
Improve air quality and reduce air, noise and light pollution	European Sustainable Development Strategy, EU Ambient Air Quality Directive, EU Directive on Environmental Noise, UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPS23	London Plan, The Mayor's Energy Strategy, The Mayor's Air Quality Strategy, The Mayor's Noise Strategy	Community Plan, UDP, Sustainable Construction SPG	Air, Climatic Factors, Human Health	All developments and associated traffic movements will have an impact on increased pollution through noise, air and light. It will be important to include an objective to ensure that new developments include sustainable building techniques and reduce emissions.
Drive waste up the waste hierarchy, addressing waste as a resource	European Sustainable Development Strategy, EU Framework on Waste, EU Landfill Directive, UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPS10, LATS,	London Plan, The Mayors Waste Strategy,	Community Plan, UDP, RBK Waste Strategy, 2 nd Waste Implementation Plan	Air, Soil	New developments, especially residential and retail developments, will result in an increase in waste production. An objective to reduce the production of waste will be important to address this sustainability theme.
Protect and enhance the historic heritage	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPG15	The London Plan	Community Plan, UDP, Conservation Area Leaflets; Old Town Conservation Area Studies	Cultural Heritage	This is an important theme for the town centre which has a rich historic environment. An objective to protect and enhance the historic environment will be important within the SA framework.

Table 3: Sustainability Themes

Protect and enhance the archaeological heritage	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPG16, The Historic Environment: A force for our Future	The London Plan	Community Plan, UDP, Town Centre Archaeological Overview Study 2006	Cultural Heritage	This is an important theme for the town centre which has a rich historic environment, including its archaeological heritage. An objective to address the protection and enhancement of the historic environment will be an important inclusion within the SA framework.
To maintain and improve water quality (biological and chemical)	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPS23, PPG25 (draft PPS25)	The London Plan	Community Plan, UDP, Sustainable Construction SPG	Water	This sustainability theme will be addressed through various objectives within the SA framework ensuring that developments minimise the production of waste, reduce flood risk and reduce contributions to climate change and pollution through reducing emissions of greenhouse gases and other pollutants.
Secure investment by strengthening and/or identifying opportunities for economic growth	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPS6	The London Plan, Sub Regional Development Framework – South London, The Mayors Economic Development Strategy	Community Plan, UDP, Kingston First – BID	Population	New developments within the town centre will need to ensure that they strengthen and sustain economic growth thus an objective to ensure that economic growth and the vitality and viability of the town centre is maintained and enhanced.
Focus developments that attract a large number of people in areas of high accessibility	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPS6,	The London Plan, Sub Regional Development Framework – South London, The Mayors	Community Plan, UDP,	Population	Town centres are accessible locations for facilities and services which attract or generate large numbers of people and trips. An objective to ensure that economic growth and the vitality and viability of the town centre is maintained and enhanced as well

Table 3: Sustainability Themes

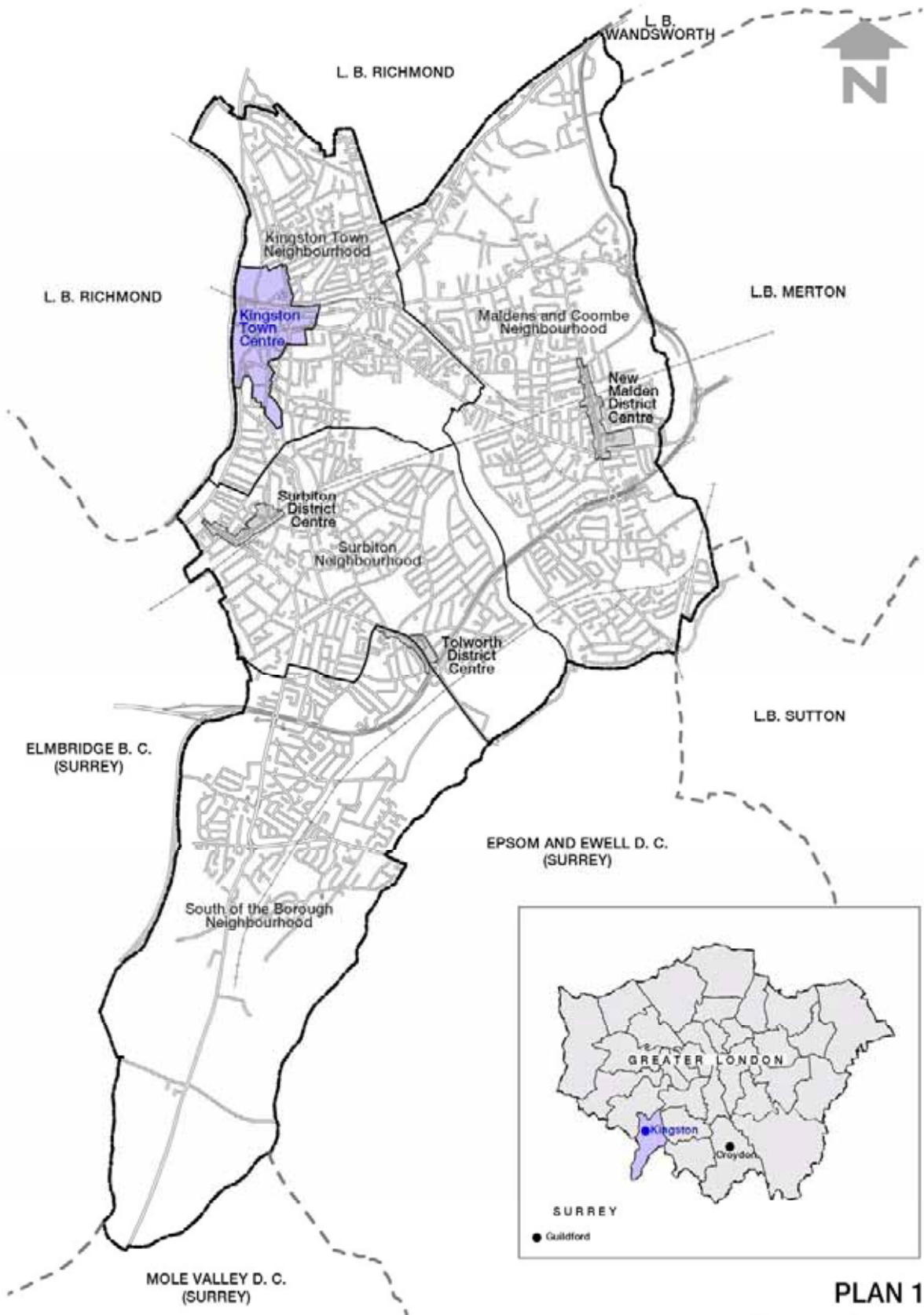
		Economic Development Strategy, Accessible London	Community Plan, UDP, Kingston First BID,	Population	addressing accessibility issues will be included in the SA Framework.
Improve education and employment opportunities	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPS6	The London Plan, Sub Regional Development Framework – South London, The Mayors Economic Development Strategy	Community Plan, UDP, Kingston First BID,	Population	Access to education is considered to be an essential service. The town centre includes Kingston University and Kingston College, which are major higher and further education institutions. An objective to appraise policies to ensure that they will improve accessibility to essential services and facilities.
Deliver improved and effective infrastructure to support future growth and development	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPS6	The London Plan, Sub Regional Development Framework – South London, The Mayors Economic Development Strategy	Community Plan, UDP, Kingston First BID,	Population	Town centre growth will require supporting social and utilities infrastructure. Policies and proposals will thus be assessed against objectives which ensure that development will sustain and enhance the vitality and viability of the town centre.
Provide for tourism	UK Sustainable Development Strategy, Sustainable Communities Plan, PPS1, PPG21	The London Plan, Sub Regional Development Framework – South London	Community Plan, UDP, A Cultural Strategy for RBK, Kingston Visitor Action Management Plan	Population	The town centre attracts an element of tourism, particularly through its historic environment, riverside and leisure facilities which is good for economic growth. There is further potential to encourage and develop sustainable tourism and an objective will be included in the SA framework to this end.

Description of the social, environmental and economic baseline characteristics and the predicted future baseline

- 4.4 Baseline information provides the basis for predicting and monitoring effects, helps to identify sustainability problems and alternative ways of dealing with them and therefore helps to inform the sustainability framework.
- 4.5 The summary of the baseline information for the AAP is set out in paras. 4.6 - 4.28.

General Characteristics

- 4.6 The Royal Borough is situated in south west London, in a relatively prosperous part of the South East of England, see Plan 1. Kingston town centre is a metropolitan centre, one of ten in Greater London. It is the main centre for the borough and it plays a major strategic role as a shopping, business, judicial (Crown, County and Magistrates Courts), cultural, entertainment, public administration (central, county and local government services and Police) and education centre, with Kingston University and Kingston College. Its catchment extends well beyond the borough and it serves a wide area of southwest London and northeast Surrey.
- 4.7 Population: The residential population of the town centre has increased from about 500 in the late 1980's to 2,000 at the time of the 2001 Census. Recent developments have further increased the population by an estimated 1,500 people to around 3,500.
- 4.8 Community Safety: Kingston is one of the safest boroughs in London. The total number of offences per 1000 population for all crime in the borough is 99.7 in 2005/06, down from 103.3 per 1000 in 2004/5, compared with 132.6 for London (Home Office (Iquanta)). The year is based in April to March.
- 4.9 Health: Within Kingston Town Neighbourhood there are 4,246 people registered with a limiting long term illness, of these 1,986 are recorded as being of working age.
- 4.10 Housing: The housing market in the town centre is buoyant. There has been a substantial increase in housing in the town centre from a low base of 400 residential properties in 1995 to over 1800 in 2006. Since 2000, four high density schemes have been completed providing nearly 1,000 flats. However, to date only 180 affordable housing flats have been provided.
- 4.11 In Kingston Town Neighbourhood, 10,057 residents own their properties, 1,852 rent their properties from the council and 487 residents rent their property from a Housing Association.



© Crown Copyright. All rights reserved. Royal Borough of Kingston upon Thames, RBK Licence No - 100019285 2006.

PLAN 1
Strategic Context

General demographics and social overview

Education, employment and economic overview

- 4.12 Employment: The borough currently has a relatively large working age population, 67% of the population is aged between 16-59 years (midyear population estimates 2004), with 78% of the borough population economically active (annual population survey, April 2004-March 2005) The proportion of Kingston Town Neighbourhood residents that are currently in full time employment is 36%, those in part-time employment is 6.4% and those self-employed is 7%. Around 18% of employment in the borough is in high value-added and high wage 'knowledge based business services', compared to the London average of 13%.
- 4.13 Education: The borough has a range of education establishments. Borough residents are relatively well qualified. There are 20,834 people aged 16-24 in the Kingston Town Neighbourhood who have attained NVQ levels 1-4/5. The figure for the borough is 39% achieving the highest level of attainment (NVQ4 and above), this compares with a figure for England and Wales figure of 30%, (local area labour force survey, March 2003-February 2003).
- 4.14 Kingston is a major education centre with the University and Kingston College. Kingston University has 19,000 students and 1800 staff and Kingston College has over 9000 students (3,600 full-time).
- 4.15 The economy of the town centre is wide ranging, with retail, leisure, cultural, business/ financial services and public sector services including public administration, the courts, higher and further education, with Kingston University and College.
- 4.16 Kingston town centre is the borough's main shopping centre, as well as a sub-regional shopping centre. It has some 234,000sqm of retail space and around 400 shops, including 2 department stores and two markets. The vacancy rate of shops in the town centre was recorded at 30 units in 2004 - a slight increase from the 25 vacant units in 2003.
- 4.17 Office accommodation in the town centre is concentrated in 37 office buildings plus small office suites above shops. The peak office rents are £17.45 per sq ft, compared to Croydon at £18.57/ft² and Richmond at £27.85/ft² (VoA 2005/06 data).
- 4.18 Employment in key sectors based in the town centre is dominated by retail, employing 7,960 people (46% of jobs), offices employ 21%, civic and public administration 15%, culture and entertainment 9%, and higher education 9% (Office of National Statistics, Sic Figures, Valuation Office Agency and BIDS figures).

Environmental and Transport overview

- 4.19 The physical nature of the town centre and its transport networks (see Plan 2), with their associated constraints and positive attributes act as 'fixes' which

have a significant influence on the range of realistic alternative options for the future development and improvement of the town centre, alongside other factors including the need for consistency with national, London wide and local policy objectives; the findings of the specialist studies commissioned to inform K+20 and the responses from stakeholder and community engagement. These physical fixes include the following:

- Its compact nature, being sited between the river and surrounding areas of housing and open space, which means that there is no space for town centre expansion
- Its riverside location
- Its historic core – the Old Town Conservation Area and medieval street pattern, which needs to be protected and enhanced
- Its peripheral conservation areas including Riverside North which includes the riverside Canbury Gardens which is also Metropolitan Open Land
- Its relief road system, which is part of the strategic road network and which carries high levels of through traffic
- The large area of pedestrianised priority within the town centre
- The uneven distribution of major attractions, particularly the focus of major shopping facilities at the western end of Clarence St,
- Large areas of the town centre which were developed in the period 1985-2005, and which are therefore unlikely to come forward for redevelopment in the AAP plan period
- The existence and distribution of the few vacant and underused sites
- The focus of public administration (Courts, Police, government offices, Kingston Council and Surrey County Council) and education facilities (Kingston University and Kingston College) in the southern part of the town centre
- The existence of the railway line on an embankment, which limits opportunities for integrating the railway station with the rest of the centre.

4.20 Transport issues are key to the future prosperity of Kingston town centre. Residents of the borough make, on average, three journeys per day each, which equates to 444,000 journeys per day or 162 million per year. The town centre road network carries around 64,000 vehicles daily between 7am-7pm, including 18,000 trips each way across Kingston Bridge (A308). It is estimated that two thirds of vehicle trips in the town centre are through trips, rather than local trips accessing town centre services and facilities.

4.21 The town centre is at the hub of a comprehensive network of bus services; in the peak hours 135 buses per hour arrive in the town. The main shortfall in public transport accessibility is from the south and west, especially from Surrey districts.

4.22 Travel to work is monitored by the 2001 census. This data shows that 26% of Kingston town residents use the train as a means to travel to work, 9% use buses and 16% walk to work. The car is the dominant form of transport for travel to work, being used by 44% of all residents. This supports the need to improve the public transport accessibility.

- 4.23 Car Parking: the town centre has 17 permanent car parks providing 6583 car parking spaces at weekdays and 6654 spaces at weekends. Five temporary car parks providing 415 spaces all week. The parking study undertaken for the K+20 project found that a relatively high proportion of cars entering the town centre pass car parks with spaces to access other car parks (particularly the John Lewis and Bentalls car parks), thus adding unnecessary traffic on the town centre relief road. This demonstrates that the interceptor car parking strategy is not working effectively.
- 4.24 Waste: The levels of municipal waste arising are available for the whole borough. In 2003/04 waste arising were 85,551 tonnes of which 9,299 tonnes was diverted from landfill (recycled and composted).
- 4.25 Heritage: Kingston town centre has a well preserved historic core consisting of the medieval Market Place and surrounding Old Town Conservation Area, with its narrow alleys leading down to the river and distinctive listed buildings. Within the town centre there are 50 listed buildings and 70 locally identified Buildings of Townscape Merit.
- 4.26 The Old Town Conservation Area is within the town centre, whilst the Riverside North, Fairfield/Knights Park and Grove Crescent conservation areas are peripheral. Land along the riverside is within the Thames Policy Area (TPA) and the Thames-side Strategic Area of Special Character (SASC).
- 4.27 Nature Conservation: The River Thames and its banks are a designated Site of Nature Conservation Importance (SNCI) and Canbury Gardens is designated as Metropolitan Open Land (MOL).
- 4.28 Flooding: Large areas of Kingston town centre are within Environment Agency Flood Risk zones and are liable to flooding from the River Thames and the Hogsmill River. A Strategic Flood Risk Assessment (SFRA) of the town centre has been undertaken by consultants on behalf of the Council in order to assess flood risk, guide new development and propose management measures reduce the risk of flooding.

Current Baseline Trends

- 4.29 Current baseline and the expected future trends without the implementation of the AAP are set out in Table 6. This highlights the importance of implementing the AAP and achieving its objectives

Main social, environmental and economic issues and problems identified

- 4.30 From the analysis of the relevant plans and programmes Table 3, the baseline data and issues known to affect sustainability, a set of sustainability issues have been identified that are relevant to this AAP, as are set out in Table 4.

Table 4: Sustainability Issues		Opportunities/Implications for KTCAAP		Relevance to SEA/SA
Key Issues and Problems				
Social				
Affordable housing provision – the lack of affordable housing, including key worker housing and student accommodation, is an important issue affecting the town centre. There is a lack of affordable housing and key worker housing, this affects the local economy, as businesses find it difficult to recruit workers, especially in the lower paid service positions.	Policies and proposal sites within the KTCAP need to ensure that they deliver housing as well as infrastructure and community facilities to meet the needs of the population. It needs to recognise the pressures that intensification of use can bring on existing infrastructure, transportation, community and utility services. The plan should therefore deliver a range of housing at appropriate densities including affordable housing and managed student housing, and the need to build new housing to lifetime homes standards.	Population, human health		
Issues regarding anti-social behaviour, crime and the fear of crime – Kingston is one of the safest borough's in London, however reported crime has increased by 18% from 2001/02 to 2003/4. This included a significant increase in reported violence against persons. Offences are heavily concentrated in Kingston town centre due to the attraction of its well established night-time economy.	There is a need to address anti-social behaviour, crime and fear of crime in the town centre. The design policies in the KTCAAP can deliver secure by design principles in new developments. An 'after dark strategy' to effectively manage the night time economy within the town centre is being prepared alongside this AAP. This will be implemented by a range of partners working with the Council. Further growth in the evening and night-time economy will be focussed on diversifying the range of attractions and will need to be carefully managed to reduce anti-social behaviour. However, the loss of local community pubs and halls is also perceived as a problem affecting the provision of facilities for local communities.	Population and human health		
Health – the health of the residents of the Borough is generally good, with high life expectancy and low rates of mortality and long-term illness. However, there are gaps in the baseline data regarding accessibility to essential facilities and services, including healthcare, leisure opportunities and open space.	To maintain a healthy population provision will need to be made to provide a range of services in appropriate locations to meet community needs. There is also a need to ensure access for all and social inclusion, catering for the needs of people with disabilities through appropriate transport services and access to facilities. Through the KTCAAP, provision can be made for health and community facilities within new mixed-use developments.	Population and human health		
Economic				
Physical constraints to development - Kingston Town Centre is a compact centre, fronting on to the riverside and surrounded by residential areas, giving little potential	The KTCAAP needs to consider intensification of uses within the centre through some redevelopment, whilst maintaining and enhancing the quality of the environment. KTCAAP's policies need	Cultural heritage and landscape		

for outward expansion.	to manage the physical growth of the town centre in a way which recognises the value of the existing building stock while providing the flexibility to meet a variety of community aspirations.	
Local economy – there are pressures on the local economy in terms of retail development and office use and subsequent employment opportunities. From the retail sector there is pressure to have larger units to cater for the larger stores. There is however a declining demand for office floorspace.	There is a need for the KTCAAP to promote economic growth both in the retailing and business sectors. However, this growth will need to be balanced in order to ensure a wide range of employment opportunities and not to result in an over reliance on one dominant sector. Strategies to boost the business sector need to be investigated and encouraged.	Population and Cultural heritage and landscape
Tourism, leisure and cultural growth – tourism, creativity and leisure sectors are projected areas of strong growth in Kingston, especially within the town centre which offers a wide range of attractions and potential for tourism sector.	There is a need to ensure that growth in the tourism sector promotes benefits to both the local economy and to the local environment. Leisure and cultural growth within the town centre is important to encourage a wider range of ages in the town centre and to diversify the night-time economy.	Population, Cultural heritage and landscape
Environmental		
Good design - some existing buildings within the town centre do not contribute to the character of the town centre or enhance the quality of the townscape.	New developments offer the opportunity to ensure that design is of a high standard and provides sustainability measures, including the use of sustainable construction materials and energy efficiency. The KTCAAP needs to consider achieving good design for all development and public open spaces through its policies to ensure that the town and landscape of Kingston town centre is enhanced.	Cultural heritage and landscape
The historic environment , its preservation and enhancement - There are 2 conservation areas, the Thames Policy Area and a high proportion of listed buildings.	There is a need to protect and maintain values or elements of the town centre's heritage, particularly the historic environment.	Cultural heritage and landscape
Car usage and public transport – A high proportion of journeys are made by car for travel to work and other reasons. There are high traffic levels of through traffic, as well as local traffic in the town centre which causes congestion at peak times. This causes air and noise pollution, with negative effects on health. There is a need to encourage the use of more sustainable forms of transport, including public transport, walking and cycling. Further improvements to public transport will be required.	There is a need to encourage the use of sustainable forms of transport. This can be achieved through the KTCAAP through promoting and enhancing public transport, walking and cycling and by encouraging higher density development in areas that are highly accessible by public transport and ensuring multi-use centre thus encouraging longer stays and more people to travel by public transport.	Climatic factors, Air
Species protection – gaps in the current baseline	There is a need to preserve and enhance important wildlife habitats,	Biodiversity,

<p>information have been identified for indicators monitoring the health of the town centre's habitats and wildlife populations they support.</p>	<p>ensuring they are appropriately managed. Opportunities for species protection can be achieved through riverside development and other developments where environmental mitigation measures and enhancements can be achieved in order to improve the town's flora and fauna.</p>	<p>Fauna and flora</p>
<p>Climate change - This is impacted upon greatly by greenhouse gas production from transport, energy production and construction. Flooding issues are impacted upon by climate change.</p>	<p>Significant improvements in Kingston's air quality, through transport, energy production, and construction initiatives will be required if the current situation is to improve. These improvements should be enshrined in the policies to be contained in the KTCAAP, these include policies to promote and enhance public transport, inclusion of sustainable construction design principles and the provision of environmental facilities within developments.</p>	<p>Climatic factors</p>
<p>Flood risk – high and medium flood risk zones have been identified in the town centre which could have a significant impact on development and human life if not correctly managed and contained.</p>	<p>The use of the SRFA will be essential for proposed developments in order to mitigate against and manage flood risk and the potential effects of flooding. Surface water run-off is a large contributor to flooding in the borough. New developments should be encouraged to incorporate sustainable drainage systems and rain water harvesting technologies. These mechanisms should be encouraged through the KTCCAP.</p>	<p>Water, Climatic factors</p>
<p>Renewable Energy facilities – there is a deficiency in renewable energy facilities in the Borough, resulting in a dependence upon fossil fuels for most power and heating needs.</p>	<p>Improvements in a number of the environmental indicators, such as air quality and the reduction of greenhouse gases, require improvements in energy efficiency and renewable energy production. KTCAAP needs to deliver this energy target and provide the framework to deliver greater energy efficiency and renewable energy provision; this can be achieved within new developments through the use of renewable energy measures and decreasing the reliance on non-renewable energy.</p>	<p>Climatic factors</p>
<p>Waste arisings – there is a need to reduce the amount of biodegradable waste going to landfill if Kingston it to meet the LATS allowances and longer term targets for reducing landfill. Given the Borough's size and population, it is limited in the commercially viable waste management facilities it can sustain.</p>	<p>The achievement of waste management targets relies heavily on the promotion of recycling/composting and sustainable waste management in terms of maximising use of existing facilities, infrastructure and minimising the effects of the environment. KTCAAP will need to promote sustainable waste management especially in new developments where these initiatives can be taken up.</p>	<p>Climatic factors</p>

Limitations of the information and assumptions made

4.31 Assumptions and limitations were identified in the preparation of the SA Report. These were based on current trends, the analysis of current trends and local and national studies used to inform the AAP and SA Report.

4.32 Assumptions made:

- that retail expenditure is increasing and that there is need, demand and capacity for additional retail floorspace in Kingston town centre to ensure that it maintains its strategic retail function.
- that the down turn in demand for offices will change in the future and that improving the quality of office floorspace will help attract businesses into the town centre.
- that an increase in the range of leisure and cultural facilities to diversify the night time economy will attract a wider spread of visitors and this will help to reduce anti-social behaviour
- that improving public transport to the town centre will encourage more people to use public transport
- that redistributing major attractions and parking will help reduce queuing for car parks and traffic congestion

The SA Framework, including objectives, targets and indicators

4.33 This SA framework is a key component in completing the SA by synthesising the baseline information and sustainability issues into a systematic tool that allows the prediction and assessment of the effects of the AAP. The SA framework is used to indicate issues early in the assessment of the objectives, policies and proposals of the emerging LDF Plans and will assist in the consideration of mitigation measures and monitoring requirements. To ensure the SA framework is robust, RBK have also chosen to include more detailed sub-objectives and related indicators in the SA framework. Sub-objectives can help to ensure that all the key issues to be considered in the Sustainability Appraisal are incorporated in the SA framework.

4.34 The final SA framework, against which the likely effects of the emerging objectives, policies and proposals are to be assessed, is provided in Table 5, setting out the sustainability objectives with sub-objectives and indicators in order to measure in more detail the achievability of the objective. These sustainability objectives are distinct from the AAP objectives; they have been developed from the sustainability issues identified.

Summary of Trends

4.35 Table 6 summarises current and future trends in baseline data for the borough in relation to delivering the SA Objectives and the future trends without the implementation of the AAP. This table has been derived from the baseline information and an analysis of the current trends, it demonstrates the importance of implementing the AAP the policies and site allocations to achieve the sustainable development and improvement of the town centre.

Table 5: Sustainability Appraisal Framework

SA Objective	Headline Indicator	Sub-objective	Detailed Indicators	Target
Social				
1. To reduce poverty & social exclusion	Levels of poverty and social exclusion in the Borough.	- Will it contribute to the reduction in poverty and social exclusion in those areas most affected?	<ul style="list-style-type: none"> - Index of local deprivation - Number of super output areas within the most 10% and 25% of wards in the Country - % of children that live in families that are income deprived 	<ul style="list-style-type: none"> - Reduce and remove wards from the 10% and 25% categories - Decrease over the plan period
2. To reduce anti-social behaviour	Instances of anti social behaviour in the borough Recorded crime per 1,000 population	<ul style="list-style-type: none"> - Will it reduce actual levels of crime? - Will it reduce fear of crime? - Secure by Design principles 	<ul style="list-style-type: none"> - Reduce incidence of crime from 2006 base year - % of residents surveyed who feel 'safe' after dark whilst outside in their local authority area. - % of residents surveyed who feel 'safe' during the day whilst outside in their local authority area. - % developments incorporating Secured by Design principles 	<ul style="list-style-type: none"> - Decrease over plan period (target to be provided by Crime Reduction Strategy) - Increase over plan period through the completion and adoption of After Dark Strategy 2007 - Increase over plan period - Increase over plan period

<p>3. To improve accessibility to essential services and facilities</p>	<p>Access to key services</p>	<p>- Will it improve accessibility to key local services?</p>	<p>- Accessibility and number of leisure and health facility by type per 1000 population. - Total number of passenger journeys made annually on local buses within the town centre - % of total length of footpaths and pedestrian routes which are easy to use by members of the public - % of residents who think that for their local areas, over the past three years, that community activities have got better or stayed the same - Proportion of properties within 400m from their nearest accessible public park</p>	<p>- Increase over plan period - Improve over plan period - Improve poor quality where identified and completion of 36 improvement schemes - Increase over the plan period - Improve over plan period</p>
<p>4. To provide the opportunity for everyone to live in a decent home</p>	<p>Access to a decent home</p>	<p>- Will it provide new affordable housing? - Will it improve the quality of current housing provision?</p>	<p>- People on the homelessness register - Housing completions - Affordable housing as a % of all housing completions - Number of homes constructed to life time homes standards - Number of wheelchair homes built</p>	<p>- Decrease over plan period - Provide +/- 1000 new homes on proposal sites - 50% affordable homes on qualifying sites - Increase over plan period for all new developments - 10% of new developments over 20 units</p>
<p>5. To encourage a sense of community identity and welfare.</p>	<p>Community well being</p>	<p>- Will it encourage engagement in community activities? - Will it increase the ability of people to influence decisions? - Will it improve ethnic relations?</p>	<p>- Social Participation - Community Well being - Tenant satisfaction/ participation - Percentage of adults surveyed who feel they can influence decisions affecting their own area. - Percentage of people who felt that their local area is a place where people from different backgrounds and communities can live together harmoniously.</p>	<p>- Improve over plan period - Improve over time - Increase over plan period - Increase over plan period - Increase over plan period</p>

6. To contribute towards health improvements of the borough population.	Community Well being	- Will it increase or improve the health facilities in the town centre area?	- Number of residents receiving benefits for illnesses. - Provision of health facilities in the town centre – number of GP per 100,000 population - Older people helped to live at home per 1,000 population aged 65 or over.	- Reduce over plan period - Improve over plan period and provision of facilities on suitable proposal sites - Increase over plan period
Economic Objectives				
7. To allow development that sustains and enhances the vitality and viability of the town centre.	Economic performance of the town centre Greater range of uses within the town centre	- Will it encourage more people to come to the town centre at all times of the day? - Will it encourage more businesses into the town centre? - Will it boost employment levels in the town centre? - Will it ensure a balanced mix of uses?	- Retail, office and leisure floorspace permissions granted and implemented - Residential completions - Pedestrian flows within the town centre both in the day and night time - Employment levels within the town centre - Increase in grade A & B+ office floorspace	- Provision of 50,000 sqm gross additional retail floorspace by 2015 and X sqm of B1 floorspace by 2010 - Provision of up to 1000 new homes on proposal sites - Increase over plan period - Increase during plan period - Provision of up to 5,000 sqm of Grade A by 2020
8. To ensure that an efficient, competitive retail sector is maintained.	Economic performance of Retail Sector	- Will it encourage new retail establishments? - Will it result in a stable retail sector? - Will it provide employment?	- Amount of completed A1 retail floorspace - Proportion of vacant street level property in primary and secondary frontages - No loss of convenience goods shops - No. of A1 shops converted to other uses	- Provision of 50,000sqm gross additional A1 retail floorspace - Vacancy level of no more than 1.5% in primary frontages and 4% in secondary frontages - Maintain amount of convenience goods floorspace - No loss of A1 units

9. To encourage sustained economic growth with a diverse employment base.	Total output of the economy	<ul style="list-style-type: none"> - Will it improve business development and enhance competitiveness? - Will it promote growth in key sectors? - Will it promote employment? 	<ul style="list-style-type: none"> - Percentage change in the total number of VAT registered businesses in the area - Amount of office floorspace - Provision of new business floorspace that occupied - % of working age in employment 	<ul style="list-style-type: none"> - Change as the needs of the business sector change - Reduction in office vacancy levels from 2007 base of 16% back to 10% by 2011 - Improve in accordance with market demands - Increase over plan period
10. To encourage the need for sustainable tourism.	Visitor numbers to RBK	Will it promote growth in all tourist sectors?	<ul style="list-style-type: none"> - Number of visitors to different attractions and facilities. - Improved facilities, including completion of theatre, creative industries development, A3 floorspace and full service hotel 	<ul style="list-style-type: none"> - Improve over plan period - Completion of Rose theatre by 2007/08; provision of a full service hotel and increase in the number of restaurants
Environmental Objectives				
11. To maintain & enhance the quality of landscapes and townscapes.	Quality of the built environment	<ul style="list-style-type: none"> - Will it reduce the amount of vacant and poor quality land? - Will it improve the quality of the landscaping both new and existing? - Will it enhance the quality of the built environment through design standards? - Will it reduce the amount of land affected by contamination? 	<ul style="list-style-type: none"> - Proportion of land stock that is vacant or derelict - Design standards used for developments - % of users satisfied with quality of built environment - Area of land brought back into beneficial use 	<ul style="list-style-type: none"> - Reduce during the plan period - All new developments to provide design statements and build to high quality. - Increase satisfaction during plan period - Land contamination to decrease over plan period

<p>12. To conserve and where appropriate enhance the historic environment.</p>	<p>Buildings of Grade I, II and II* and Buildings of Townscape Merit.</p>	<p>- Will it protect and enhance sites, areas and features of historical, archaeological, conservation and cultural value?</p>	<p>- No. of properties on Buildings at Risk Register</p> <p>- No. of listed buildings and Buildings of Townscape Merit</p> <p>- No. of planning applications in OTCA with Conservation Area enhancements</p>	<p>- Reduction in no. of properties on Buildings at Risk Register from 2006 base year to zero by 2020</p> <p>- No loss of listed buildings and Buildings of Townscape Merit</p> <p>- No specific target but monitor and review</p>
<p>13. To minimise the production of waste.</p>	<p>Household/ Commercial/ and other waste and recycling.</p>	<p>- Will it lead to reduced consumption of material and resources? - Will it reduce household waste? - Will it increase waste recovery and recycling?</p>	<p>- % of total tonnage of household waste arising which have been recycled</p> <p>- % of total tonnage of household waste arising which have been sent for composting or anaerobic digestion</p> <p>- % of total tonnage of household waste arisings used to recover other energy sources</p> <p>- % of total tonnage of household waste arisings which have been landfilled</p> <p>- Tonnage of household waste arisings which have been landfilled</p> <p>- Kilograms of household waste collected per head of population</p>	<p>- Increase over plan period</p> <p>- Improve over plan period</p> <p>- Increase where facilities allow</p> <p>- Reduce</p> <p>- Reduce in accordance with LATS targets</p> <p>- Decrease as people recycle more at home</p>
<p>14. To maintain and enhance biodiversity.</p>	<p>Identified natural habitats</p>	<p>- Will it conserve/enhance any semi-natural habitats? - Will it maintain and enhance sites designated for their nature conservation interest?</p>	<p>- Native and protected species at risk in the town centre</p> <p>- Achievement of BAP targets</p> <p>- Net loss of Sites of Importance for Nature Conservation</p> <p>- Enhancements to biodiversity along the Hogsmill River</p>	<p>- Ensure the protection of the species and habitats</p> <p>- Meet the targets</p> <p>- Not allow this to happen</p> <p>- Implementation of 3 biodiversity enhancement schemes</p>

<p>15. To reduce contributions to climate change and pollution through reducing emissions of greenhouse gases and other pollutants (including air, water, soil, noise, vibration and light).</p>	<p>Greenhouse gas emissions Instances of pollution occurring</p>	<p>- Will it reduce emissions of greenhouse gases by reducing energy consumption?</p>	<p>- CO² emission reductions</p>	<p>- Reduce contributing factors in accordance with national and regional guidance</p>
<p>16. To make an efficient use of land and infrastructure</p>	<p>Surplus land or buildings</p>	<p>- Will it result in the best use of vacant sites and buildings?</p>	<p>- Phased implementation of Proposal Sites and 6 landmark sites - % of vacant Brownfield land and empty buildings</p>	<p>- Completion of development of Proposal Sites by 2020 - Reduce the amount of brownfield land and empty buildings over plan period</p>
<p>17. To maximise energy efficiency and reduce the use of non-renewable resources through sustainable construction techniques and materials.</p>	<p>Detailed design specifications for new developments.</p>	<p>- Will it create developments that reach specified energy efficiency standards (eg. ecohomes)? - Will it introduce renewable energy technologies? - Will it lead to an increased proportion of energy needs being met from renewable sources?</p>	<p>- No. of developments incorporating renewable energy, reclaimed construction materials and water/energy saving materials - No. of developments built to BREAM/Ecohome standards - Proportion of energy supplied from renewable sources</p>	<p>- Increase over plan period - Increase over plan period - Increase as facilities become available</p>

<p>18. To reduce the effect of traffic on the environment.</p>	<p>Air Quality Indicators Number of people using public transport</p>	<p>- Will it reduce traffic volumes? - Will it encourage people to use other modes of transport other than the car?</p>	<p>- Improvements to public transport, including frequent rail services and improved bus station and services. - implementation of public realm improvements - % modal split of cyclists to KTC across Kingston Bridge - improvements to cycling; cycle parking facilities and cycle routes - Permanent park and ride to KTC</p>	<p>- increased train on the Richmond Loop line, improvements to cross GLA boundary bus services, new bus station and improved Kingston station. - completion of 36 improvements - increase modal split of cycling by 10% - completion of 8 cycle route improvements and doubling the no. of on-street secure cycle parking spaces and provision of up to 3 secure cycle parking centres - provision of permanent park and ride to KTC by 2020</p>
<p>19. To reduce flood risk within the town centre.</p>	<p>Number of properties and area of land at risk of flooding.</p>	<p>- Will it reduce the number of properties and land at risk from flooding?</p>	<p>- Number of properties at risk from 1% and 0.1% floods - % of new developments incorporating SUD schemes</p>	<p>- Stabilise and reduce as development should not be permitted unless it meets to exceptions - Increase</p>

Table 6: Baseline Trends Table

KEY:

Current conditions: **Good/Moderate/Poor**

Current Trends: **Improving/Stable/Declining**

Future Trends (without the plan): **Improving/Stable/Declining**

Sensitivity to Change: **High/Medium/Low**

SA Objective	Local Baseline Condition	Sensitivity	Trends		Future	Data Quality	Commentary
			Current	Future			
SOCIAL	1. To reduce poverty and social exclusion	Med	N/A	Improving	Improving	Med	The borough has a good position in the IMD (index of multiple deprivation), and a much lower number of families that are income deprived than the national figures. This situation will continue to improve through the delivery of other Council strategies if the KTCAAP was not implemented but the KTCAAP will contribute to achieving this SA objective.
	2. To reduce anti-social behaviour	Med	High	Improving	Stable	Med	Through design policies and town centre management policies within the KTCAAP the achievement of this objective can be achieved and future trend improvements realised.
	3. To improve accessibility to essential services and facilities.	Poor	Med	Improving	Stable	Poor	Through design policies within the KTCAAP the achievement of this objective can be achieved and future trend improvements

Local Baseline		Trends			
development that sustains and enhances the vitality and viability of the town centre.					within the town centre is increasing, noted from pre-application discussions with land owners/developers. However the KTCAAP will ensure that the most efficient use of the land desired to enhance the vitality and viability is achieved.
8. To ensure that an efficient, competitive retail sector is maintained.	Mod	Med	Declining	Decline	Med
9. To encourage sustained economic with a diverse employment base.	Mod	Med	Declining	Decline	Med
10. To encourage the need for sustainable tourism.	Poor	Med	unknown	Stable	Poor
ENVIRONMENTAL					
11. To maintain and enhance the quality of landscapes and townscapes and open spaces.	Moderate	High	Stable	Decline	Med
					The KTCAAP can ensure the delivery of a high quality environment, through design policies, to ensure that the environment does not decline as identified if the KTCAAP is not implemented.

		Local Baseline			Trends		
12. Where appropriate conserve, value and enhance the historic environment.	Good	Med	Stable	Stable	Good	KTCAAP can ensure the conservation and enhancement of the historic environment to ensure that this environment does not lose its unique character.	
13. To minimise the production of waste.	Mod	High	Improving	Improving	Good	Current policies promote sustainable waste management and the waste section of the council are the key deliveries of achieving this objective, illustrating that without the KTCAAP it will continue to improve.	
14. To maintain and enhance biodiversity	Good	High	unknown	Stable	Med	The KTCAAP can ensure the continued protection of existing habitats, such as the riverside and valued open and natural environment, it can provide a mechanism for delivery of improvements to open spaces where identified.	
15. To reduce contributions to climate change and pollution through reducing emissions of greenhouse gases and other pollutants (including air, water, soil, noise, vibration and light)	Moderate	High	Stable	Decline	Poor	If measures are not put in place through strengthening existing planning policies contributions to climate change will not be reduced.	
16. To make an efficient use of land	Good	Med	Stable	Stable	Poor	Demand for land development within the town centre is	

		Trends			Local Baseline
and infrastructure.					
17. To maximise energy efficiency and reduce the use of non-renewable resources through sustainable construction techniques and materials.	Stable	Stable	Med	Poor	increasing, noted from pre-application discussions with land owners/developers. However the KTCAAP will ensure that the most efficient use of the land desired to achieve sustained growth is achieved. The KTCAAP is a key delivery mechanism to achieving this objective within new developments and ensuring that the stable trend identified starts to improve.
18. To reduce the effect of traffic on the environment.	Stable	Stable	Med	Mod	The KTCAAP will ensure that sustainable transport methods are used to contribute to efficient patterns of movement to support the economy. The KTCAAP in association with transport strategies and the air quality strategy will contribute to improving air quality.
19. To reduce flood risk within the town centre.	Stable	Stable	High	Mod	The KTCAAP is key to ensuring that development occurs in appropriate locations and incorporates the correct flood mitigation measures if required. Implementing the recommendations of the SFRA will be key.

Appraisal of Area Action Plan Objectives




- 4.36 The SA guidance requires a compatibility test of the AAP objectives against the SA objectives to identify any areas of potential conflict between the AAP and the wider aims of sustainable development.
- 4.37 The AAP objectives (Section 3.2) were tested against the sustainability objectives (Section 4.5) using a matrix format to assess whether the AAP and sustainability objectives are: Compatible i.e. harmonious; Neutral ie. neither harmonious nor in conflict; or in Conflict i.e. an AAP objective is in conflict with or could have a detrimental impact on a sustainability objective.
- 4.38 The purpose of the compatibility test is to achieve consistency between the plan objectives and the SA objectives– the objectives of sustainable development and if necessary to alter plan objectives. Some tensions may remain however, where a win-win outcome cannot be achieved due to local circumstances. In these situations priorities may need to be determined.
- 4.39 The matrix format appraising the AAP objectives against the SA objectives is set out in Table 7.

TABLE 7: APPRAISAL OF OBJECTIVES

Test of the AAP Objectives against the Sustainability Objectives

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Plan Objectives	1										A	A		B					
	2																	C	D
	3																		
	4																E		
	5																		
	6														F				C
	7																		
	8																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

SA Objectives

KEY: Compatible =  Neutral =  Conflict = 

SA Objectives	AAP Objectives
<ol style="list-style-type: none"> 1. To reduce poverty & social exclusion. 2. To reduce anti-social behaviour. 3. To improve accessibility to essential services and facilities. 4. To provide the opportunity for everyone to live in a decent home. 5. To encourage a sense of community identity and welfare. 6. To contribute towards health improvements of the borough population. 7. To allow development that sustains and enhances the vitality and viability of the town centre. 8. To ensure that an efficient, competitive retail sector maintained. 9. To encourage sustained economic growth with a diverse employment base. 10. To encourage the need for sustainable tourism. 11. To maintain & enhance the quality of landscapes, townscapes & open spaces. 12. Where appropriate conserve, value and enhance the historic environment. 13. To minimise the production of waste. 14. To maintain and enhance biodiversity. 15. To reduce contributions to climate change and pollution through reducing emissions of greenhouse gases and other pollutants. 16. To make and efficient use of land and infrastructure. 17. To maximise energy efficiency and reduce the use of non-renewable resources. 18. To reduce the effect of traffic on the environment. 19. To reduce flood risk within the town centre. 	<ol style="list-style-type: none"> 1. To maintain a diverse and sustainable economy, providing for business and employment development needs, with a wide range of employment opportunities. 2. To enhance the quality and range of town centre uses and provide housing, including affordable housing. 3. To provide a high quality environment with well designed buildings and spaces. 4. To protect and enhance the distinctive historic environment. 5. To promote and enhance use of the River and Riverside. 6. To improve transport, access and connectivity for all. 7. To provide a clean, safe, friendly, well managed and well maintained town centre in the day time and at night. 8. To ensure that new development is supported by adequate infrastructure and services and to minimise flood risk.

4.40 Potential conflicts between AAP and sustainability objectives are discussed below:

Conflict A: development versus preservation and enhancement

- 4.41 There is potential for conflict between the plan objectives to promote and maintain Kingston as a metropolitan centre with the expansion and enhancement of shopping, commercial and leisure facilities and provision of additional housing and the sustainability objectives to conserve and enhance the historic environment, its townscape and open spaces.
- 4.42 To maintain its role as a metropolitan centre within the London economy, sustainable economic growth is required. In addition to making efficient use of existing retail and commercial sites through redevelopment and intensification, retail growth will require further development and an extension of the prime retail area to provide additional floorspace and new facilities. Mixed use development providing housing, offices and community uses above retail will also be required to ensure balanced growth and to provide supporting facilities for residents and visitors. Such development needs to be appropriately located to avoid adverse impact on the town centre's attractive and distinctive character, including its historic environment, riverside and open spaces.
- 4.43 While potential for conflict may exist, this is addressed to a significant degree through the inclusion in the plan of specific objectives and policies, which seek to preserve and enhance the existing character of the town centre, including its historic environment, the Old Town and the riverside, in particular AAP objectives 3, 4 and 5.

Conflict B: development versus protection of biodiversity

- 4.44 There is potential for conflict between the plan objectives promoting the town centre as a metropolitan and retail centre, including the provision of additional retail, commercial and leisure space and the sustainability objective to maintain and enhance biodiversity.
- 4.45 While town centres are not places where one would expect biodiversity to be a key feature, the maintenance and enhancement of biodiversity is still a valid issue for consideration. In Kingston's case, the centre's open spaces, the riverside and the Hogsmill are areas where biodiversity is a relevant issue.
- 4.46 In order to mitigate against reduced biodiversity, several policies are included in the AAP which will help protect and enhance biodiversity, these are: a public realm policy, the riverside strategy and the policy for the Hogsmill River. These will ensure that enhancements to the riverside and river bank will be promoted, as well as protecting and enhancing open spaces and providing new ones and providing landscaping. This is reinforced through the promotion of sustainable design principles in plan policies.

Conflict C: additional facilities and improved access versus reduction of traffic

- 4.47 There is potential for conflict between plan objectives providing for additional development and facilities for commercial, cultural, leisure and recreational activities and improving access and the sustainability objective to reduce the effect of traffic on the environment.
- 4.48 Providing for further commercial, leisure and tourism activities in the town centre may result in a greater number of trips and transport movements by public and private vehicles. However, the town centre is the most appropriate location for such development, enabling linked trips to be made and offering opportunities to implement transport initiatives to improve accessibility by sustainable means of transport and encourage mode shift. In addition, the retail studies indicate that new development will encourage longer average stays per visitor. Improving the range of facilities and access will also benefit a wider cross section of the population by providing easier access to essential services and facilities and will help achieve social inclusion objectives.
- 4.49 Transport objectives and policies, in particular those that seek to improve and encourage greater use of sustainable forms of public transport, have a high priority within the AAP. These include improvements to Kingston Station, improved bus and rail services, including late night transport, and the provision of a permanent park and ride scheme to improve access to the town centre. Initiatives to enhance cycle routes and secure cycle parking and enhance the pedestrian environment will also assist. Overall, the AAP policies and proposals aim to encourage mode shift and reduce car use. Reducing the number of motor vehicle trips to and from the town centre will help to reduce the effect of traffic on the environment.

Conflict D: development versus reduction in flood risk

- 4.50 There is potential for conflict between plan objectives which promote development in the town centre and the sustainability objective which seeks to reduce flood risk within the town centre.
- 4.51 The majority of the town centre is situated within an area that is at risk from flooding. New development has the potential to increase risk of flooding and flooding can cause damage to people and property. However, it must be recognised that Kingston is a metropolitan centre with significant existing development providing wide ranging services for a large population. It would be unrealistic and inappropriate to halt future development, as this would have significant adverse economic implications. It will therefore be important to manage flood risk and implement measures to reduce and minimise risk to people and property. Future development proposals will need to take account of the recommendations of the Strategic Flood Risk Assessment (SFRA) prepared for the town centre in 2006 and be accompanied by individual Flood Risk Assessment. The SFRA has developed a number of recommendations for proposal sites within the town centre to minimise and manage flood risk.

4.52 The development of new facilities, attractions and housing is a key element of the AAP, which has the potential to increase risk of flooding if their design did not incorporate measures to manage and reduce flood risk.

Conflict E: historic core versus energy efficiency

4.53 There is potential for conflict between the plan objective to protect and enhance the character and appearance of the historic core and the sustainability objective to maximise energy efficiency and reduce the use of non-renewable resources.

4.54 The enhancement of the historic environment and fabric of the town centre may require the use of traditional materials and techniques that are not the most effective in terms of energy efficiency and/or maintenance. While a conflict may exist there are significant benefits to retaining this objective that outweigh the consideration and use of energy efficient materials. Such benefits include protecting and enhancing the distinctive historic character, which makes the town centre so attractive and gives it a sense of identity.

4.55 The protection and enhancement of the historic environment, especially the Old Town is a key objective of the AAP, in order to help maintain the centre's attractive character and maintain a sensible balance between providing for new development and enhancing key areas of conservation.

Conflict F: improved access versus climate change

4.56 There is potential for conflict between the plan objective to improve access to the town centre by all modes of transport and the sustainability objective to reduce emissions and contributions to climate change and pollution.

4.57 If access is made easier by all modes of transport, including travel by private car, people may not be encouraged to consider alternative means of travelling to the town centre. However, this objective should be read alongside other plan objectives seeking to minimise private car use and encourage modal shift to more sustainable forms of transport. The Mayor of London's Transport Strategy expects the car to remain the main mode of transport in outer London for the foreseeable future, and if the town centre is to thrive then access by car will remain important, alongside a range of more sustainable means of transport. Some vehicle journeys to the town centre cannot be made by other means of transport, such as service deliveries. Disabled people also need convenient access to the town centre by car, including by car.

4.58 The provision of improved sustainable transport modes will help to encourage people to consider alternatives to the private car for trips to the town centre and thereby reduce reliance on the car and contributions to climate change and pollution.

4.59 The transport policies in the AAP are aligned with the sustainability objective to reduce greenhouse gas emissions through encouraging visitors and

residents to use sustainable forms of transport including public transport, cycling and walking.

5: Plan Issues and Options

Consideration of Options

- 5.1 SA requires that consideration be given to alternative means of achieving the objectives sought through the development and implementation of the AAP. This section explains the development of the AAP through its various stages from its initiation in late 2002, the Launch in 2003, the identification of Issues and consideration of options to address them in 2004, the Preferred Option in 2005 and draft Plan in 2006.
- 5.2 Kingston is a successful metropolitan centre and a renowned sub-regional shopping centre. However, in 2000/2001 concerns were being expressed by the major retailers and the business community that, after a decade of steady growth, a 'plateau' had been reached, with static turnover and falling visitor numbers, indicating that town centre was starting to lose its attraction to shoppers. There were concerns about its future attractiveness and vitality, in particular issues related to the quality of the environment and to transport and access, especially traffic circulation and parking. There were also concerns from within the local community, from residents living in and around the town centre, about the vibrant night time economy which was attracting increasing numbers of young people resulting in adverse effects from disturbance and anti-social behaviour.
- 5.3 At the same time, a number of major development schemes were under construction providing significant residential and leisure development, together with other facilities, (including around 1000 flats, a 14 screen cinema, bowling, health and fitness, the theatre building, a nightclub, riverside bars/restaurants, a supermarket, a car park, new facilities for Kingston College, a hostel and a budget hotel). There was pressure for further development and improvement and limited sites available. These factors indicated that a pro-active approach was needed to provide a strategy to guide the future development and improvement of the town centre. A 'Do-nothing' scenario would not ensure that the town centre maintained and enhanced its position as a metropolitan centre. A lack of action could lead to further loss of visitors, investment and stagnation.
- 5.4 The 1998 UDP strategic policy for town centre uses afforded priority to residential, leisure and community uses to achieve diversification. This stemmed from the significant retail and commercial office development completed in the late 1980s and early 1990s, including the Bentall Shopping Centre and John Lewis department store and the need for diversification to provide a range of town centre uses. As a result, the UDP did not envisage significant new retail or office development. The diversification of uses through the 'wave' of residential, leisure and other town centre development being completed and the various concerns being raised, especially about the 'health' of the retail sector indicated that a policy review was justified.

Pre-Launch Studies

5.5 The Council commissioned several specialist studies in 2002 and 2003 to assess the current situation and provide evidence to guide the selection of options to address the issues being raised:

- Retail Studies
- Transport and Access Studies including parking, park and ride and rapid transit
- Old Town Conservation Area Studies

Retail Studies

5.6 A Retail Survey (2002) provided information on: shopping facilities and shopping patterns, trends in retailing and attitudes to shopping in Kingston (through household, shopper, retailer and property surveys and a qualitative retail assessment. This was followed by a Retail Capacity Study (2003), which looked at the strategic policy context, forecast population and retail expenditure growth within Kingston's catchment area (as identified by the Retail Survey), the quantitative need for additional retail floorspace in Kingston town centre and the physical capacity to accommodate such development.

5.7 The Retail Studies found that:

- The town centre's catchment for non-bulky comparison goods, including fashions and shoes is much more extensive than anticipated. Its core catchment includes all of the borough, the southern part of Richmond borough and northeast part of Elmbridge borough. It also attracts shoppers from parts of surrounding borough
- The quality of the shopping provision attracts shoppers
- Two-thirds of car-borne shoppers use just three car parks
- There are few linked shopping/leisure trips
- The main anchor stores had experienced static trading conditions over the past two years (2000-2002)
- Accessibility and parking problems are a weakness
- There is strong retailer demand for shops in Kingston
- There is a shortage of premises, especially large units and high rents
- The very low vacancy rate, high retailer demand and high rents indicate a supply side shortfall

5.8 Key policy issues were identified as the need to:

- accommodate additional retail floorspace (through new build and intensification/upgrade of the existing stock
- improve accessibility by all modes of transport
- address car parking problems
- promote linkages between shopping and leisure activity and
- improve the shopping environment.

- 5.9 The Capacity Study concluded that there was considerable expenditure growth on comparison goods within the Kingston catchment area to support 50,000sqm (gross) additional floorspace by 2011. There was limited expenditure growth on convenience goods and no need to identify any new sites. Physical capacity was identified for 44,500sqm (gross) - 17,500sqm (gross) through redevelopment and intensification within the prime retail area and 27,000sqm (gross) through an extension of the prime retail area onto underused surface car park sites.
- 5.10 Overall, the Retail Studies identified significant need, demand and capacity for additional retail facilities within the town centre, including larger shop units, to help revitalise Kingston's retail offer, commensurate with its position as a metropolitan centre and sub-regional shopping centre.

Transport and Access Studies

- 5.11 The Parking Study was to: assess current parking in the town centre and how spaces are used; reassess parking figures and make recommendations on how many car parking spaces are required for the town centre; evaluate the impact of proposed CPZs and loss of parking spaces and consult with stakeholders.
- 5.12 The Study found that:
- there were nearly 7,000 public off-street parking spaces
 - traffic congestion is the most serious problem affecting the environmental quality of the centre and the visitor experience
 - for most of the year the off-street capacity is adequate or more than adequate to meet overall demand, but the most popular car parks are often full for parts of the day, whilst other car parks have many unused spaces
 - in the peak pre-Christmas period, overall demand can exceed capacity, resulting in queuing and congestion on the town centre road network
 - providing more parking would be counter-productive in terms of congestion, and mode shift objectives
- 5.13 The Study recommended making more efficient use of the existing stock by re-balancing demand between favoured and underused car parks, through a number of measures including signing, naming and marketing of car parks, pricing and opening hours. It also advised that provision for disabled drivers should be improved.
- 5.14 The Park and Ride Study identified opportunities for the provision of permanent park and ride facilities to access Kingston town centre, to improve access, reduce parking demand, encourage mode shift and reduce car use. Three potential sites were identified all outside the borough. The strategy adopted by the Council's Executive in October 2003, identified Kempton Park racecourse as the most suitable site, using the existing station on the Kingston to Shepperton line to access the town centre. However, this relies on co-

operation from other partners, including Spelthorne District Council and United Racecourses.

- 5.15 The Rapid Transit Feasibility Study assessed the potential for rapid transit in the borough to improve access to the town centre. It was unable to identify any feasible tram scheme on the transport corridors studied and bus based alternatives were too marginal in financial terms to pursue.
- 5.16 Old Town Conservation Area Studies including the preparation of a Character Area Appraisal and Management Proposals to make recommendations on the safeguarding and enhancement of the historic Old Town which is a very important part of the town centre, contributing to its attractive and distinctive character.

K+20 Launch June 2003

- 5.17 At the same time as the findings and recommendations of the initial studies were emerging, the K+20 strategy was launched with a local community/stakeholder event, which involved a walking audit of the town centre and the identification of strengths, weaknesses and aspirations.
- 5.18 The main strengths identified for the K+20 strategy to build upon included the town centre's:
- attractive character
 - the variety and quality of the shops
 - the riverside and riverside developments
 - the historic Market Place and Market Hall
 - the Rotunda leisure/entertainment centre
 - areas like Fife Road with small shops and businesses
- 5.19 The major weaknesses and issues to be addressed were identified as:
- congestion from cars and buses which dominate and divide the town centre
 - parking
 - unattractive approaches to the town centre, especially around Kingston Station
 - poor quality streetscape and visual environment in some areas
 - the number of blank inactive and uninteresting frontages
 - the town centre at night which was found to be intimidating
- 5.20 Aspirations for the future included the need to:
- Improve the quality of the streetscene
 - Resolve transport issues
 - Improve pedestrian links into and across the town centre
 - Improve the following areas:
 - Around Kingston Station

- Old London Road
- the Riverside
- Vicarage Road and the former Slug and Lettuce pub

Issues and Options

5.21 Following the launch event, further consideration was given to the findings of the initial studies and the results of the early engagement and work commenced on the preparation of Issues Papers and the consideration of options to address the issues being raised. The Issues Papers, summary leaflet and questionnaire prepared in late 2003/ early 2004 for public consultation set out the aims of the K+20 strategy and identified a comprehensive range of issues and opportunities/options for improvements, based on the following themes:

- the need to maintain a buoyant economy, with a wider range of uses and job opportunities
- the need to improve access and transport
- the need for a high environmental quality and urban design

5.22 This consultation set out a number of drivers for change, which reflected the evidence base built up from the (i) findings of the various specialist studies, (ii) the K+20 launch workshop outcomes, (iii) internal cross directorate and cross party discussions and workshops, (iv) structured meetings with key stakeholders and partners (e.g. Metropolitan Police, Environment Agency, major retailers, Kingston Town Centre Management Group, GLA), and (v) existing local, regional and national policies and strategies. The key messages were as follows:

- ❖ the need for land use and planning policies to complement economic policies and the need for a diverse mix of uses to provide a wide range of job opportunities and sustain a healthy and robust local economy. Over half the respondents to the Issues consultation thought that the town centre needs a wider range of uses and attractions
- ❖ With no new shopping development for 10 years, the major retailers were concerned about Kingston and the retail studies show that there is need, demand and capacity for more retail floorspace, to enable Kingston to retain its position in the retail hierarchy. The Issues consultation revealed that respondents liked Kingston best for its good quality shops and nearly half the respondents wished to see opportunities for new shopping facilities identified
- ❖ The role of the town as an office/business centre has declined, concerns about the lack of good quality offices and the amount of vacant and poor quality offices prompted an Office Survey to assess the extent of the problem. There is a need to promote the town as a business location and improve the quality of office space to help maintain a balanced economy with a range of job opportunities

- ❖ Stakeholder and community engagement made it clear that a wide range of town centre facilities were required and ‘not just retail and residential’. There is a need to broaden and increase the range of cultural and leisure facilities, especially in the early evenings to attract a wider spread of ages and social groups. Respondents to the Issues consultation wished to see the opening of the theatre, more restaurants, a better library, more cafes open in the evenings, less bars and nightclubs and more events
- ❖ There is potential for additional housing in the town centre, in line with strategic planning policies which encourage higher densities in accessible locations as part of mixed use development. This would contribute towards sustainable development by meeting housing needs, helping to make best use of urban land and adding activity and life to the town centre. There is a shortage of affordable housing and student accommodation and new housing would need to cater for a wide range of needs. Just over half those responding to the Issues consultation thought that there should be more housing, including in mixed use development above shops
- ❖ Kingston University and Kingston College, with around 28,000 students play a very important role providing education, training, employment and expenditure
- ❖ Transport and access is an issue, particularly for town centre businesses, with congestion and parking featuring as major issues to be addressed, including the need to improve traffic circulation, make the best use of car parking facilities, and promote alternative modes of transport to the car
- ❖ The need to safeguard the historic core of the Old Town was afforded a high priority by the local community, but a number of other areas were identified as being in need of significant improvement, including the Vicarage Road sites and the Kingston Station area. The quality of the environment, the streetscape and public spaces was also identified as an issue.

5.23 This evidence base manifested itself as a clear indication for sustainable growth of the town centre. There was a further realisation that any such growth would have to be framed against a number of geographical constraints such as the river, the historic fabric, the railway line, the relief road, and the established residential development around the boundary of the town centre.

5.24 The Issues consultation Questionnaire was framed in such a way as to draw from the general context and thrust of the Issues Papers and summary leaflet, which recognised that the town centre needed to grow to consolidate, and that a ‘no growth’ scenario was not an option. This reflected two stark ‘options’, involving either ‘planning for growth’ to accommodate new facilities, or failure to plan for growth, which could result in loss of visitors and investment and stagnation. Different options for land uses and sector provision were set out including: additional shopping development, job opportunities, diversification of uses, and housing provision.

- 5.25 At the K+20 launch event, the local community viewed the relief road system as a 'collar' around the core of the centre and as a 'barrier' to pedestrian movement into and out of the centre. The relief road system was designed as the most efficient way to cater for through traffic, whilst maintaining good local access. The Issues Papers identified some opportunities to improve access to the town centre. However, with the very high levels of traffic travelling through Kingston on the relief road which is part of the strategic road network, there were not considered to be any feasible options to significantly reduce traffic to improve the environment of the town centre or to radically change or re-route the relief road system to improve traffic circulation and benefit pedestrians and cyclists.
- 5.26 An option to reroute the relief road to the north of the railway line and revert to two way traffic to improve the environment outside Kingston Station and along Wood Street was looked at. However, this would result in reduced road capacity, which with current traffic levels would result in increased congestion and queuing and economic disbenefits, rather than improved circulation and environmental benefits. To avoid this would require bridges over the relief road to be widened, this would require additional land and would have serious cost implications, including impact on levels/gradients and underground services.
- 5.27 Similarly, radical options were looked at, including sinking the relief road or bridging over it by Kingston Station. Whilst tunnelling would have environmental benefits for pedestrians, disadvantages would include: major adverse impact on underground utilities, very high cost, high level of disruption during construction and adverse environmental impact of ramps etc on frontage properties and the streetscene. Bridging or grade separation and requirements for ramps, escalators, lifts would also have adverse implications in terms of aesthetics, space required, levels/gradients, isolation of uses and frontages and impact on the streetscene. Demand restraint measures (congestion charging or road pricing) were also considered but would have adverse impact on town centre trade and businesses, with the economic disbenefit outweighing the environmental gains.
- 5.28 Some options to improve traffic circulation and the environment of the relief road were considered feasible and desirable and were taken forward in the AAP including better signing and information, redistributing car parking and major attractions, planting and landscaping and improvements to the environment of pedestrian crossings.
- 5.29 One particular issue in relation to traffic circulation is that whilst the town centre road network is very busy during the weekday morning and evening peaks traffic does continue to flow, however the road network is very vulnerable to 'exceptional congestion' if an incident reduces normal road capacity.
- 5.30 In respect of public transport access, accessibility to the town centre by rail is poor as it is not on the main rail network, but served by the Waterloo to Richmond loop and Shepperton branch lines (both with half hour services), so large areas of Kingston's catchment do not have direct access by rail, which is

an issue. The only feasible options are increasing the frequency of rail services, which is outside the Council's control and promoting access to Kingston from Surrey Districts via Surbiton Station and the frequent bus links.

- 5.31 The comprehensive network of frequent and reliable bus services to the town centre from many parts of the catchment led to a significant increase in bus use and the issue is improving bus facilities to cater for further growth, including waiting facilities for passengers, buses and staff.
- 5.32 The town centre is fortunate to have a flat topography and a good network of cycle routes, both of which encourage cycling. However, theft of cycles when parked in the town centre was identified as a significant issue acting as a deterrent to cycling and this led the Council to commission a Secure Cycle Parking Study in 2004. This made a number of recommendations and identified a need for three secure cycle parking centres on the approaches into Kingston to improve security for cycle parking.
- 5.33 At this time, various site specific 'options' were drawn up by developers, land and property owners for certain parts of the town centre, for discussion with RBK and other stakeholders. For example, in the Northern Riverfront Area (Character Area 5), which includes the Bentalls multi-storey car parks and vacant cleared land, (Proposal Site P12), an option was put forward that included use for primary retail with parking relocated underground. This was considered but then discounted on the grounds that the site's location was unsuitable for prime retail and such a location would in any event increase the existing concentration of shopping facilities in this part of the town centre and not assist in rebalancing the distribution of attractions across the town centre. Additionally, the relocation of substantial car parking to multi-levels underground would not be practically or financially feasible for a number of reasons including structural costs and issues related to inadequate ventilation, queuing to exit, congestion and flood risk.

Preferred Options

- 5.34 The Preferred Options consultation document (June 2005) sought views on a the overall Vision for the town centre and a number of sub-options, which can be broadly translated into development options for (i) the 10 Character Areas that had been identified within the town centre, and (ii) each of the 14 identified Proposal sites. The document included a questionnaire which posed a number of questions which sought support, or otherwise, for a number of options relating to land uses, and environmental and traffic/transport improvements and/or enhancements. This included reference to the quantum as well as location of development. A Preferred Options Summary Leaflet was also prepared for consultation purposes with the same questionnaire as for the main document.
- 5.35 The AAP Preferred Options built on the Issues stage and is underpinned by the need to plan for growth. Under 'Pressures for Change' the document states that "there is now pressure and need for new development, including shops, housing employment, leisure, cultural, community and educational

facilities, as well as transport and environmental improvements.” The rationale for this stance is given as:

- Kingston is one of 10 metropolitan town centres in London. Because of their good transport links these are good locations for major facilities such as shopping, entertainment and office based employment
- Retail studies show that there is need, demand and capacity within Kingston’s catchment area for additional shopping facilities over the next 10 years
- Failure to plan for growth could result in stagnation, loss of shoppers, failure to attract new investment, inappropriate development and pressure for out of town development
- As part of Greater London, sites need to be developed to help meet housing needs
- Employment growth is forecast by the Mayor across south London in sectors such as professional and business services, education, creative industries and tourism and Kingston has a role to play in securing employment growth.

5.36 The Spatial Objective of the AAP is given as “To accommodate sustainable growth and enhance the local economy, with new homes, shopping, leisure and cultural facilities, more jobs and improved access, whilst preserving and enhancing the environment and historic character, to ensure that Kingston remains a prosperous and attractive place where people enjoy living, working, studying and visiting”. The following factors are identified as guiding the spatial objective of the AAP:

- the need to be consistent with national planning policy
- the need to be consistent with the London Plan and to have regard to other relevant plans, policies and strategies
- the need to have regard to the RBK Community Plan 2004.

5.37 Inherent within the Preferred Options document was a further raft of factors that influenced the spatial objective and direction of the AAP:

- the specialist studies commissioned to provide a robust and credible evidence base for K+20 (retail, parking, park and ride, integrated transport, Old Town Conservation Area and secure cycle parking)
- this sustainability appraisal process
- the physical nature of the town centre and its constraints and attributes
- the responses from stakeholder and community engagement.

These factors provided an informed limit on the extent to which any realistic alternative options could be meaningfully identified and brought forward in the town centre. The key factors are briefly dealt with in turn below.

5.38 PPS6 Planning for Town Centres: Kingston town centre is a metropolitan centre, a sustainable location for a wide range of services and facilities. PPS6 advocates the need to promote the vitality and viability of town centres and to plan for their growth and enhancement by focussing development and a wide

range of services there in a good environment, which is accessible to all. The AAP should adopt a pro-active, plan led approach to planning for town centres to manage change and conservation. It should identify the essential qualities of the town centre to ensure that it continues to meet community needs, by consolidating and building on its strengths and addressing associated key issues. These include providing a range of shopping, leisure and local services; improving accessibility; promoting social inclusion; economic growth; tourism; the efficient use of land; high quality and inclusive design; improvements to the public realm and open space and protecting heritage.

- 5.39 The London Plan 2004, the Spatial Development Strategy for Greater London 2004, includes an overarching strategic policy for town centres, Policy 2A.5 promotes the strategic importance of town centres in accommodating economic growth, meeting the needs of Londoners and improving the sustainability of development. Kingston, is a metropolitan centre, where local policies should seek to, improve accessibility from the areas they serve, provide a full range of town centre functions, including retail, leisure, employment and community facilities, and sustain and enhance the vitality and viability of town centres, including maximising housing provision through high density, mixed use development and environmental improvement.
- 5.40 Amongst a range of other relevant London Plan policies, Policy 4C.1 relating to the strategic importance of the Blue Ribbon Network (waterways) is of particular note. The town centre has a long stretch of riverside and this policy supports the inclusion in the AAP of proposals to promote and enhance opportunities for sport, recreation and leisure; encourage development and regeneration, improve accessibility and protect and enhance of bio-diversity and landscape value.
- 5.41 The Community Plan 2004 strongly influenced the content of the Preferred Options. A number of Community Plan priorities focus on the town centre and the AAP policies and proposals need to help deliver spatial aspects of the Community Plan including:
- A clean, safe and environmentally sustainable town centre
 - A centre of excellence for learning, with Kingston University and Kingston College playing a central role
 - A diversified and balanced economy, with the town centre remaining attractive to businesses, with employment that is attractive to residents and provides highly skilled jobs
 - A regional retailing centre with a diverse choice and a pleasant environment
 - A regional entertainment and cultural centre, with vibrant and exciting entertainment options for the whole age range
 - A focus for tourism and recreation, with a quality hotel and conference facilities
 - Well maintained, sustainable housing meeting the needs of the whole community
 - A transport system that is accessible to all

5.42 The AAP Specialist Studies cover a wide range of topics and provide the evidence base for its policies and proposals, identifying the need to:

- significantly enhance Kingston's retail offer commensurate with its status as a Metropolitan Centre and develop new shopping facilities (Retail Studies 2003)
- preserve and enhance the Old Town Conservation Area, a key area for conservation, adopt management proposals and improve the public realm (Old Town Conservation Area Studies 2003-2005)
- make better use of existing parking capacity (Parking Study 2003 and Parking Strategy 2005)
- provide secure cycle parking centres (Secure Cycle Parking Study and Strategy 2004)
- consider further bus priority measures on the main corridors studies, as there are no feasible alternatives for a tram scheme or bus based rapid transit alternatives (Rapid Transit Feasibility Study 2003)
- promote permanent park and ride facilities on sites outside the borough, over which the Council has no control (Park and Ride Feasibility Study 2003)

The Preferred Options Sustainability Appraisal

5.43 The Preferred Options were worked up with a full Sustainability Appraisal and consulted upon in accordance with the SA regulations. The Preferred Options SA appraised the significant environmental, social, and economic effects of the 'preferred option' and referred to the implications of a 'do-nothing' option and a 'higher growth' option.

5.44 The 'do-nothing' approach was rejected because it would not:

- enhance the town centre as a business location or encourage sustained economic growth
- maintain an efficient and competitive retail sector
- allow for development that would sustain and enhance the vitality and viability of the town centre
- promote the conservation or enhancement of the landscape and townscape and the historic environment
- encourage sustainable tourism
- provide much-needed housing, health and other services and facilities.

Failure to plan for growth could result in a loss of investment to effect beneficial change and improvement, a loss of shoppers and other visitors and a decline in status and loss of vitality, leading to stagnation or inappropriate development and pressure for out of town development. The 'do-nothing' approach would have negative effects on social and economic objectives, with potential for positive or negative effects on the environment.

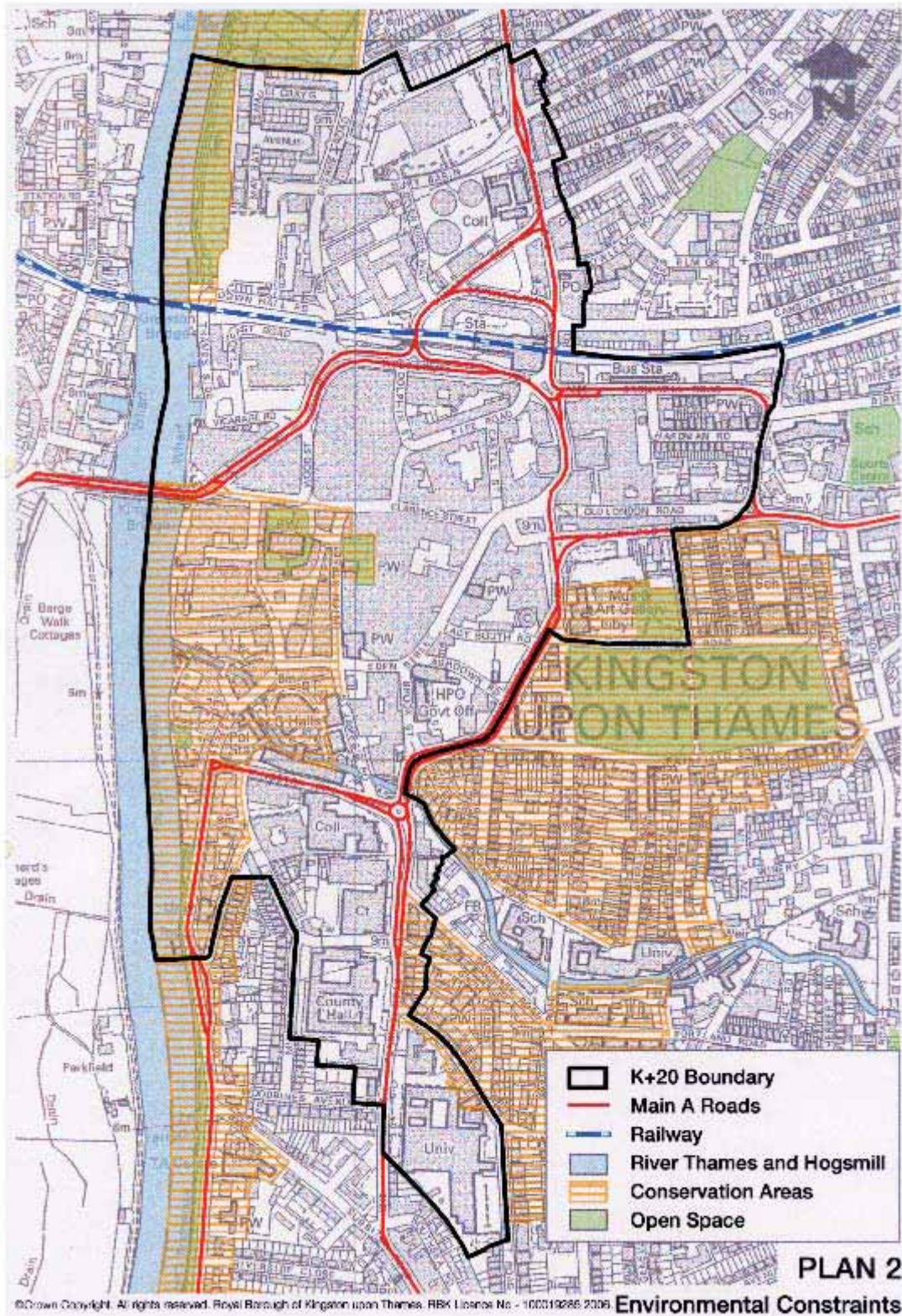
5.45 A 'higher growth' strategy would require a greater quantum of development within existing town centre boundaries or by pushing out into surrounding areas. Such development could not be accommodated satisfactorily within the

town centre without significant adverse effect on the attractive character and townscape, the historic environment (in particular the historic core in the Old Town Conservation Area), conservation areas and the transport network, due to development being out of scale with the town centre. This would not meet sustainability objectives and would be unacceptable. The 'higher growth' strategy would have negative effects on the environment. It could have positive economic and social effects providing for economic growth and additional housing or it could lead to imbalance and overheating in the local economy.

- 5.46 The medium growth Preferred Option would have positive social and economic effects. It could have some potential negative environmental effects, which could be off-set through mitigation measures, such as the careful siting of development and use of measures to reduce and manage flood risk.
- 5.47 The town centre covers a very compact area being sited between the River Thames and surrounding areas of housing and open space (see Plan 2). There is no land available for town centre expansion. Any such expansion would affect surrounding areas and require demolition of housing, mainly Victorian and Edwardian terraces, some within peripheral conservation areas or encroachment onto public open spaces, including Canbury Gardens, which is Metropolitan Open Land. This would have significant adverse social, environmental and economic effects for the local environment, the local community and sustainability objectives and would be unacceptable. Higher growth and development would also conflict with the objectives of maintaining and enhancing biodiversity. Higher growth could lead to imbalance in the mix of uses, with retail and residential uses dominating, and adverse impact on the town centre's transport network. This would offset the advantages of increased vitality and the economic attraction of the additional commercial development.

The Physical Nature of the Town Centre

- 5.48 The physical nature of the town centre with its constraints and positive attributes, means that there are a number of 'fixes' which affect the range of realistic options for future development and improvement and the scale and form of appropriate development (see Plan 2). They include:
- Its compact nature, being sited between the river and surrounding areas of housing and open space, which means that there is no space for town centre expansion
 - Its riverside location
 - Its historic core – the Old Town Conservation Area and medieval street pattern, which needs to be protected and enhanced
 - Its peripheral conservation areas including Riverside North which includes the riverside Canbury Gardens which is also Metropolitan Open Land
 - Its relief road system, which is part of the strategic road network and which carries high levels of through traffic
 - The large area of pedestrianised priority within the town centre



- The uneven distribution of major attractions, particularly the focus of major shopping facilities at the western end of Clarence St,
- Large areas of the town centre which were developed in the period 1985-2005, and which are therefore unlikely to come forward for redevelopment in the AAP plan period
- The existence and distribution of the few vacant and underused sites
- The focus of public administration (Courts, Police, government offices, Kingston Council and Surrey County Council) and education facilities (Kingston University and Kingston College) in the southern part of the town centre
- The existence of the railway line on an embankment, which limits opportunities for integrating the railway station with the rest of the centre

5.49 The main retail area is in the heart of the town centre, options for expanding the prime shopping area are limited by:

- the location of the relief road which runs around the prime retail area
- the location of the railway which is on embankment to the north
- the presence of the Old Town Conservation Area to the south west, where the emphasis is on conservation and enhancement and the retention of the small shop units which add to the area's character, vitality and diversity
- the presence of the Guildhall, Courts, Kingston College and the University to the south.

5.50 Although the Vicarage Road sites to the north west of the prime retail area, next to John Lewis and the Bentall Centre are vacant and available for development, siting additional retail development there would serve to increase the existing focus of major shopping facilities at the western end of Clarence street and exacerbate the imbalance in the distribution of major attractions across the town centre. The only realistic option to enhance the centre's shopping facilities and provide significant new facilities to meet identified need and demand is through some redevelopment and intensification of uses:

- i) to the north of the Clarence Street prime frontage, incorporating a large rear service yard and parking area
- ii) to the south of the Clarence Street prime frontage by incorporating a rear service and parking area and the older parts of the Eden Walk shopping centre which is in need of revitalisation; and by
- iii) extending the prime retail area to the south and east of the Eden Walk Centre, including onto the Ashdown Road surface car park sites.

5.51 Other 'options' which are affected or guided by the physical nature and character of the town centre are set out below:

- ❖ The provision of new and refurbished offices, as part of mixed use development, is an important element of the 'Preferred Option', which will help to maintain a balanced mix of uses and a sustainable economy with a wide range of job opportunities, the area around Kingston Station

(Character Area 4) is particularly well suited to offices, being a sustainable location close to public transport

- ❖ In respect of housing, taking account of the physical capacity of the town centre, the only realistic option is to provide additional housing as part of mixed use development across the town centre to contribute towards meeting a range of housing needs and sustainability objectives. The North Kingston area (Character Area 10), north of the railway line, which has been planned to provide an overall mix of uses, including a supermarket, leisure and recreation facilities, a hotel, a town centre car park, housing and a healthcare facility – GP surgery, has the greatest potential to provide additional homes. Significant development within this area is already completed
- ❖ Leisure and entertainment facilities are located around the outside of the prime retail area. The perceived focus on clubs and bars, which attract large numbers of young people, was identified as a weakness through community engagement at the Issues Stage. The options available to address this issue, include adopting an After Dark Strategy with measures to better manage the town centre at night (AAP Policy K21) and providing a wider range of cultural and entertainment facilities to attract a wider spectrum of the local community, especially in the evenings (AAP Policy K6). This would enhance the centre’s position as a regional entertainment and cultural centre, which is a key element of the Community Plan Vision for Kingston town centre.
- ❖ Another important element of the Community Plan vision for Kingston is “A centre of excellence for learning, with Kingston University and Kingston College playing a central role”. In spatial terms, the only realistic options for improving facilities for Kingston University (excluding the provision of student accommodation) are through the redevelopment and enhancement of its Penryhn Road campus and through the acquisition and conversion of County Hall should Surrey County Council review their decision not to relocate outside Kingston
- ❖ For the Old Town Conservation Area and the peripheral conservation areas, the only appropriate option is to seek to preserve and enhance their character and appearance with a raft of measures to effect this
- ❖ The riverside is within the Thames Policy Area and the Thames Landscape Strategy (Kew to Hampton stretch) and covered by conservation area policies, the London Plan’s Blue Ribbon network policies and its designation as part of the Thames Path National Trail. The Issues Papers identify the riverside as one of Kingston’s strengths, but one with considerable unrealised potential for recreation and leisure and opportunities for environmental improvements. The option must therefore be to promote and enhance the use of the river and riverside, which is a key element of the Community Plan and key objective 5 of the AAP and to adopt a policy covering a Riverside Strategy (AAP Policy K13), which sets out a whole range of measures to achieve the objective
- ❖ Options to achieve AAP key objective 6 – to improve transport, access and connectivity for all, are limited by a number of key features, which affect the way people access and move about the town centre (as set out in the AAP introduction on Transport and Access Chapter 9 at para. 9.2). These include: the relief road system; the high level of through traffic

passing through the town centre on the relief road system, much of it to cross Kingston Bridge; the largely 'pedestrianised' area within the relief road area; the relatively poor access by rail and the poor location and quality of the railway station on the busy relief road to the north of the main retail area; the comprehensive network of frequent and reliable bus services and the need to provide better facilities for bus passengers and cater for further growth in bus usage and the uneven distribution of quality car parks and attractions. Realistic options focus on station improvements with better links to the rest of the centre; a new bus station sited on the relief road; rebalancing the distribution of quality car parks and attractions, plus a range of improvements for pedestrians and cyclists.

The Responses from Stakeholder and Community Engagement

- 5.52 These are detailed in the Consultation Statement and have been referred to throughout the text of this section. The Preferred Options consultation gained the support of 77% of respondents for the Preferred Options Vision. Support levels of 58%-62% were received for landmark new shopping facilities, new and refurbished offices and new facilities for Kingston University and the College, with housing receiving 52% support and a wider range of cultural and entertainment facilities 82% support.
- 5.53 In terms of urban design and environmental quality – 76% of respondents supported major new retail development within a streets and squares format; 87-88% supported enhancing the historic core, general environmental improvements and enhancing the riverside. For the transport and access elements of the Preferred Option: 81% supported a new or improved Kingston Station; 72% more pedestrianisation; 70% better cycle routes and parking; 64% better and replacement parking in the southeast part of the centre and 60% a new covered bus station to replace bus stops in Eden Street.

The Submission Version AAP and its Effect on SA objectives

- 5.54 The 'medium growth' preferred option, as carried forward in the submission version AAP, takes account of the above factors and aims to strike the right balance in terms of facilitating economic growth and enhancing the environment of the town centre. It would attract appropriate investment and allow for sustainable growth and an appropriate level of development within the town centre boundaries, through redevelopment and intensification of uses on vacant and underused sites and replacement of unattractive and outmoded development. It would provide for a balanced mix of uses and services, including retail, offices, public administration, housing, community uses, leisure and entertainment facilities and improved facilities for Kingston University and Kingston College, within a vital and economically buoyant centre with a sustainable transport network. It would safeguard and enhance the historic environment, the riverside, townscape and open spaces, and existing areas of good quality development. This option was considered as the most appropriate and realistic option to realise the growth and enhancement of the town centre required to maintain its status as a

metropolitan centre, which was desired by the stakeholders and the local community and ensure that potential adverse social, environmental and economic impacts identified by the SA are kept to a minimum.

5.55 The vision for Kingston town centre by 2020 is:
“A thriving metropolitan town centre serving the needs of its catchment and providing a sustainable and enhanced range of town centre functions including: retail, leisure, employment, education and community facilities, as well as new homes and improved job opportunities, in a high quality physical environment, that is safe, clean, and easily accessible to all. High quality new development will maximise the potential of vacant, outmoded and underused sites. Kingston’s distinctive character, especially its historic environment and riverside, will be safeguarded and enhanced. A range of improvements to transport, access, the public realm, open spaces and the natural environment will enhance its attractiveness for residents, businesses, workers, shoppers, students and other visitors, both in the daytime and in the evenings.”

5.56 The AAP policies have been developed from the Preferred Options and are designed to be flexible to accommodate change over the lifetime of the Plan, however the broad scope of development envisaged by 2020 includes:

- 70,000sqm of new retail floorspace, providing up to 50,000sqm gross additional floorspace by 2015, extending the prime retail area to complement existing facilities, and enhancing secondary shopping areas and markets
- Approximately 1,000 new dwellings, including affordable housing, together with managed student accommodation
- New and upgraded offices, including small business space
- Additional accommodation and improved facilities for Kingston University and Kingston College
- Enhanced cultural, leisure and entertainment facilities, including the theatre and improved library
- A high quality full service hotel
- New or enhanced Court facilities
- Improved faith, community and voluntary sector facilities
- The protection and enhancement of the Old Town Conservation Area and other areas of historic interest, including designating the Old London Road area and Castle Street as Areas of Special Character
- Significant improvements to the quality of buildings and public spaces, the approaches to the town centre, landscaping, signage, public art and lighting
- Improved facilities for recreation and leisure along the riverside, together with environmental improvements
- A new bus station, to enable the removal of buses from Eden Street; improvements to Kingston Station; new and improved car parks to maintain approx. 7,000 parking spaces; improved walking and cycling routes and cycle parking; and a potential permanent park and ride facility

The AAP also proposes a range of measures unrelated to built development, to enhance the town centre, including: promoting tourism and the riverside; attracting a wider spectrum of visitors in the evenings; attracting creative and knowledge based businesses; providing an improved range of job opportunities; improving public transport; supporting town centre management, especially in the evenings and at night; and training and cultural initiatives, together with measures to protect the town centre from flooding and ensure that adequate infrastructure is provided to support new development.

- 5.57 The AAP proposals provide for a significant increase and enhancement of shopping facilities, which score highly in terms of sustaining economic growth with benefits to the local economy. It would also provide high quality new development in a parts of the town centre which have a poor quality environment at present.
- 5.58 An increase from around 17,500 jobs to about 20,000 would be achieved by supporting mixed use developments, the growth of the University and Kingston College, encouraging offices close to the rail station or on upper floors, and provision for the creative industries. This approach would score highly in terms of enhancing the image of Kingston as a business centre and, by locating in a highly accessible location, would allow reduced car use with less congestion, pollution and greenhouse gas emissions.
- 5.59 The provision of a greater mix and variety of leisure, recreational and cultural facilities would appeal to a wider range of age groups and interests. Their provision would have significant sustainability benefits in terms of accessibility to services and facilities for local people and visitors and possibly a reduction in anti-social behaviour. They would encourage community identity, add to the vitality of the town centre and support a variety of additional jobs. They would also add to the tourist attraction of the centre and in some cases utilise historic buildings.
- 5.60 An improved pedestrian and cycling environment will help reduce car use, pollution and emissions and make the centre more accessible reducing social exclusion. The improved routes will assist in accessing services and facilities from the surrounding area and increase a feeling of community identity. The improved environment may have a beneficial knock-on effect in reducing anti-social behaviour. There will also be benefits in terms of accessibility to services, reducing social exclusion through removing mobility barriers, improving the attraction for tourists and enhancing the image and vitality of the town centre for retailing and business. No adverse sustainability effects were identified.
- 5.61 A re-balancing of the off-street parking, so that more incoming cars use the nearest interceptor car park rather than many travelling round the relief road to the popular north-west sector parks, would help reduce congestion and result in shorter journeys. Offsetting factors would be the re-balancing of provision and improved signage which could shorten car journeys on the relief road and reduce peak period congestion. There is also the likelihood that the extra shopping and leisure development in the town could lengthen stay, with fewer

turnovers of spaces and traffic movements. Better provision for disabled people would reduce social exclusion. Better public transport will bolster Kingston's image and attraction as a business and retailing centre and will encourage sustainable tourism

- 5.62 All these issues have a straightforward positive correlation with the sustainability objectives, reducing contributions to climate change, making efficient use of resources, minimising waste, reducing pollution and improving health, a reduction in car dependency and use with reduced greenhouse gas emissions and pollution, resulting in better health in line with the SA objectives. There will also be reduced social exclusion, improved access to essential services and facilities, and an improved sense of community welfare.

Section 5.3 Proposed mitigation measures

- 5.63 Mitigation measures are proposed where there are areas of potential conflict. These include:

- The preparation of an 'After-dark Strategy' to better manage the town centre at night and reduce the impact and occurrence of anti-social behaviour
- The need for high quality new buildings and spaces to complement and enhance the townscape of the town centre, especially within and adjoining the Old Town Conservation Area and along the Riverside.
- The need to enhance the all modes of transport, especially public transport to reduce the effects of traffic on the environment
- The incorporation of best practice in new development in relation to sustainable building techniques, energy efficiency, renewables and sustainable waste management, to reduce waste and contributions to climate change.

- 5.64 In some cases where areas of conflict were identified, such as the risk of flooding, additional studies were commissioned. The Strategic Flood Risk Assessment (SFRA) was undertaken in order to assess flood risk and propose management measures to reduce risk of flooding. The SFRA includes guidance for land/property owners and developers, which aims to reduce the risk of damage and loss of life during a flooding event. This resulted in the inclusion of an objective and associated policy in the Submission Version AAP to ensure that new development is designed with flood mitigation measures. It also led to one small Proposal Site next to the Hogsmill River being deleted as risk of flooding was too great and mitigation measures inadequate.

6: Plan policies and objectives

Introduction

- 6.1 This section presents the results of the appraisals of components of the AAP- the spatial themes (made up of plan policies) and proposal site allocation policies against the SA Framework. The effects of the plan spatial themes and proposal sites have been tested in the short, medium and long term.

6.2 As a whole, it was considered that the AAP had a positive sustainability effect in terms of social, economic and environmental issues. In relation to the effects on the environmental objectives, similar impacts were experienced for new development proposals. At each stage of appraisal, mitigation effects have been included where significant negative effects have been identified. Measures to include reducing the production of waste on sites both during construction and once completed. Mitigation measures here can include ways to improve recycling on site and the introduction of more sustainable and renewable energy sources. The use of sustainable building materials and construction techniques is also considered as a mitigating measure to reduce the emissions and pollutants resulting in climate change.

6.3 For the purposes of the appraisal, certain policies have been grouped together by spatial objective to create themes. This has occurred in four instances where the policies share a common theme and objective; policies relating to retail, historic environment, public transport initiatives and riverside environment. Table 8 identifies the policies and proposal sites appraised and where the policies have been combined for the purposes of the appraisal.

6.4 Below is an explanation of where two or more policies have been combined into one spatial theme.

- Retail – Policies K1, K2 and K3 aim to enhance the shopping environment of the town centre and have thus been appraised as one theme in this appraisal.
- Historic environment – Policies K11 and K12 relate to the protection and enhancement of conservation areas and areas of special character with a combined aim to protect the historic environment and character of the town centre thus appraised as one theme.
- Riverside environment – Policies K13 and K14 relate to the river environment and Hogsmill River improvements. These policies have been grouped together for the purposes of the appraisal as they have a combined aim to enhance and protect the riverside environment.
- Public transport – policies K16 and K19 both relate to the improvements to public and community transport with the aim to reduce the reliance on the private motor car whilst improving accessibility into the town centre, as such these policies have been grouped together for the purposes of this appraisal.

Table 8: KTCAAP Plan Policies and Proposal Sites Appraised

Policy no.	Policy/proposal site description	Relevant spatial theme (where applicable)
K1	Enhancing Shopping Facilities	1
K2	Shopping frontages, shop sizes and use of upper floors above shops	1
K3	Markets and street stalls	1
K4	Employment Development and Offices	2

K5	Public admin, police and courts services	3
K6	Arts, culture, entertainment, leisure and recreational facilities, hotel accommodation, faith, community and voluntary sector facilities	4
K7	Housing	5
K8	Higher and Further Education	6
K9	Design Quality	7
K10	Public Realm	8
K11	Development and Demolition within or adjoining the OTCA	9
K12	Areas of Special Character	9
K13	Riverside Strategy	10
K14	The Hogsmill River	10
K15	Town Centre Road Network	11
K16	Public Transport	12
K17	Walking and Pedestrians	13
K18	Cycling	14
K19	Other measures to improve accessibility to Kingston town centre	12
K20	Town Centre Parking	15
K21	Managing the town centre	16
K22	Town Centre Infrastructure	17
K23	S106 Planning Obligations and Developer Contributions	18
K24	Flood Risk Management	19
P1	Clarence Street North	
P2	South of Clarence Street, Eden Quarter	
P3	East of Eden Street and the Ashdown Road Sites: Eden Quarter	
P4	St James's Square Area	
P5	Cattle Market Car Park	
P6	Kingfisher Leisure Centre, Open space and Kingston Library and Museum	
P7	Former Fairfield Nursery Site	
P8	107-163 Clarence Street including Rear Yard and Former Empire Building and Station Buildings, Fife Road	
P9	North West Corner of Fife Road and Wood Street	
P10	Kingston Station	
P11	Quebec House	
P12	Northern Riverfront – Bentalls Car Park and Vicarage Road Sites	
P13	Bishops Palace House and 11-31 Thames Street	
P14	Guildhall1, County Court and Bath Passage/St James's Road Corner	
P15	Surrey County Hall	
P16	Kingston University	
P17	Former Power Station P17a, Electricity Sub Station, Barge Dock and Thames Water Pumping station, Skerne Road	
P18	Lok 'n Store Site, 12 Skerne Road	
P19	Kingston College and Adjoining sites, Kingsgate Business Centre and Printing Works and Kingston Gas Holder Site	
P20	Kingsgate Car Park and Richmond Road Frontage	

Appraisal of Plan Themes

6.5 Appendix 5 appraises the AAP plan themes against the sustainability framework. The results are summarised in Table 9. Each aspect of the spatial theme created from the policies, is addressed in turn, accompanied by a summary of the sustainability appraisal. Mitigation measures are included where relevant to mitigate the significant effects identified in the appraisal.

Table 9: Summary of spatial theme sustainability appraisal

Aspect of the spatial vision/policy	Summary of sustainability appraisal
Enhanced shopping environment (Policy K1, K2 and K3)	<p>Will lead to significant economic benefits arising in the long term through development that sustains and enhances the vitality and viability of the town centre and making the most efficient use of land through mixed-use schemes with the benefit of housing provision. New developments which are built to a high design standard will also significantly improve the quality of the landscape and those developments built with housing provision will contribute to the housing objective. The environmental effects in terms of contributions to climate change are significant due to the increases in development and associated movements.</p> <p><i>Mitigation measures: new development would need to ensure that sustainable building techniques are incorporated into the design to reduce the harm on the environment and guidance of the SFRA is taken into account to reduce the risk of flooding, in order to reduce traffic congestion and the effects of traffic on the environment it is important that public transport is enhanced and frequency increased so that more visitors use this option as opposed to the private motor car.</i></p>
Employment development within the town centre (Policy K4)	<p>This policy would contribute significantly to economic growth within the town centre through encouraging development that would enhance the vitality and viability of the town centre and ensure an efficient use of land. New developments that would be of a high quality would also enhance the quality of the landscape. Significant negative impacts identified included the effect on the environment through increased emissions impacting upon climate change. This would result from increased development and the associated traffic movements with increased employment opportunities.</p> <p><i>Mitigation measures: new developments would need to take into account sustainable building techniques and design quality in order to reduce the effect on the environment and contribute to a high quality landscape, to reduce the effect on the environment there is a need to bring about an enhanced public transport system</i></p>
Enhanced range of leisure, arts, cultural, entertainment, faith, community and voluntary facilities (Policy K6)	<p>Significant positive benefits identified for sustainability included improving the provision of access to essential services; faith and community facilities and ensuring that there was an efficient use of land within the town centre.</p>

Aspect of the spatial vision/policy	Summary of sustainability appraisal
	<p>Less significantly, it was considered that increasing the range of evening entertainment could have a positive impact on reducing anti-social behaviour caused by evening uses dominated by pubs and clubs.</p> <p><i>Mitigation measures: although not identified as a significant effect, it is important that an effective after-dark strategy is developed and implemented to ensure that anti-social behaviour is reduced through an increase in leisure and entertainment facilities as well as the provision of a range of facilities to attract a wide range of people.</i></p>
Public administration, Police and Courts Services (Policy K5)	<p>No significant effects were identified in this appraisal. Less significant negative effects identified related to construction methods and the use of sustainable building materials whilst positive effects identified related to social benefits in terms of providing access to these facilities, reducing crime and indirectly creating employment opportunities.</p> <p><i>Mitigation measures: new development will need to take into account high quality design, guidance of the SFRA and sustainable building techniques so as to not compromise the sustainability objectives.</i></p>
Housing (Policy K7)	<p>This policy has significant positive effects on the provision of housing in London generally, and affordable housing will contribute to meeting local housing need reducing social exclusion. It also has positive impacts on the economy in terms of an accessible workforce. Negative significant effects relate to the buildings techniques and the effects on the environment through waste production.</p> <p><i>Mitigation measures - given the flood risk potential within Kingston it is important that new developments take into account the SFRA, to reduce the effects on the environment it will be important for new developments to be built using sustainable materials and building methods.</i></p>
Higher and further education (Policy K8)	<p>Although no significant negative effects were considered to arise from this objective, there was the potential for significant negative effects in terms of the effects on the environment through building techniques. Significant positive effects were considered to be a reduction on poverty and social exclusion through improving access to training, an efficient use of and within the town centre and from improving access to education and training it will positively impact upon the local economy in terms of an employment workforce and skills provision.</p>
Design Quality (Policy K9)	<p>Significant negative impacts identified were those with the objective to conserve and where appropriate enhance the historic environment as new developments could potentially be out of character with the conservation areas and where care is not taken they not complement historic buildings. In terms of positive significant effects new developments built to a high design quality will enhance the landscape and ensure an efficient use of land indirectly benefiting the local economy.</p>

Aspect of the spatial vision/policy	Summary of sustainability appraisal
	<p><i>Mitigation measures: Policies in the AAP relating to Conservation Areas are clear in their protection of these areas and allowing for development where the design respects the historic character and its compatibility with the adjoining buildings and space. There is also a need to ensure new buildings and spaces comply with the SFRA and incorporate sustainable building techniques to reduce the risk of flooding and impact on the environment.</i></p>
Public realm (Policy K10)	<p>This policy has a positive impact on all objectives with significant positive impacts identified on the reduction in anti-social behaviour through designing out crime and improving access for all people. Improvements to the gateways and open areas also positively contributes to an increased sense of community identity</p>
Historic environment & heritage (Policy K11 and K12)	<p>Significantly positive impacts identified included the protection and enhancement of the historic environment and thus the landscape of the town centre. Although positive impacts in terms of built environment, significant negative impacts on the environment were identified in terms of increasing the contributions on the environment and the use of non-renewable materials for building.</p> <p><i>Mitigation measures: although significant impacts were identified in terms of the effects on climate change it is considered important that the historic environment and areas of special character are protected to ensure that the unique character is maintained. Where possible more sustainable measures should be incorporated into the design of buildings.</i></p>
Riverside (Policy K12 and K13)	<p>Riverside policies will have a significant positive effect on the environmental objectives, in particular protecting and enhancing biodiversity. Other significantly positive impacts will be improved access to the riverside and enhancing the quality of the landscape and townscape of the town centre.</p> <p><i>Mitigation measures: although not a significant impact, new developments along the riverside will need to ensure that they take into account the measures of the SFRA</i></p>
Town centre road network (Policy K15)	<p>This policy will significantly improve the access to the town centre for both car users and public transport however it will have a significant negative impact on the effects of traffic on the environment. An improved road layout with the aim to reduce congestion might encourage more people to use their car thus contributing to emissions for climate change. The improved road layout could also potentially have a detrimental impact on the quality of the landscape.</p> <p><i>Mitigation measures: the need to improve the public transport system is essential to encourage people not to drive into the town centre in order to reduce the effect of traffic on the environment. Design guidance would be important to improving the road layout to ensure that the quality of the landscape is maintained. This policy also</i></p>

Aspect of the spatial vision/policy	Summary of sustainability appraisal
	<i>needs to be read in conjunction with other policies and plans to improve the public transport system within the town centre and increasing the importance of pedestrians and cyclists</i>
Improved public transport and accessibility into the town centre (Policy K16 and K19)	This policy will give a general positive impact on sustainability. Significant positive effects will be improved access into and through the town centre, encouraging people to use public transport thus reducing the effects on the environment from pollutants and emissions. Improved community transport will also ensure accessibility for all to the town centre. It will also have a significant positive impact on reducing anti-social behaviour. An improved late night public transport system will allow for the quicker dispersal of visitors with positive impacts on noise, disturbance and reduction in crime. The economy of Kingston will also experience positive effects as a result of this policy as improved public and community transport will encourage more people into the town centre for retail and business purposes.
Walking and pedestrians (Policy K17)	An improved pedestrian environment will have a significant impact on improving access thus enhancing the shopping environment, reducing the effect of traffic on the environment and through maintaining and enhancing the landscape.
Cycling (Policy K18)	An improved cycling environment will have a positive affect with significant effects in improving access and health, reducing the effects on the environment through reducing traffic and improving the quality of the landscape.
Town centre parking (Policy K20)	Improved town centre parking will have a significant positive impact on improving access for those who rely on the private motor car. However this policy will have significant negative impacts in terms of encouraging more people to use the car, contrary to the policies to reduce car use, thus contributing to the effects of traffic on the environment contributing to climate change. Car parks could also have a significant detrimental impact on the quality of the landscape especially the historic building with new developments contributing to a greater production in waste. <i>Mitigation measures: although additional car parking may encourage extra car use, the rebalancing of the car parks will reduce queuing in peak times beneficial on length of journeys, congestion and pollution. To reduce the visual impact on the townscape it will be vital for new car parks to be built to a high standard, as well as taking into account sustainable building techniques and the guidance of the SFRA in order to reduce the effect on the environment and reduce the risk of flooding. Together with improving the 'layout' of the town centre parking there will need to be an enhancement to the public transport system to ensure a minimal impact on the environment and to counter balance the improved parking.</i>

Aspect of the spatial vision/policy	Summary of sustainability appraisal
Town centre management (Policy K21)	Improved town centre management will have a significant impact upon reducing anti-social behaviour through the development of an after-dark strategy helping to reduce anti-social behaviour encouraging a greater range of people in at night-time. It would also have a positive impact upon the landscape as improved management for cleaning will improve the quality of it making it more attractive to visitors.
Town centre infrastructure (Policy K22)	The provision of social and utilities infrastructure will have significant positive impacts on social objectives in terms of the provision of social infrastructure facilities which will ensure that residents have access to these essential facilities.
Developers contributions (Policy K23)	This policy has significant positive impacts on sustainability. Developer's contributions can be used for social and environmental improvements to the town centre, such as healthcare facilities and improvements to the riverside and open spaces. This in turn would have an impact on the economic objectives encouraging more people to come to the town centre.
Flood risk management (Policy K24)	This policy has a significant positive impact on reducing flood risk and on the environment. As a result however, there could be significant detrimental impacts on the economy as in certain cases there will not be the most efficient use of land resulting in limited development for retail and business floorspace. <i>Mitigation measures: flood risk mitigation measures from the SFRA need to be taken into account in order to allow for development but ensure a reduced risk of flood risk.</i>

Appraisal of Proposal Sites

- 6.6 Proposal sites are sites with development potential within the town centre. They have been brought forward from the Preferred Options assessment work and include sites suitable for change, which may be vacant, underused or outmoded sites. They exclude conservation areas, the town centre's open spaces, and sites which have been redeveloped over the last 20 years 1985-2005. One site Bishop's Palace House is within the Old Town Conservation Area. Some of the sites identified at Preferred Options stage have been split into smaller sites for purposes of clarity. One site has been deleted due to unacceptable flood risk.
- 6.7 Appendix 6 appraises the Proposal Site allocations and Table 10 summarises the results. Some sites are Proposal Sites in the 2005 UDP but this AAP reassesses the appropriate uses and requirements against sustainability criteria.
- 6.8 The site policies have been assessed against each sustainability objective. Where significant negative effects are identified, an indication is given of the action needed to ameliorate any adverse impact.

6.9 The proposal sites generally gave a positive sustainability effect. It can be concluded that all new development on the proposal sites would need to take into account sustainable building techniques in order to reduce the impact on the environment and minimise waste during construction and once complete. The design would also have to be of a high standard so as to improve the quality of the townscape. Due to the proximity of the River Thames and the Hogsmill River most of the centre is within a flood risk zone and needs to take account of flood risk mitigation measures included in the Strategic Flood Risk Assessment in order to reduce the risk of flooding. Uncertainties and unknown impacts were identified and are discussed in para. 6.13. Unknown effects included the effect of new development on the environment in terms of energy efficiency, reductions in emissions for climate change and impact on biodiversity.

Table 10: Summary of proposal sites sustainability appraisal

Proposal Site	Summary of sustainability assessment
<p>P1 Clarence Street North</p>	<p>The sustainability effects are positive. Improved access and pedestrianisation from the east will significantly improve accessibility for all whilst new development as a whole should improve the quality of the townscape in the area. The additional and new retail floorspace will provide significant economic benefits for the objectives promoting a vibrant town centre, those that seek to ensure a sustainable economic growth and retail sector.</p> <p><i>Mitigation measures: Although no significant detrimental effects were identified, it is considered that there may be a negative impact on the environmental objectives, such as the increased production of waste and emissions contributing to climate change, if care is not taken to ensure sustainability with design and construction.</i></p>
<p>P2 South of Clarence Street Eden Quarter</p>	<p>Overall the appraisal finds a positive effect when set against the SA objectives. The potential for more intensive redevelopment on the site will make a more significant efficient use of land and infrastructure and add to the vitality of the centre. The mix of uses proposed will add to the centre’s vitality, especially the new and replacement retailing space which will bolster the creation of an efficient and competitive retail centre and support tourism in a sustainable location. Inclusion of offices on upper floors will also encourage sustained economic growth and enhance the image of the area as a business location. It was considered that the new library within the relief road would be a significant benefit for providing access to essential services and facilities. It will be easily reached by public transport and be readily accessible by more people from local communities, helping to increase local identity and improve access to community and health facilities. It should also be a valuable asset for students and lecturers at the University and College.</p> <p>Additional car parking will have an adverse sustainability impact in terms of encouraging more car use and contributing to climate change and pollution. However, this will depend on ameliorating the effects by the scale of provision and then management policies pursued, for example favouring shopper parking over all-day commuter parking. To the extent that the improved shopping and other facilities in the town centre encourage longer stays it will modify any increase in numbers travelling</p>

	<p>by car. Replacement of the Eden Walk multi-storey car park, on the south east edge of the town centre, will also have offsetting beneficial effects. It will consolidate the pedestrian core of the centre by removing car penetration and release use of 'air space' above the commercial uses for housing or offices. By providing a greater range of leisure facilities it could reduce the likelihood of anti-social behaviour by drawing a wider cross-section of ages and interests to the town centre both during the day and at night.</p> <p><i>Mitigation measures: Although no significant negative effects were identified in the appraisal it was considered that there could potentially be detrimental impacts on the environmental objectives in terms of the use of sustainable design and construction techniques as well as the production of waste. Any development will need to take into account sustainable design and construction techniques.</i></p>
P3 Eden Quarter	<p>Overall the appraisal finds a positive effect when set against the SA objectives. In general terms the use of vacant sites at Ashdown/Ladybooth Roads and the potential for more intensive redevelopment elsewhere will make more efficient use of land and infrastructure and add to the vitality of the centre contributing significantly towards these objectives and as a result reducing the effects of traffic on the environment through the relocated bus station. Provision of a new bus station will have a very positive sustainability effect in terms of reducing bus congestion and pedestrian conflict in Eden Street and encouraging bus use with new and better quality waiting facilities.</p> <p>Another significant positive impacts is the mix of uses proposed will add to the centre's vitality, especially the new and replacement retailing space which will bolster the creation of an efficient and competitive retail centre and support tourism in a sustainable location. Inclusion of offices on upper floors will also encourage sustained economic growth and enhance the image of the area as a business location.</p> <p><i>Mitigation measures: again no significant negative effects were identified however it was considered that the development would need to take into account sustainable building techniques to reduce its impact on the environment.</i></p>
P4 St James's Square Area	<p>The proposed redevelopment would have a mainly positive impact on sustainability. The proposed shopping and leisure uses would add to Kingston's vitality (though with some possible neutral or adverse effect in terms of antisocial behaviour stemming from retention or replacement of the Works nightclub). Care will be required in locating, designing and managing new housing in the area. Offices on upper floors would help provide a range of business premises to meet the needs of different sectors of the local economy and enhance the business image of the town centre and housing would provide additional homes.</p> <p>Significant positive effects are that a well designed scheme would enhance the public open space, improve landscaping and townscape and improve the setting of the Old Town Conservation Area across St James's Road, and the setting of the United Reformed Church which is a Grade 2 Listed Building.</p> <p><i>Mitigation measures: lack of reference to improved accessibility was identified as a potentially negative significant effect thus any redevelopments proposals for this site need to ensure improved access especially in reference to the enhanced public square.</i></p>
P5 Eastern Gateway	<p>The sustainability effects are on balance, positive. More intensive development will make efficient use of scarce land and add to the vitality</p>

	<p>of the town centre. Housing, including affordable housing, will help create much-needed housing and make significant contributions to the reduction in poverty and social exclusion. Improved bus facilities will encourage bus use, reducing pollution emissions thus reducing the effects of traffic on the environment. Improved crossing facilities on the relief road, either at ground level or by bridge, will encourage walking and public transport use.</p> <p>No significant detrimental impacts were identified in this appraisal however negative effects were identified in terms of the unknown effects on the environment in terms of increased waste production arising from new development.</p>
P6 Kingfisher, Kingston Library and Museum	<p>The sustainability effects are on balance positive. Significant positive effects include the more intensive development will make efficient use of scarce land and add to the vitality of the town centre. Relocating the library on to Proposal Site 2 or 3 will release space for reuse of the listed library building and redevelopment of the more modern extension for an expanded museum and local studies centre. The provision of community facilities might also help reduce anti-social behaviour within the town centre and improving the access to these facilities.</p> <p>No significant negative effects were identified however caution needs to be taken to the effects on the listed buildings on the site to ensure that new developments are sympathetic in their design. The production of waste was also highlighted as a potential concern.</p>
P7 Former Fairfield Nursery	<p>The sustainability effects are, on balance, positive. More intensive development will make efficient use of scarce land and add to the vitality of the town centre. The improved community and educational facilities will help ensure better access to essential services and facilities within the town centre.</p> <p><i>Mitigation measures: Again concern was identified on the effects of new development on the listed building on site and the production of waste arising from any new development. The incorporation of sustainable building materials and design would need to be considered to reduce the impact on the environment.</i></p>
P8 107-163 Clarence Street, Station Buildings, Fife Road and Rear Yard	<p>The sustainability assessment is a positive one. The key significant positive effects included the economic benefits arising from a redevelopment in terms of additional and improved retail and business floorspace and the enhancement of the quality of the townscape. Housing and offices on upper floors will add to the supply of much-needed housing, be well placed for bus or train use, add to the vitality of the centre and boost Kingston as a business location.</p>
P9 Fife Road, Wood Street Corner	<p>A key significant positive effect is due to the improvements of pedestrian access across the junction from the station to the town centre which will encourage walking and public transport use, reducing greenhouse gas emissions and pollution. There will also be positive effects regarding the enhancement of the quality of the landscape and proposals including a mix of uses will contribute to the vitality and viability of the town centre.</p>
P10 Kingston Station	<p>Significant positive effects were identified with this proposal site. The benefits included; improving accessibility into the town centre through the station redevelopment thus reducing the reliance on the car reducing emissions on the environment and encouraging more sustainable tourism for the town centre. A rebuilt station will further encourage train use and help promote Kingston's accessibility as a tourist destination as improve the tourist environment in the run up and beyond the 2012 Olympics and Paralympics. Offices on upper floors will be well placed for bus or train</p>

	<p>use, add to the vitality of the centre and boost Kingston as a business location. Significant negative impacts identified included the increased production of waste.</p> <p><i>Mitigation measures: in order to reduce the production of waste, new proposals would need to include measures to reduce waste both during construction and once the development is complete. Encouraging recycling and the use of renewable energy would be encouraged on site.</i></p>
P11 Quebec House	<p>The sustainability assessment is positive. A key significant benefit is to further improve pedestrian access across the junction, linking the rail and bus stations with the core of the town centre and enabling easier crossing of the relief road for people approaching from Richmond Road or Cromwell Road. This will encourage walking and public transport use, reducing greenhouse gas emissions and pollution. New development taking into account the design quality policy should ensure that the quality of the townscape is enhanced. Although not a significant negative impact the effects of the increased production of waste was highlighted as a slight negative effect and would need to be addressed prior to construction.</p>
P12 Northern Riverfront	<p>Significant positive effects were identified in this appraisal in terms of making the most efficient use of land within the town centre and enhancing the quality of landscape especially on a riverside location. A quality hotel with conference facilities is lacking in Kingston and would significantly boost sustainable tourism and contribute to London's existing tourism offer in the light of the needs of the 2012 Olympics and Paralympics in the run up to and beyond the events, the vitality of the town centre and its standing as a business location. Enhancement and completion of the riverside walk (part of the Thames National Trail) and adjacent riverside open space would encourage walking and sustainable tourism. Unduly bulky development could adversely affect the setting of Canbury Gardens, which is Metropolitan Open Land and within the conservation area, and views from the river.</p>
P13 Bishops Palace House	<p>Redevelopment as proposed on this site would, on balance, be beneficial. Much of the existing fabric and the approaches to the riverside are unattractive, any proposed redevelopment would significantly improve the quality of the townscape and ensure an efficient use of land. Providing a mix of uses on the site would provide development that would sustain and enhance the vitality and viability of the town centre. Replacement of the offices would have a beneficial impact on Kingston's image as a business centre by providing modern floorspace. Loss of the nightclub would to some extent adversely affect vitality and the evening economy but with a possible reduction of antisocial behaviour. The additional homes created on upper floors would make better use of the riverside environment and views.</p> <p>No significant negative effects were identified however slight negative effects were identified in the improved car access for the site which would not lead to a decrease in car use reduce the effects of traffic on the environment.</p>
P14 Guildhall Area	<p>The sustainability assessment is positive. Sensitively designed development will enhance the setting of the listed Guildhall and surrounding open space and Eagle Chambers (a building of townscape merit). Given the riverside location along the Hogsmill River, it is important that any new development take into account flood mitigation measures to reduce flood risk. The improved access will also provide significant effects for the plan.</p>

<p>P15 Surrey County Hall</p>	<p>The impact is likely to be broadly neutral and no significant effects were identified. If the University occupies County Hall it will reduce the office floorspace but the effect on the area as a business location will be bolstered by some replacement administrative and education jobs and there could be economic spin-off in terms of business incubation and skilled workers remaining in the area. Impact on the listed building is uncertain: it would need to be sensitively adapted. Should the site remain as a civic use site, there will be little additional impact on sustainability.</p>
<p>P16 Kingston University</p>	<p>No significant effects were identified in the appraisal however it was considered that the consolidation of the higher education use will have positive effects on sustainability in terms of improving access to services and facilities, so long as on-site car parking is not increased and sustainable building techniques are used in new developments.</p>
<p>P17 Former Power Station/Electricity Sub-station</p>	<p>The assessment is for a generally positive sustainability impact. A quality hotel and conference facilities would significantly add to the image of the centre as a business location and improve the tourist environment and encourage tourists. It would also increase London's contribution to London's tourism offer in the run up to the 2012 Olympics and Paralympics and beyond. Housing would add to the stock of much-needed housing homes. <i>Mitigation measures: flood risk is an issue that would need to be addressed. Sensitive development with good landscaping can enhance the setting of Canbury Gardens and views from the river and the Skerne Road green corridor. Whilst the inclusion of sustainable building techniques would reduce the impact on the environment.</i></p>
<p>P18 Lok'nStore Site, Skerne Road</p>	<p>The impact is positive. Significant positive effects result from the mixed housing which will add to the stock of much-needed housing and the proposed GP surgery will provide essential services and facilities. Development should also contribute to landscaping of the Skerne Road green route as well as include flood mitigation measures due to its proximity to the River Thames.</p>
<p>P19 Gas Holders, Kingston College and adjoining sites</p>	<p>The overall impact is positive. The benefits will be maximised with a mixed use comprehensive development. Expansion of Kingston College will be beneficial in terms of increasing access to further education services and facilities and yielding economic spin-off in terms of a better educated local workforce and possible business start-ups. Offices will add to the economic vitality of the centre. The environmental effects are uncertain and likely to be mixed: new building could lessen the impact of the gasholders and additional greening of the Richmond Road corridor could be achieved. The effect on the college building of townscape merit is uncertain and would depend on sensitive design and building scale. The increased production of waste arising from any new development is also a concern which would need to be addressed before permission is granted.</p>
<p>P20 Kingsgate Car Park & 13-43 odd Richmond Road</p>	<p>The overall impact is positive. Significant benefits will be maximised with a mixed use comprehensive development ensuring an efficient use of land resulting in positive economic benefits for the town centre. Although no significant environment effects were identified, the effects are uncertain and likely to be mixed: new building could lessen the visual and environmental impact of the gasholders and additional greening of the Richmond Road corridor could be achieved enhancing the quality of the townscape however any new development will result in an increase in waste production.</p>

Assessing cumulative impacts

- 6.10 In predicting the effects of the AAP an attempt has been made to identify cumulative effects that may result from Plan implementation. Cumulative effects have been defined as ‘the net result of environmental impact from a number of projects and activities’. Cumulative effects are the combined impacts from any activities, either positive or negative. The impact from single developments may not be significant enough but when combined with other developments or activities, these impacts could become significant.
- 6.11 With regards to the AAP, cumulative effects can occur from the combined impacts of policies and proposals on specific areas or receptors. Receptors may include natural resources, sections of the populations or ecosystems and species.
- 6.12 Appendix 7 identifies the predicted effects of the plan policies and proposal sites against the sustainability objectives; this is derived from the long term effects of the sustainability appraisals in Appendix 5 and 6. This enabled the identification of sustainability issues that are subject to significant cumulative impacts. The following receptors are considered to be potentially sensitive:
- Old Town Conservation Area and listed buildings – through unsympathetic development in the town centre especially adjoining and within the conservation areas and adjoining listed buildings or buildings of townscape merit.
 - Air quality – through an increase in the use of cars from an improved road network and rebalancing of the car parks will be detrimental to the local air quality resulting in implications in the health of the residents, improvements and enhancements to public transport are thus vital.
 - Climate – this is a general receptor but is still important for local issues, increased new developments, each one not taking into account the reduction of emissions and sustainable design and building techniques will have a detrimental impact upon climate change and its effects on flora, fauna and people, the increase in associated traffic and waste production will also have an impact upon the environment
 - Riverside environment and local areas of open space, Canbury Gardens, Memorial Gardens and the Fairfield, development within and adjoining the town centre could result in loss of biodiversity, open space, increase flood risk and negative impact upon the river environment if development is not carefully managed in the town centre.
Built environment, the town centre is at risk of flooding as it is within the floodplain and it will therefore be essential that new and existing developments take into account measures to reduce risk of flooding to protect the town centre property and residents.
 - Kingston town centre local economy – with increased business and retail floorspace and the provision of a range of employment opportunities, the local economy is expected to grow, however little or no new floorspace should be provided the local economy will not be sustained.

Uncertainties and risks

- 6.13 Sustainability Appraisal is an uncertain process that involves making predictions concerning environmental and sustainability conditions on the bases on limited and inadequate data. Most of the impact predictions made in this report are, thus subject to some uncertainty and risk.
- 6.14 Such risks cannot be avoided but measures to reduce or contain them can be taken during the monitoring phase of the Sustainability Appraisal. Where impacts are uncertain or the risk of the negative impact significant, recommendations are made for monitoring the implementation of the KTCAAP and ensuring that mitigation measures are in place.
- 6.15 Main uncertainties identified:
- Effect of new development on the environment in terms of energy efficiency, reductions in emissions for climate change and impact on biodiversity and flood risk. The impacts will be dependent on the way in which measures are included in the design and construction of the new buildings to reduce emissions.
 - Effect of the road network, improved signage and improved gateways will have on the quality of the landscape and townscape especially regarding the historic environment. The effect of the design of new buildings on the historic environment is also an uncertainty and can only be determined once proposals come forward. Care will need to be sought when designing signage and references will have to be made to the public realm palette for the town centre.

7: Implementation

Links to other tiers of plans and programmes and the project level

- 7.1 The UDP 'saved' policies are relevant to this AAP, until they are replaced by local development documents under the new LDF planning system. The AAP is in general conformity with the London Plan.
- 7.2 The Local Development Scheme sets out the Local Development Documents to be produced. These documents will provide context and linkages to the AAP. SPD include the Shopfront Design Guide and Affordable Housing.
- 7.3 Once the AAP is adopted it will provide the planning framework within which development proposals and planning applications will be assessed. The AAP has a number of requirements for information to support development proposals, including detailed Flood Risk Assessments, Design, Access and Sustainability Statements.

Proposals for monitoring

- 7.4 Sustainability Appraisal monitoring involves indicators which will enable the establishment of a casual link between implementation of the plan and the

likely significant effect being monitored. It will help ensure that any adverse effects arising during implementation of the plan can be identified and action taken to address them. The SA process identified the range of significant sustainability effects which require monitoring. Monitoring results will be used to identify unforeseen adverse effects and enable appropriate remedial action to be undertaken, to help inform the baseline data for other DPDs and SPDs and update existing data sets.

- 7.5 The SA indicators are aligned with national and regional indicators and the Annual Monitoring Report. The Annual Monitoring Report will monitor the performance of the AAP and progress on implementation. The AMR will specify those indicators or aspects of the environment that will be monitored, the methodology to be used, by whom, and the frequency of data collection. There are some indicators that cannot be monitored annually. This data will be collected and added to the baseline data as and when it is available.
- 7.6 An assessment of the plan policies and proposal site policies allowed the identification of objectives against which the AAP will have significant effects. Table 11 identifies the significant sustainability effects which will require particular monitoring. The indicators to monitor the effects have been taken from the Sustainability Framework, Table 5.

Table 11: Summary of Significant Sustainability Effects to be monitored

Significant Sustainability Effects	Indicators to be used	Relevance of indicators
Improved access to essential services and facilities (objective 3)	<ul style="list-style-type: none"> - Accessibility and number of leisure and health facility by type per 1000 population. - Total number of passenger journeys made annually on local buses within the town centre - Percentage of users satisfied with local buses - % of total length of footpaths and pedestrian routes which are easy to use by members of the public - % of residents who think that for their local areas, over the past three years, that community activities have got better or stayed the same - Open space per 1000 population - Proportion of properties within 400m from their nearest accessible public park 	These indicators will help in determining whether the predicted positive effect of improving access to essential services and facilities are achieved as a result of the AAP.
Improved vitality and viability of the town centre from new	- Retail, office and leisure floorspace permissions granted and implemented	The use of these indicators will assist in determining whether new developments

developments (objective 7)	<ul style="list-style-type: none"> - Residential completions - Business start-up and closures - Pedestrian flows within the town centre - Retail spending - Employment levels within the town centre - Vacant/existing buildings 	within the town centre do contribute and enhance the vitality and viability of the town centre.
Enhanced quality of the landscape and townscape (objective 11)	<ul style="list-style-type: none"> - Proportion of land stock that is vacant or derelict - % users satisfied with quality of local parks, open space and streetscape quality - Design standards used for developments - % of users satisfied with quality of built environment - Area of land brought back into beneficial use 	Through the appraisal of the AAP, it is considered that the quality of the landscape and townscape will be significantly enhanced through redevelopments. These indicators will help in determining whether there is an actual enhancement to the townscape.
Deterioration of the historic environment through new developments not being sympathetic towards the design and character of the historic environment (objective 12)	<ul style="list-style-type: none"> - Applications for changes to Listed buildings - Number and extent of conservation areas within the town centre - Number of scheduled ancient monuments within the town centre - Conservation areas within the town centre with up to date character area appraisals - Number of conversation areas with management proposals 	The use of these indicators will help in determining whether new developments, especially those adjoining and within conservation areas and listed buildings, are having a detrimental impact upon the historic environment.
Increased waste production as a result of increased developments and activities within the town centre (objective 13)	<ul style="list-style-type: none"> - % of total tonnage of household waste arising which have been recycled - Total tonnage of household waste arisings which have been sent by the Authority for recycling - % of total tonnage of household waste arising which have been sent for composting or anaerobic digestion - Tonnage of household waste sent by Authority for composting or treatment by anaerobic digestion - % of total tonnage of household waste arisings used to recover other energy sources - Tonnage of household waste 	By measuring the production of waste the town centre produces, it will be seen whether the measures implemented by new developments are having an impact and whether these measures need to be revised to be made more effective.

	<p>arisings which have been used to recover heat, power and other energy sources</p> <ul style="list-style-type: none"> - % of total tonnage of household waste arisings which have been landfilled - Tonnage of household waste arisings which have been landfilled - Kilograms of household waste collected per head of population 	
<p>Deterioration of biodiversity within the town centre as a result of increased developments and lack of ecological enhancements (objective 14)</p>	<ul style="list-style-type: none"> - Native and protected species at risk in the town centre - Achievement of BAP targets - Net loss of Sites of Importance for Nature Conservation 	<p>The use of these targets will determine whether the implementation of the AAP is having a detrimental impact upon biodiversity and whether measures will need to be taken to ensure that biodiversity is protected.</p>
<p>Increased contributions to climate change and pollution through increased emissions of increased traffic and activities and development within the town centre. Pollutants relating to air quality, water quality, noise, light (objective 15)</p>	<ul style="list-style-type: none"> - CO₂ emissions reductions 	<p>By measuring the CO₂ emissions of the town centre, it will be seen whether the implementation of the AAP is having a significant detrimental impact and whether these measures need to be revised to reduce these revisions.</p>
<p>The efficient use of land and infrastructure within the town centre (objective 16)</p>	<ul style="list-style-type: none"> - % of vacant Brownfield land - % of empty buildings 	<p>The amount of vacant land and buildings will determine whether new developments are making an efficient use of land without expanding into the adjoining areas of the town centre.</p>
<p>The use of sustainable building techniques to reduce the use of non-renewable resources (objective 17)</p>	<ul style="list-style-type: none"> - Number of renewable energy technologies introduced in schemes with planning permission - Energy use per household - New developments using sustainable construction techniques - New developments built to ecohomes 'very good' - Proportion of energy supplied from renewable sources. 	<p>These indicators will help in determining whether the use of sustainable building techniques in new development and the extent to which these techniques are used, will reduce the use of non-renewable resources.</p>
<p>The lack of flood mitigation measures to reduce the risk of flooding in new developments</p>	<ul style="list-style-type: none"> - Number of properties and land at risk from 1% and 0.1% floods - % of new developments 	<p>Kingston town centre is located within a flood zone and thus new developments will have to ensure that flood</p>

(objective 19)	incorporating SUD schemes	risk mitigation measures are included, this indicator will determine whether these measures are being included in their design.
----------------	---------------------------	---------------------------------------------------------------------------------------------------------------------------------

ABBREVIATIONS AND GLOSSARY

AAP - Area Action Plan

AMR – Annual Monitoring Report

Baseline:

A description of the present and future state of an area, in the absence of any plan, taking into account changes resulting from natural events and from other human activities.

Consultation Body:

An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The Consultation Bodies, designated in the SEA Regulations are the Countryside Agency, English Heritage, English Nature, and the Environment Agency. In October 2006 English Nature and the Countryside Commission merged to form Natural England.

DPD - Development Plan Document

Environmental appraisal:

A form of environmental assessment used in the UK (primarily for development plans) since the early 1990s, supported by 'Environmental Appraisal of Development Plans: A Good Practice Guide' (DoE, 1993); more recently superseded by sustainability appraisal. Some aspects of environmental appraisal foreshadow the requirements of the SEA Directive.

Environmental assessment:

Generically, a method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level "strategy" (a policy, plan or programme), with the aim of taking account of these effects in decision-making. The term "Environmental Impact Assessment" (EIA) is used, as in European Directive 337/85/EEC, for assessments of projects. In the SEA Directive, an environmental assessment means "the preparation of an environmental report, the carrying out of consultations, the taking into account of the environmental report and the results of the consultations in decision-making and the provision of information on the decision", in accordance with the Directive's requirements.

Environmental Report:

Document required by the SEA Directive as part of an environmental assessment, which identifies, describes and appraises the likely significant effects on the environment of implementing a plan or programme. see SA Report.

Indicator:

A measure of variables over time, often used to measure achievement of objectives.

– **Output Indicator:** An indicator that measures the direct output of the plan or programme. These indicators measure progress in achieving plan or programme objectives, targets and policies.

- **Significant Effects Indicator:** An indicator that measures the significant effects of the plan or programme.
- **Contextual indicator:** An indicator used in monitoring that measures changes in the context within which a plan or programme is being implemented.

KTCAAP - Kingston town centre Area Action Plan

LDF - Local Development Framework

LDS – Local Development Scheme

Mitigation:

Measures designed to avoid, reduce or offset significant adverse effects.

Objective:

A statement of what is intended, specifying the desired direction of change in trends.

RBK: Royal Borough of Kingston upon Thames

Responsible Authority:

In the SEA Regulations, means an organisation which prepares a plan or programme subject to the SEA Directive and is responsible for the SEA.

Scoping:

The process of deciding the scope and level of detail of an SA, including the sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA Report.

SEA Directive:

European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'.

SEA Regulations:

The Environmental Assessment of Plans and Programmes Regulations, 2004.

Significant effect:

Effects which are significant in the context of the plan. (Appendix II of the SEA Directive gives criteria for determining the likely environmental significance of effects)

Strategic Environmental Assessment (SEA):

Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In this guidance, 'SEA' is used to refer to the type of environmental assessment required under the SEA Directive.

SPD - Supplementary Planning Document

Sustainability Appraisal (SA):

Generic term used in this guidance to describe the form of assessment that considers social, environmental and economic effects, which fully incorporates the requirements of the SEA Directive.

Sustainability Appraisal Report (SAR):

Term used in this guidance to describe a document required to be produced as part of the SA process to describe and appraise the likely significant effects on sustainability of implementing a plan, which also meets the requirement for the Environmental Report under the SEA Directive

UDP - Unitary Development Plan**REFERENCES**

Cooper, L.M. (2004) **Guidelines for Cumulative Effects Assessment in SEA of Plans** EPMG Occasional Paper 04/LMC/CEA Imperial College London

European Parliament and Council of the European Union (2001) **Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment** Commission of the European Communities, Brussels
www.europa.eu.int/euro-lex/pri/en/oj/dat/2001/1_19720010721en00300037.pdf

Office of the Deputy Prime Minister (2003) **The Strategic Environmental Assessment Directive: Guidance for Planning Authorities – Practical guidance on applying European Directive 2001/42/EC ‘on the assessment of the effects of certain plans and programmes on the environment’ to land use and spatial plans in England** ODPM, London

Office of the Deputy Prime Minister (2004) **Creating Local Development Frameworks: A Companion Guide to PPS12** ODPM, London

Office of the Deputy Prime Minister (2004) **Planning Policy Statement 12 (PPS12) – Local Development Frameworks**

Office of the Deputy Prime Minister (2005) **Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents** ODPM, London

The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No. 1633)

The Planning and Compulsory Purchase Act 2004

If you have difficulty understanding this document please contact the Kingston Council Information Helpline on 020 8547 5757

Arabic	إذا رغبت في الحصول على المزيد من المعلومات بلغتك الأم، يرجى مراسلتنا على العنوان لمذكور في هذه النشرة.
Bengali	যদি আপনার নিজ ভাষায় আবেগ তথ্যাদি পেতে চান তবে দয়া করে এই লেখতে দেওয়া ঠিকানায় আমাদের সঙ্গে যোগাযোগ করুন।
Chinese	如果您想索取以你的语言写的更多的资讯，请按照本文件所示的地址和我们取得联系。
Gujurati	જો આપને આપની પોતાની ભાષામાં વિશેષ માહિતી જોઈતી હોય તો આ દસ્તાવેજમાં જણાવેલ સરનામે અમારો સંપર્ક કરશો.
Hindi	यदि आप अपनी भाषामें अधिक जानकारी चाहते हैं तो कृपया इस दस्तावेज में लिखे हुए पते पर हम से संपर्क करें।
Japanese	日本語での詳しい情報は記載住所までご連絡下さい。
Korean	한국어로 된 정보가 더 필요하시 경우 이 문서에 있는 주소로 연락해 주십시오.
Punjabi	اگر آپ اپنی زبان میں مزید معلومات حاصل کرنا چاہتے ہیں تو دئیے گئے پتے پر ہم سے رابطہ قائم کریں۔
Punjabi (Gurmukhi)	ਜੇਕਰ ਤੁਹਾਨੂੰ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਹੋਰ ਜਾਣਕਾਰੀ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਇਸ ਦਸਤਾਵੇਜ਼ ਤੇ ਦਿੱਤੇ ਪਤੇ ਤੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।
Tamil	உங்களின் மொழியில் மேற்கொண்ட தகவல்களைப் பெறவிரும்பினால் எம்முடன் இப்பத்திரத்தில் தரப்பட்டிருக்கும் விலாசத்தில் தயவுசெய்து தொடர்பு கொள்ளவும்.
Urdu	اگر آپ اپنی زبان میں مزید معلومات حاصل کرنا چاہتے ہیں تو دئیے گئے پتے پر ہم سے رابطہ قائم کریں۔



For further information contact:
Projects Team
Environmental Services
Royal Borough of Kingston upon Thames
Guildhall
High Street
Kingston upon Thames
Surrey
KT1 1EU

Telephone: 020 8547 5420
Fax: 020 8547 5363
email: kplus20@rbk.kingston.gov.uk
www.kingston.gov.uk/kplus20