

London Borough of Hounslow

**Sustainability Appraisal for the Air Quality
Supplementary Planning Document**

Consultation Document



Environmental Strategy
London Borough of Hounslow

June 2007

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Sustainability Appraisal Report – Air Quality SPD

1. Introduction

1.1. Purpose of the Sustainability Appraisal and this report

1.1.1 The process of undertaking sustainability appraisal (SA) is now mandatory under the 2004 Planning & Compulsory Purchase Act for local development documents in the Local Development Framework (LDF). There is also a EU Directive, which requires a ‘Strategic Environment Assessment’ (SEA) of plans and programmes, including development plans. The Department for Communities and Local Government (DCLG) has issued guidance on how to incorporate the two processes. In this report, SA should be taken to mean SA incorporating SEA.

1.1.2 The purpose of sustainability appraisal is to promote sustainable development through the better integration of sustainability considerations into the preparation and adoption of plans. It is an iterative process that identifies and reports on the likely significant effects of the plan, and the extent to which its implementation will achieve the social, environmental and economic objectives by which sustainable development can be defined.

1.1.3 This document is the sustainability appraisal report that informs the Air Quality Supplementary Planning Document (SPD), which forms part of the London Borough of Hounslow Local Development Framework. It sets out how a sustainability appraisal (SA) has been undertaken on the SPD and what the results of this process were.

1.1.4 The planning system has a key role to play in protecting people from unacceptable risks to their health and to the amenity value of land. Hounslow’s UDP Policy ENV-P.1.6 Air Pollution states that “The Council will give detailed consideration to air pollution matters when considering development proposals, will continue to monitor air quality and will seek reductions in the levels of specific airborne pollutants, particularly pollution caused by road and air transport where possible in line with the EC guidelines, directives, and the air quality standards and objectives as stated in the most current air quality regulations and the Council’s Air Quality Review and Assessment and Air Quality Action Plan.” It goes on to say that “All developments, which are potentially polluting will require a detailed air quality assessment”

1.1.5 The aim of the Air Quality SPD is to provide guidance on the way in which air quality and air pollution issues will be dealt with through the development control system. The purpose of the sustainability appraisal is to investigate the social, economic and environmental effects of the SPD.

1.1.6 As it is not considered useful to repeat all the information for the assessment of each LDF document, the general framework is available on the Local Development Framework pages of the Hounslow Council website at http://www.hounslow.gov.uk/index/environment_and_planning/planning/planning_policy/local_development_framework.htm

1.1.7 It may also help readers of this report to read first the Supplementary Planning Document, in order to gain a better understanding of the content of that document, as this has informed the scope of the appraisal itself. A Supplementary Planning Document by its very nature only has limited weight and influence over and above the policy it relates to, and the sustainability appraisal is tailored to reflect this.

1.2. Non-technical summary

1.2.1 The initial stages of the sustainability appraisal included a document review to gain a fuller understanding of the sustainability issues that the SPD should address. Data was collected to set out the current situation in relation to a number of sustainability related topics including air quality, emissions and health. After assessing whether the objective of the SPD could be met without seriously compromising the overall aim of achieving sustainable development, and considering ways in which the SPD could do so, the appraisal of the Air Quality Supplementary Planning Document focussed on assessing the effects of the SPD over and above the policy to which it relates. As was to be expected, it was found that the SPD would generally have a positive impact on health related issues as well as those dealing with a reduction in emissions. A number of potential adverse impacts, in particular in relation to housing density and supply, the quality of the built environment and the accessibility of facilities were also identified. However, air quality will only ever be one consideration in determining planning applications and the overall adverse impact of the SPD is therefore likely to be minimal.

1.3. Compliance with the SEA Directive/Regulations

1.3.1 The SA has been prepared in accordance with the draft guidance set out in the DCLG publication 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' (November 2005). In following the guidance, it is deemed that the appraisal meets the requirements of European Union Directive 2001/42/EC. The table in Appendix 1 sets out how the requirements for the environmental report set out in that Directive have been met in this sustainability appraisal report. The published general sustainability appraisal work for the whole LDF is considered to be part of this report (see paragraph 1.1.4).

1.4. When and how the SA was carried out

1.4.1 The collection of baseline data and the document review was undertaken during the first half of 2006 by officers in Environmental Strategy

team with input from other council divisions and outside agencies. This influenced the early stages of the SPD preparation.

1.5. Consultation arrangements

1.5.1 Throughout the process, the Council considered it important to directly involve those bodies with a clear interest in sustainability matters, while retaining the opportunity for a wider audience to comment on the proposed methodology. To this end, the documents are available on the council website and the three statutory consultees (Natural England, the Environment Agency and English Heritage), as well as selected interest groups (West London Friends of the Earth, the Hounslow Chamber of Commerce and the Hounslow PCT) will be directly consulted during June to July 2007. Following this round of consultation, revisions will be made to the generic framework and the supplementary report for the SPD published. The statutory consultees as well as those that had made representations on the generic sustainability scoping report will be consulted directly on the SA report for the SPD. Again, it will also be made more widely available on the Council website.

1.5.2 The draft SPD was produced in April 2007 and will be subject to six weeks of public consultation. Alongside the SPD the Sustainability Appraisal Report will also be made available for public consultation.

1.5.3 This report informs the Supplementary Planning Document. If you have any questions regarding the Air Quality Supplementary Planning Document or this Sustainability Appraisal report please call Anderson Ramdeen on 02085835206 or email at airpollution@hounslow.gov.uk or environmental.strategy@hounslow.gov.uk.

2. Appraisal Methodology

2.1. Approach adopted to the SA – the general framework

2.1.1 As sustainability appraisal has become mandatory for all Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs), the Council has devised a generic sustainability appraisal framework for its Local Development Framework Documents. A scoping report setting out 23 sustainability objectives (See Appendix 2) and the general methodology was published and consulted on in May to July 2005, and a revised version published in September 2005. The approach for the Air Quality SPD was set out in this SA Scoping report. The Section 3 of this report sets out in more detail how the assessment was undertaken.

2.1.2 As required by the government's guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Plan Documents', each Option was to be individually assessed against the 23 Sustainability Appraisal objectives developed as part of the SA Scoping Report for social, economic and environmental impacts. This SA framework is currently under review and the Council has therefore produced a revision to its SA Scoping Report, in

which it seeks to apply the lessons learned in the application of the existing SA framework which tends to make SA's voluminous

2.2. Links to other strategies, plans and programmes and sustainability objectives

2.2.1 The SA Scoping Report 2005 and its update contains a comprehensive review of all plans, strategies, guidance and legislation which relate to sustainability and which will influence the preparation of the LDF in general terms. These documents range from international guidance and legislation at the highest level, through UK government policies and guidance, to corporate policies and strategies at the local level. They also include targets and objectives of regulatory and advisory organisations (for example the Environment Agency and Natural England).

2.2.2 Although all of the documents have implications for sustainability, not all of them are relevant to the preparation of the Air Quality SPD. Those plans and programmes, which are of particular relevance were extracted from the database and are set out at Appendix 3. The main implications for this SPD are summarised against each entry and were taken into account in preparing the SPD.

2.3. The social, environmental and economic baseline

2.3.1 As part of the preparation of the SA Scoping Report 2005, a wide variety of information relating to a number of different sustainability issues was collected. Most of this was presented at a borough-wide level, in order to provide a broad overview of the key sustainability issues affecting Hounslow as a whole, in order to inform the preparation of the LDF. The SPD is of borough wide relevance, and the baseline data includes information on air quality management areas.

2.4. The SA framework, including objectives, targets and indicators

2.4.1 The SA Scoping Report 2005 also sets out a framework for undertaking the sustainability appraisal of all the documents in the LDF. It sets out the baseline data in qualitative and descriptive forms, along with associated targets, grouped together in 23 sustainability objectives and more narrowly defined sub-objectives. It sets assessment criteria and indicators, which will form the basis of all sustainability appraisals for the LDF. For each local development document the general framework has to be adapted to relate to the scope of the document to be assessed. In all cases, this involves 'scoping out' those issues not relevant to that particular document, leaving a 'slimmed down' framework. That framework for the Air Quality SPD is attached at Appendix 4.

2.4.2 In determining how to apply the framework for the Air Quality SPD it was not deemed appropriate to the scale of the document to model in detail the effect it would have on the baseline. An SPD is limited in scope and will only

ever have a minor impact on actual baseline figures over and above the existing policy. The assessment was therefore broad and directional. The following section sets out how the SPD was assessed. Section 3.4 in particular sets out how the framework was used for the assessment of the contents of the SPD.

3. Assessment of the Sustainability Impacts of the Air Quality Supplementary Planning Document

3.1. Plan objectives and their compatibility with sustainability objectives

3.1.1 The purpose of the Air Quality SPD is to set out how air quality and air pollution issues will be considered in determining planning applications and to provide guidance for developers on how air quality issues can be addressed in development proposals. The SPD has a single plan objective: *'To encourage development which minimises human exposure to poor air quality'*.

3.1.2 The initial stage of the sustainability appraisal of the SPD was a compatibility assessment of the plan objective against the 23 sustainability objectives to determine whether there are any inherent tensions between the objectives. Appendix 5 shows the full results of this assessment. A number of sustainability objectives have been determined as having no significant link or neutral impact with the SPD (natural resources, coast & water, social inclusion and community involvement & satisfaction). One additional objective (heritage) was also found not to have any significant link with the SPD objective. Given the topic of the SPD, its aim was unsurprisingly found to be compatible with the objectives of climate change and emissions, health & wellbeing and quality of life. However, it was found that the objectives of biodiversity, land, homes for everyone, employment & economy, education & lifelong learning, and leisure & recreation were only partly compatible with the aims of the SPD, there being both potential consistencies and tensions between the objectives. Inherent tensions were highlighted for only one objective (landscape & townscape quality): it was considered that designing developments with the aim of minimising human exposure to poor air quality had the potential to work against the objective of enhancing the appearance of Hounslow.

3.1.3. The guidance advises that the SPD objectives should be in accordance with sustainability principles and that this stage of the process should be used to refine the SPD objective. The aim of the SPD is to provide guidance to developers on how development can minimise human exposure to poor air quality. There was therefore little scope for changing the objective of the SPD as a result of the assessment of the compatibility of objectives. None of the tensions highlighted amount to being mutually exclusive and the SPD would therefore not prevent those sustainability objectives being achieved. It is the essence of sustainable development that a balance has to be struck between competing aims. The process of assessing the compatibility of objectives served to highlight those potential tensions between objectives, which would have to be addressed in the detail of the SPD itself and in its implementation.

3.2. SPD options considered, and why these were rejected

3.2.1 Secondly, options for achieving the plan objective had to be considered and it is recommended that sustainability appraisal is carried out on these options. The supplementary planning document seeks to give guidance to developers as to how best to progress development proposals in order to meet the provisions of Hounslow's UDP Policy ENV-P.1.6. As such it was considered that the broad strategic issues have already been addressed: the principle that developers should take into account air quality considerations has already been established in the policy. The only option to be considered then was whether or not to produce an SPD.

3.2.2 An assessment of the options was undertaken and it was concluded that an SPD was needed in order to ease the implementation of the existing policy. Deciding not to produce an SPD would have meant that the principles of avoiding exposure to poor air quality would have to be discussed individually with each developer. This would be a time consuming process, which is neither resource effective nor in line with the Government's aim of speeding up the planning system. See table 3.2.2 below

Table 3.2.2 – SPD Options

Option	Reason for inclusion / rejection of option
1 Business as Usual	This option was considered unattractive, as there is currently no formal structure in place to comment on air quality issues when approached by developers. Within recent times, the entire area within the London Borough of Hounslow has been declared an Air Quality Management Area for the pollutant Nitrogen Dioxide. This has a direct impact on development within Hounslow and should be formally included in our Local Development Framework process.
2 Development of an Air Quality Supplementary Planning Document	This option is considered attractive since there is a need to: <ol style="list-style-type: none"> 1. identify those circumstances when an air quality assessment will be required to accompany a development proposal. 2. provide technical guidance on the process of air quality assessment 3. provide guidance on the circumstances when air quality conditions and S106 planning obligations will be sought in accordance with national guidance, The London Plan, saved UDP policies and Hounslow's emerging LDF

	<p>policies for air quality. The guidance is aimed at ensuring that air quality has been considered in enough depth and to help minimise any potential impacts.</p>
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3.3. The base policy

3.3.1 An SPD has to be linked to a policy in an adopted plan, in this case UDP policy ENV-P.1.6 is the base policy. which states that “The Council will give detailed consideration to air pollution matters when considering development proposals, will continue to monitor air quality and will seek reductions in the levels of specific airborne pollutants, particularly pollution caused by road and air transport where possible, in line with EC guidelines, directives, and the air quality standards and objectives as stated in the most current air quality regulations and the Council’s Air Quality Review and Assessment and Air Quality Action Plan.

All developments, which are potentially polluting will require a detailed air quality assessment. Developments requiring such assessments will include those which (significantly) increase the number of vehicle trips, polluting industrial activities, incineration, energy generation projects and activities which increase the emissions from Heathrow Airport, that are likely to have an impact on areas within the Borough. Such an assessment will include air quality predictions of relevant pollutants”.

3.3.2 There is a requirement to appraise the base policy of an SPD to determine its sustainability impacts.

This exercise was carried out and the results are shown in **Table 3.3.2** below The SA Objectives can be seen in **Appendix 2**

Table 3.3.2: Assessment of Base Policy

SA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
UDP policy ENV-P.1.6	++	0	+	0	?	0	0	0	++	++	?	+	?	+	++	++	0	+	+	0	?	?	0

3.4. Significant social, environmental and economic effects of the SPD

3.4.1. Appendix 6 sets out the assessment answers, including reasons for each assessment. As the base policy is taken as a given, the emphasis of the assessment was on whether the SPD would have an effect over and above the provisions of that policy.

3.4.2 All impacts were considered and they all have an immediate effect on the development site and/or the surrounding area, which will accrue over time

and across Hounslow. The scores were allocated on the basis that the effect was likely to occur as a result of the operation of the SPD rather than other changes likely to happen to the baseline over time.

3.4.3 As was to be expected, it was found that the SPD would generally have a positive impact on health related issues as well as those dealing with a reduction in emissions such as a reduction in car use and congestion and an increase in alternative modes of transport. Further, it would positively influence the vitality and viability of town centres and also biodiversity in Hounslow.

3.4.4 By contrast, the re-use of vacant sites, the density of development and thereby the supply of housing including affordable housing could be restricted by the need to avoid exposure to poor air quality. Good accessibility to facilities and the quality/appearance of the built environment could also be jeopardised through locations and designs focussed on reducing exposure. However, as was found when the objectives were assessed, it is unlikely that the SPD will have a significant negative impact on these issues in practice.

3.5 Proposed Mitigation

3.5.1 The SPD has to be viewed in the context of other policies and aims of the Local Development Framework. Air Quality will only ever be one consideration in the determination of planning applications and the SPD itself realises that air quality cannot be the only consideration. For example, it states that, although mitigation based upon sealed and artificially ventilated buildings might solve the issue of air quality, such designs are not considered a desirable option and will only be accepted as a last resort. While, assessed on its own, the impact of the SPD on the issues discussed in 3.4.4 paragraph may be adverse, they will be balanced with considerations regarding the need to optimise the use of land, supply an adequate amount of housing, create an attractive townscape and maximise accessibility. These issues will be addressed by other policies in the LDF, namely in the core strategy, the site allocations DPD and the policies for development control DPD. With this in mind, it was considered that the SPD did not need to be amended to overcome the potentially negative impacts revealed during the assessment, as it is not considered that the operation of the SPD will significantly jeopardise sustainability aims in the context of the whole Local Development Framework.

4. Monitoring

4.1. Proposals for monitoring

4.1.1 The sustainability effects of implementing the plan will be monitored to identify unforeseen adverse effects and to enable remedial action to be taken. Monitoring work will help assess in more detail the impact of the SPD on the baseline and whether the effects predicted during the assessment are indeed occurring. A monitoring framework for the Local Development Framework has been devised and will form the basis of all monitoring work. This framework

takes into account the need to monitor what significant effects the implementation of policies is having on the social, environmental and economic objectives by which sustainability is defined and whether these effects are as intended. Monitoring will also take place for negative impact, not considered to be significant. It is not proposed that monitoring will take place specifically for the Air Quality SPD on its own. Rather, it will form part of wider monitoring work for the LDF and will be addressed in the Annual Monitoring Report (AMR). In doing so, key sustainability indicators from the SA framework will be used in order to meet the requirements for SA monitoring. The current AMR takes account of the SA Framework used in this report but will in future take account of a revised SA Framework. Monitoring will be carried out based on the relevant AMR.

Appendix 1: Compliance with the requirements for the environmental report under the SEA Directive

Information referred to in Article 5(1)	Where has this requirement been addressed
a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Sections 1.1 and 3.1 of this report
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Baseline report: Hounslow State of the Environment Report 2005 and Appendix 4 of this report
c) the environmental characteristics of areas likely to be significantly affected	Baseline report: Hounslow State of the Environment Report 2005 and Appendix 4 of this report
d) any existing environmental problems which are relevant to the plan or programme, including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Baseline report: Hounslow State of the Environment Report 2005 and Appendix 4 of this report
e) the environmental protection objectives, established at international, Community or Member State level, which are relevant <ul style="list-style-type: none"> o the plan or programme and the way in those objectives and any environmental considerations have been taken into account during its preparation 	Baseline report: Hounslow State of the Environment Report 2005 and Appendix 4 of this report
f) the likely significant effects on the environment, 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 the above	Section 3.4 and Appendix 7 of this report
g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the	Section 3.5 of this report

environment of implementing the plan or programme	
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 information	Section 3.2 of this report
i) a description of the measures envisaged concerning monitoring in accordance with Article 10	Section 4 of this report
j) a non-technical summary of the information provided under the above headings	Section 1.2 of this report

Appendix 2: Sustainability Objectives

Sustainability Appraisal Objectives and Indicators	
SA Objective	Indicators (provisional)
Social	
1 To maintain and/or improve the health of the population in the borough	<ul style="list-style-type: none"> ▪ Death rate - Standardised Mortality Rates (SMR's) for all ages and for deaths before 75 years of age ▪ Direct Standardised Death Rate (DSDR) for all ages and for deaths before 75 years of age from circulatory disease, CHD and cancer ▪ Life expectancy ▪ % of people who describe their health as good
2 To reduce crime and the fear of crime	<ul style="list-style-type: none"> ▪ Recorded crimes per 1,000 population ▪ Domestic burglaries per 1,000 households ▪ Violent offences committed per 1,000 population ▪ Fear of crime
3 To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.	<ul style="list-style-type: none"> ▪ Homelessness and temporary accommodation ▪ Housing completion figures ▪ Affordable housing completion figures ▪ Overcrowding figures including average household size and number of rooms per household
4 To improve opportunities for developing community cohesion through increasing understanding and learning between our many communities	<ul style="list-style-type: none"> ▪ Percentage of people who feel that their local area is a place where people from different backgrounds and communities can live together harmoniously ▪ Voluntary activity
5 To reduce as far as practicable noise from all sources	<ul style="list-style-type: none"> ▪ Noise levels from road traffic ▪ Noise levels from air traffic – LEQ contours
6 To ensure fair and equal access to services (health care, education, employment, shopping, transport), culture, leisure and recreation for all residents	<ul style="list-style-type: none"> ▪ Residents/households defined as within a distance of 500m (15 minutes walk) of key local services ▪ Households without a car ▪ Percentage of total length of footpaths and other rights of way, which were easy to use by members of the public ▪ Percentage of local authority buildings open to the public in which all public areas are suitable for and accessible to disabled people ▪ PTAL scores ▪ Participation in cultural, leisure and recreation activities ▪ Percentage of population in areas of open space deficiency
7 To reduce discrimination and promote equality of opportunity and fair treatment for all of our communities	<ul style="list-style-type: none"> ▪ Indices of Multiple Deprivation ▪ Proportion of population who live in wards that rank within the most deprived 10% in the country
8 To improve the education and skills of the population overall	<ul style="list-style-type: none"> ▪ Percentage of young people in higher education ▪ Participation in adult education ▪ Proportion of population with poor literacy and numeracy skills ▪ Percentage of population with qualifications of Level 1 or lower (no) ▪ Percentage of population qualified to Level 4

	<p>(degree level)</p> <ul style="list-style-type: none"> ▪ Percentage of disaffected young people not in education, employment or training ▪ Percentage of Students Achieving 5 or more A*-C GCSEs
9 To improve the quality of where people live	<ul style="list-style-type: none"> ▪ Percentage of residents who are satisfied with their neighbourhood as a place to live
Environmental	
10 To minimise the need to travel, increase the use of sustainable transport modes (walking, cycling and public transport) and reduce reliance on the car	<ul style="list-style-type: none"> ▪ Mode share for work and education trips ▪ Average trip length/distance of trips ▪ Car ownership ▪ Traffic flows ▪ Density of development
11 To ensure the quantitative and qualitative conservation of resources (soil, mineral aggregates, water, energy)	<ul style="list-style-type: none"> ▪ Contaminated land ▪ Loss of greenfield land ▪ **Still to determine indicator for mineral aggregates ▪ Percentage of main rivers and canals with good or fair biological and chemical water quality ▪ Developments incorporating renewable energy.
12 To maintain and enhance existing biodiversity (areas of nature conservation interest, wildlife and habitats)	<ul style="list-style-type: none"> ▪ Percentage of SSSIs in good condition ▪ Achievement of Biodiversity Action Plan targets ▪ Area of LNR per 1,000 head of population ▪ Net loss in the number or area of Sites of Importance for Nature Conservation (SINCS).
13 To promote regeneration that makes use of existing assets	<ul style="list-style-type: none"> ▪ Vacancy levels of commercial properties ▪ Use of previously developed land
14 To maintain and improve the quantity and quality of publicly accessible open spaces	<ul style="list-style-type: none"> ▪ Amount of publicly accessible open space land including greenways and allotments ▪ Proportion of the population within 400m of parks and open spaces
15 To reduce negative contributions to climate change	<ul style="list-style-type: none"> ▪ SAP rating for local authority owned buildings ▪ Development taking place within the 1 in 100 year flood plain. ▪ Carbon dioxide emissions produced by transport
16 To improve air quality in the borough	<ul style="list-style-type: none"> ▪ NOx levels ▪ PM10 levels
17 To minimise the production of waste	<ul style="list-style-type: none"> ▪ Waste collected ▪ Percentage of waste recycled ▪ Percentage of waste composted ▪ Amount of waste disposed of in landfill
18 To promote high quality urban design and the use of sustainable building materials where appropriate	<ul style="list-style-type: none"> ▪ Design award scheme ▪ Percentage of new build and retrofit homes meeting EcoHomes “very good” or “excellent” standard ▪ The number of large developments incorporating SuDS
19 To conserve and enhance the quality and character of the Borough’s landscape and townscape including the historic environment	<ul style="list-style-type: none"> ▪ Number of listed buildings, scheduled ancient monuments and conservation areas ▪ Buildings of grade I and II* at risk ▪ Scheduled ancient monuments at risk
Economic	
20 To provide opportunities and benefits to the local economy especially in town centres, whilst having regard to the wider environment	<ul style="list-style-type: none"> ▪ Percentage change in the total number of VAT registered businesses in the area or number of new businesses forming ▪ Employment figures ▪ Unemployment figures

<p>21 To maintain and attract new economic development that provides a range of jobs in appropriate locations</p>	<ul style="list-style-type: none"> ▪ Percentage of jobs within target sectors ▪ Percentage of residents commuting into and out of LBH ▪ Commercial floor space take up or percentage of vacant floor space ▪ Percentage of vacant retail floor space
<p>22 To maintain and enhance the importance of Hounslow as an employment centre in both the West London and London-wide context</p>	<ul style="list-style-type: none"> ▪ New commercial floor space
<p>23 To improve accessibility for all sections of the community to jobs, education, skills training and life long learning</p>	<ul style="list-style-type: none"> ▪ Percentage of work trips undertaken by means other than the car ▪ Average weekly earnings ▪ Level of unemployment

Appendix 3 – Plans and Programmes

Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
<u>EU LEGISLATION</u>			
<p>EC Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment Author European Union (then EC), Publication Date June 2001</p>	<p>To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development</p>		<p>This SPD must be subject to sustainability appraisal, incorporating strategic environmental assessment.</p>
<p>EC Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment Author European Union (then EC), Publication Date July 2001</p>	<p>Authorities with relevant environmental responsibilities and the public are to be consulted during the assessment of plans and programmes and appropriate time frames for consultation should be set.</p>		<p>Consultation on the sustainability appraisal will need to be undertaken at the relevant stages in the SPD preparation process as defined in the FORMER ODPM's SA guidelines and PPS12.</p>
<p>Environment 2010: Our Future, Our Choice (The Sixth Environment Action Programme of the EC) Author European Communities Publication Date: 2001</p>	<p>Achieving sustainable development. Document sets out 5 key methods (incl. making better use of land and putting the environment at the heart of policy making) and 4 priorities for action (incl. tackling climate change and protecting nature and wildlife).</p>		<p>Tackling climate change and protecting the environment are aims of this document towards which the SPD should.</p>

Appendix 3 – Plans and Programmes

Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
<p>The Kyoto Protocol to the United Nations Framework Convention On Climate Change Author United Nations Publication Date: December 1997</p>	<p>To limit greenhouse gas emissions.</p>	<p>Group of industrialised countries to reduce emissions of six greenhouse gases by 5% from 1990 levels by 2012. The UK is committed to cutting its emissions to 12.5% below 1990 levels by 2012.</p>	<p>Air quality directly linked to emissions. The efforts of the SPD's will work to reduce/limit emissions in general.</p>
<p><u>HOUNSLOW LOCAL POLICY/ STRATEGY</u></p>			
<p>Hounslow Community Plan 2004 - 2007</p>	<p>The plan reflects the efforts of the public, private and voluntary sector working in partnership to promote and develop the social, economic and environmental well being of our communities.</p>		<p>Poor Air quality affects the environmental well-being of all communities within Hounslow</p>
<p>LB Hounslow Unitary Development Plan (adopted December 2003)</p>	<p>Long-term strategic plan for land and building use, new developments and conservation within the London Borough of Hounslow.</p>		<p>Air Quality is a material planning consideration.</p>
<p>Hounslow Executive Business Plan (2004/05 – 2006/07)</p>	<p>Enhancing Hounslow's Environment</p>		<p>Statutory Air Quality Action Plan to improve Air Quality</p>
<p>Community Cohesion in Hounslow – Meeting the Challenge (2003)</p>	<p>Continuous assessment and improvement to achieve Community Cohesion and integrating diverse communities into Hounslow.</p>		<p>Better Air Quality will encourage all communities to thrive</p>
<p>Hounslow Local Biodiversity Action Plan (2003 – 2008)</p>	<p>Gives details of prioritised actions for protecting, conserving and enhancing wildlife and habitats in Hounslow</p>		<p>Local Biodiversity also sensitive to air quality</p>

Appendix 3 – Plans and Programmes

Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
London Borough of Hounslow Crime Reduction Strategy 2002-2005	Provide an agreed plan for tackling some of the short and longer term crime & disorder issues, including fear of crime, in the Borough.		Air Quality not a priority
Housing Investment Programme 2003-2006	To improve the quality and quantity of all types of housing in the borough.		Air Quality is a material planning consideration for new housing developments and change of use to housing
Bringing Success to the Voluntary Sector – Hounslow Council’s Voluntary Sector Strategy 2003-2006	Outlines how the Council will aid the development and support the success of voluntary and community organisations in the borough		Air Quality not a priority
London Borough of Hounslow Waste Management Strategy (2003)	Sustainable management of our municipal waste both now and in the future		Greener and cleaner communities
LB Hounslow Equal Opportunities & Diversity Policy (2003)	identify and eradicate any form of institutional and other discrimination		Air Quality and deprivation is a consideration
PPG15: Planning & The Historic Environment Author DoE Publication Date: September 1994	It is fundamental to the Government's environmental stewardship policies that there is effective protection of the historic environment. The physical survivals of our past should be valued / protected for their own sake as part of our cultural heritage.		Mitigate against the impact of air pollutants on the historic environment.

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
PPG17: Open Space, Sport and Recreation and its Companion Guide (Assessing Needs and Opportunities) Author FORMER ODPM Publication Date: 2002	To develop well designed and implemented planning policies for open space, sport and recreation in order to meet the wider objectives of an urban renaissance, social inclusion and community cohesion, health and wellbeing and sustainable development.		Consider air quality levels in possible areas of new open space.
PPG13: Transport Author DETR Publication Date: March 2001	To promote more sustainable transport choices for both people and for moving freight; to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.		Promoting greener travel methods in order to reduce emissions will contribute towards the aims of PPG13.
<u>PLANNING POLICY STATEMENT</u>			
PPS 23: Planning and Pollution Control Author FORMER ODPM Publication Date: 2004	To ensure the sustainable and efficient use of land, encouraging the remediation of existing contaminated land and minimising the adverse effects of polluting uses.		Set out detailed air quality considerations for determining the acceptability of development (particularly in AQMAs)
PPS6: Planning for Town Centres Author FORMER ODPM Publication Date: March 2005	To promote the vitality and viability of town centres by planning for the development of existing centres, promoting existing centres by focusing development there and encouraging a wide range of services in a good environment accessible to all.		The air quality in town centres is linked to peoples' enjoyment of the area and therefore the air quality in these areas which have a high footfall should be considered by this SPD.

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
PPS1: Delivering Sustainable Development Author FORMER ODPM Publication Date: February 2005	LPAs should adopt a spatial approach to planning through the integration of land use policies with other policies and programmes which influence the nature of places and how they function, including transport and regeneration.		Considering air quality issues through the land use planning process will seek to achieve spatial planning.
PPS1: Delivering Sustainable Development Author FORMER ODPM Publication Date: February 2006	Development plans should ensure that sustainable development is pursued in an integrated manner in line with the principles outlined in the UK strategy.		Providing a healthy environment is a major factor in creating sustainable communities. This SPD will help to improve the environment by looking to reduce air pollutants relating to new developments.
PPS1: Delivering Sustainable Development Author FORMER ODPM Publication Date: February 2005	LPAs should ensure development plans contribute to global sustainability by addressing the causes and impacts of climate change through policies which reduce energy use and emissions and promote renewable energy, especially via design and location.		Emission reduction is directly linked to improving air quality.
<u>REGIONAL POLICY / STRATEGY</u>			
A Sustainable Development Framework for London (2003)	To achieve environmental, social and economic development simultaneously, the improvement of one will not be to the detriment of another. Where trade-offs between competing objectives are unavoidable, these will be transparent and minimised.		To limit and deal with pollution, and use energy and material resources prudently, efficiently and effectively, including re-using and recycling residual waste.

Appendix 3 – Plans and Programmes

Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
The London Plan - Spatial Development Strategy for Greater London (2004)	Strategic plan setting out an integrated social, economic and environmental framework for the future development of London		Policy 4A.6 of the London Plan: Improving air quality
The Mayor's Transport Strategy (2001)	To start to equip London with the modern and efficient transport system it will need to compete on a world scale in the first decades of the 21 st century		Promoting London as a green city – tackling traffic congestion, improving air quality and reducing greenhouse gas emissions, alongside promoting healthier means of travel.
The Mayor's Economic Development Strategy - 'Success through Diversity' (2001)	sets out a plan for the sustainable, equitable and healthy growth and development of London's economy to 2016.		Deliver healthy, sustainable, high quality communities and urban environments. Measured in part by the indicators developed for the Mayor's Air Quality Strategy
The Mayor's Cultural Strategy (2004)	Four key objectives focused on: excellence, creativity, access and value		Section 7.18 London's tourism industry is particularly dependent on visitors from abroad, but international tourism generates high levels of air and coach travel which are a major contributor to poor air quality.
The Mayor's Ambient Noise Strategy – 'Sounder City' (2004)	<ul style="list-style-type: none"> • Securing good, noise reducing surfaces on Transport for London's roads. • Securing a night aircraft ban across London. • Reducing noise through better 		Priorities for noise will be integrated with actions on air quality,

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
	planning and design of new housing.		
The Mayor's Energy Strategy – 'Green Light to Clean Power' (2004)	To improve London's environment, reduce London's contribution to climate change, tackle fuel poverty, and promote economic development in the capital.		Energy supply and use is the main cause of climate change, as well as one of the principal causes of poor local air quality
The Mayor's Air Quality Strategy – 'Cleaning London's Air' (2002)	First step in establishing a strategic Londonwide framework for tackling air pollution.		Measures in the Mayor's Air Quality Strategy and other Mayoral strategies will improve London's air quality and London is expected to achieve the national targets for five of the seven pollutants. However, it is estimated that London will not achieve targets for annual nitrogen dioxide (NO ₂) target set for 2005, and daily particulate matter (PM ₁₀) target set for 2004.
The Mayor's Biodiversity Strategy – 'Connecting with London's Nature' (2002)	The Mayor's Biodiversity Strategy aims to protect and enhance the natural habitats of London together with their variety of species. The Strategy sets out the Mayor's vision for the future, identifying the key issues and providing innovative solutions. It demonstrates how London's biodiversity can be maintained as a crucial		The links between air quality and biodiversity are not major, although some aspects of poor air quality can affect biodiversity. The most important of these in London is probably nitrogen deposition, predominantly from vehicle emissions, which can affect plants directly and also enrich

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
	part of a sustainable world city.		the fertility of naturally infertile habitats, such as heathland, damaging this habitat. There is considerable variation in the susceptibility of individual plant species to these effects.
The Mayor's Municipal Waste Management Strategy – 'Rethinking Rubbish in London' (2003)	This Strategy is led by waste reduction, reuse and recycling. To manage waste better, so that its impact on the local and global environment and on London communities, economy and health is minimised.		Improvement in London's air quality through better management and enforcement of existing incinerators. The main impact on air quality concentrations from municipal waste is the collection of London's municipal waste and transport to disposal sites, mostly to landfill outside of the London area, which currently creates a significant transport requirement
West London Economic Development Strategy (2004)	To ensure that sustainable and inclusive development is achieved for all those who work and live in West London		Minimise the environmental impact of transport through supporting the West London air quality action plans
A better quality of life in the South East: The Regional Sustainable Development Framework Author SEERA, SEEDA, GOSE, EA & NHS Publication Date: June 2001	This document translates the national objectives for sustainable development to a regional level. See entry under "A better quality of life: A Strategy for Sustainable Development for the UK (1999)" for more details.		Poor air quality can have an adverse impact on quality of life and health. SPD will provide a basis for helping to reduce these impacts through the planning system.

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
<p>Traffic Network Management Act 2004 Author DfT Publication Date: November 2004</p>	<p>To do all that is reasonably practicable to manage the road network effectively so as to keep traffic (including pedestrians / cyclists) moving. To take account of the needs of all road users, and to take actions to minimise, prevent or address problems.</p>		<p>Contributions may be sought through this SPD towards transport infrastructure.</p>
<p>Part IV of the Environment Act 1995 Local Air Quality Management Policy Guidance LAQM. PG(03) Author DEFRA Publication Date: February 2003</p>	<p>To minimise the risk of poor air quality to human health (also recognises links to climate change and environmental noise).</p>	<p>Transfers targets from the Air Quality Regulations (England)(Wales) 2000</p>	<p>Refer to the possibility of the use of conditions and legal agreements to limit and mitigate the negative air quality impacts.</p>
<u>UK POLICY / STRATEGY</u>			
<p>Our Energy Future - Creating a Low Carbon Economy (Energy White Paper) Author DTI Publication Date: February 2003</p>	<p>To cut the UK's carbon dioxide emissions – the main contributor to global warming.</p>	<p>Cut carbon dioxide emissions by some 60% by about 2050, as recommended by the RCEP, with real progress by 2020.</p>	<p>The reduction in vehicular emissions, which will form a key objective of this document, is closely linked to the global reduction in greenhouse gases.</p>
<p>Quality of Life Counts - update 2004 Author UK Government Publication Date: April 2004</p>	<p>Update of indicators from 1999 'Quality of Life Counts' document, which set out indicators to provide a baseline assessment from which progress might be judged. Indicators based on objectives in 'A Better Quality of Life' (1999)</p>	<p>15 headline indicators; around 150 sub-indicators.</p>	<p>Poor air quality can have an adverse impact on quality of life and health. SPD will provide a basis for helping to reduce these impacts through the planning system.</p>

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
<p>A Better Quality of Life: A Strategy for Sustainable Development for the UK Author UK Government Publication Date: May 1999</p>	<p>The effective protection of the environment - limit global environmental threats; protect human safety from hazards such as poor air quality; protect things which people need or value, such as wildlife, landscapes and historic buildings.</p>	<p>Specific indicators set out in 'Quality of Life Counts'.</p>	<p>Poor air quality can have an adverse impact on quality of life and health. SPD will provide a basis for helping to reduce these impacts through the planning system.</p>
<p>Our Towns and Cities: The Future (The Urban White Paper) Author DETR Publication Date: November 2002</p>	<p>To create places which offer a high quality of life and opportunity for all, not just the few (people shaping their future; attractive well-kept places; sustainable location & design.; creation and sharing of prosperity; good quality services).</p>		<p>Improving the health of residents is an aim of this report. This SPD will aim to improve the air quality of Hounslow, and therefore the respiratory health of residents.</p>
<p>A Better Quality of Life: A Strategy for Sustainable Development for the UK Author UK Government Publication Date: May 1999</p>	<p>Social progress that recognises the needs of everyone - to improve access to services, tackle social exclusion, and reduce the harm to health caused by poverty, poor housing, unemployment and pollution.</p>	<p>Specific indicators set out in 'Quality of Life Counts'.</p>	<p>Poor air quality can have an adverse impact on quality of life and health. SPD will provide a basis for helping to reduce these impacts through the planning system.</p>
<p>Climate Change - The UK Programme Author DETR Publication Date: November 2000</p>	<p>To tackle climate change by cutting the greenhouse gas emissions that cause it.</p>	<p>Cut the UK's emissions of carbon dioxide by 20% below 1990 levels by 2010.</p>	<p>The reduction in vehicular emissions, which will form a key objective of this document, is closely linked to the global reduction in greenhouse gases.</p>
<p>Sustainable Communities: Homes for All Author FORMER ODPM Publication Date: January 2005</p>	<p>To offer greater choice and opportunity in housing across the country. To ensure that there are enough decent homes, at prices people can afford together with good access to jobs and services and in a clean, green and safe environment.</p>	<p>All social homes to reach the decent homes standard by 2010.</p>	<p>Implications of new developments on the air quality of the area will be considered.</p>

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
<p>The Future of Air Transport Author DfT Publication Date: December 2003</p>	<p>Limit noise impacts, maintain local air quality within legal limits, avoid/mitigate loss of landscape/built heritage, meet all relevant water quality and mandatory environmental standards, design surface access to airports to limit environmental impact.</p>		<p>This SPD will seek to improve the current levels of air quality, and mitigate against any effects that the growth of air travel may have on Hounslow.</p>
<p>By Design: Urban Design in the Planning System - Towards Better Practice Author DETR / CABE Publication Date: May 2000</p>	<p>Provides a companion guide to the PPG series and provides guidance on how to deliver better quality urban design through the planning system.</p>		<p>Designs which reduce the impact or effect of air pollutants will be encouraged and endorsed through this SPD.</p>
<p>Urban Design Compendium Author English Partnerships / CABE Publication Date: August 2000</p>	<p>Provides a checklist of fundamental principles, which will need to be adhered to throughout the development process in order to create better and well-designed places for people. Key emphasis on detail as well as general design principles.</p>		<p>Designs, which reduce the impact or effect of air pollutants, will be encouraged and endorsed through this SPD.</p>
<p>Towards an Urban Renaissance Author Urban Task Force Publication Date: 1999</p>	<p>To regenerate the UK's towns and cities by establishing the principles of design excellence, economic strength, environmental responsibility, good governance and social well being, with emphasis upon developing mixed communities and sustainable transport.</p>		<p>Good air quality is fundamental to creating an area where people are happy to live and not worry about consequences to their health.</p>
<p>Planning for Gypsy and Traveller Sites Author FORMER ODPM Publication Date: December 2004</p>	<p>To ensure Gypsies and Travellers have the same access to decent and appropriate accommodation, education and health as everyone else. To assess the needs of Gypsies and Travellers and where there is a</p>		<p>The air quality surrounding any potential gypsy and traveller sites may need to be considered.</p>

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
	need ensure it is met through site allocations.		
Sustainable Communities Plan Author FORMER ODPM Publication Date: Feb 2003	The main objective is to create sustainable communities which involves ensuring there are enough decent homes, access to jobs and services, that the local environment is protected and enhanced, crime is reduced and there is better health and education.	60% of homes to be built on brownfield sites.	To create better living environments.
Bike for the Future, The NCS Board for England's Strategic Action Plan- "More People Cycling, More Safely, More Often" Author NCSB Publication Date: September 2004	To get more people cycling, more safely, more often by encouraging central government departments, led by the DfT, to establish a co-ordinated programme that will cater for all road users.	Original target of quadrupling cycling 1996 levels of cycling by 2012 is not unrealistic in the longer term but it requires an increase of 19% per annum, which is. Therefore local targets should inform a national target.	The provision of cycle routes or a contribution towards them will be a recommendation of the SPD, in order to reduce the level of emissions from traffic.
Sustainable Communities: People, Places and Prosperity Author FORMER ODPM Publication Date: January 2005	To ensure that everyone has a share in the nation's prosperity and a pleasant, safe and green place to live with excellent local services.		Will seek to create a green environment where everyone will want to live.
Development Control: Planning For Air Quality Author National Society for Clean Air and Env. Protection Publication Date: November 2004	To develop a consistent approach to the consideration of air quality issues in development control decisions, with a focus on avoiding unacceptable impacts rather than unacceptable development.		Emphasise need to reduce negative air quality impact of development, expand on the need for air quality assessments; possible design solutions to mitigate impacts etc

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
<p>Transport 2010 - The 10 Year Plan Author DETR Publication Date: July 2000</p>	<p>To promote modern and integrated transport for the public and industry and to reduce the impact of transport on the environment, particularly in respect of poor air quality.</p>	<p>Improve air quality by meeting National Air Quality Strategy targets for CO, lead, NO₂, particles, sulphur dioxide, benzene, 1-3butadiene. Reduce GHG emissions by 12.5% from 1990 & move towards 20% CO₂ reduction by 2010.</p>	<p>Contributions towards greener travel methods will be encouraged as part of this SPD.</p>
<p>The Town and Country Planning (residential density) (London, South East England, South West England, East of England and Northampshire) Direction 2005 Author FORMER ODPM Publication Date: 2005</p>	<p>To use land efficiently and seek greater intensity of development at places with good public transport in order to tackle housing shortages and meet housing targets. The Government will intervene where densities are less than 30 dwellings per hectare.</p>	<p>Minimum density of 30 dwellings per hectare.</p>	<p>There may be conflict between infilling vacant or low density sites with high densities, as this may have a negative effect on air quality. The recommendations of this SPD shall seek to find the best solution in these situations.</p>
<p>Transport 2010 - The 10 Year Plan Author DETR Publication Date: July 2000</p>	<p>To promote modern and integrated transport for the public and industry and to reduce the impact of transport on the environment, particularly in respect of highway congestion.</p>	<p>To reduce road congestion on the inter-urban network & in the large urban areas in England below current levels by 2010 (DETR PSA Target).</p>	<p>This SPD is intrinsically linked to emissions reduction, and will contribute towards the sustainability aim of reducing emissions from traffic by promoting green travel methods.</p>

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
<p>The Future of Transport - A Network for 2030 Author DfT Publication Date: July 2004</p>	<p>Balancing the need to travel with the need to improve quality of life by improving safety and respecting the environment.</p>	<p>To reduce the number of people killed or seriously injured in Great Britain in road accidents by 40% by 2010 and the number of children killed or seriously injured by 50% compared with average from 1994-98 (DETR PSA Target).</p>	<p>Good air quality is an important element of a healthy society. Contributions towards greener methods of travel may be sought through this SPD.</p>
<p>Planning for Housing Provision (draft) Author FORMER ODPM Publication Date: 18 July 2005</p>	<p>To achieve a better balance between demand and supply by supporting sustainable growth and reviving weak markets. To provide sufficient housing to ensure affordability, minimise environmental impacts and respond better to the market.</p>		<p>Minimising the impacts on air quality of new developments will be an important role for this SPD.</p>
<p>Transport 2010 - The 10 Year Plan Author DETR Publication Date: July 2000</p>	<p>To promote modern and integrated transport and to reduce the impact of transport on the environment, particularly by encouraging cycling.</p>	<p>Treble the number of cycling trips from their 2000 level by 2010 (rebasng of National Cycling Strategy target-this target will also be retained see record 86).</p>	<p>The provision of cycle routes/footways or a contribution towards them will be a recommendation of the SPD, in order to reduce the level of emissions from traffic, therefore improving the environment.</p>
<p>The Air Quality Strategy for England, Scotland, Wales & Northern Ireland - Working Together for Clean Air Author DEFRA Publication Date: January 2000</p>	<p>To improve and protect ambient air quality in the UK in the medium-term. Sub-objectives for eight main air pollutants to protect health, and two new objectives to protect vegetation and ecosystems.</p>		<p>The SPD will aim to reduce vehicular emissions and other pollutants and to minimise the adverse impacts of poor air quality upon Hounslow's residents, employees and visitors, as far as can be achieved through the planning system.</p>

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Title of Plan, Programme or Document	Summary of Key Objective	Target (if applicable)	Air Quality:
Sustainable communities: People, Places and Prosperity Author FORMER ODPM Publication Date: January 2005	More effective community engagement and involvement in decisions taken at a local level.		Community involvement and consultation will be an integral part of preparing the SPD.

Appendix 4 – Sustainability Appraisal Framework including Objectives Targets and Indicators

Sustainability Appraisal Objectives, Indicators and targets		
SA Objective	Indicators (provisional)	Targets
Social		
1 To maintain and/or improve the health of the population in the borough	<ul style="list-style-type: none"> ▪ Death rate - Standardised Mortality Rates (SMR's) for all ages and for deaths before 75 years of age ▪ Direct Standardised Death Rate (DSDR) for all ages and for deaths before 75 years of age from circulatory disease, CHD and cancer ▪ Life expectancy ▪ % of people who describe their health as good 	<ul style="list-style-type: none"> ▪ By 2010 to reduce inequalities in health outcomes by 10 per cent as measured by infant mortality and life expectancy at birth (National PSA target Health Inequalities)
2 To reduce crime and the fear of crime	<ul style="list-style-type: none"> ▪ Recorded crimes per 1,000 population ▪ Domestic burglaries per 1,000 households ▪ Violent offences committed per 1,000 population ▪ Fear of crime 	<p>By 2007/08, Hounslow Community Safety partnership aims to</p> <ul style="list-style-type: none"> ▪ achieve a 20% reduction in recorded crime ▪ reduce the fear of crime in all areas of the borough and among vulnerable groups; <p>increase the confidence in the Criminal Justice System by bringing more offenders to justice;</p> <ul style="list-style-type: none"> ▪ make sure young people at risk of offending do not enter the Criminal Justice System; ▪ prevent re-offending by making perpetrators ▪ address their offending behaviour. <p>Community Safety Strategy (2005 – 2008)</p>
3 To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.	<ul style="list-style-type: none"> ▪ Homelessness and temporary accommodation ▪ Housing completion figures ▪ Affordable housing completion figures ▪ Overcrowding figures including average household size and number of rooms per household 	<ul style="list-style-type: none"> ▪ Max. 3 people sleeping rough on a single night within the Borough for each year to 2007/09 (BV202) ▪ % of non-decent Local Authority homes to be reduced to 0 by end of 2005/06 ▪ Complete a minimum of 470 new residential units per year of which an overall target of 50% is sought to be affordable to 2016

Appendix 4 – Sustainability Appraisal Framework including Objectives Targets and Indicators

<p>4 To improve opportunities for developing community cohesion through increasing understanding and learning between our many communities</p>	<ul style="list-style-type: none"> ▪ Percentage of people who feel that their local area is a place where people from different backgrounds and communities can live together harmoniously ▪ Voluntary activity 	<ul style="list-style-type: none"> ▪ Target not available
<p>5 To reduce as far as practicable noise from all sources</p>	<ul style="list-style-type: none"> ▪ Noise levels from road traffic ▪ Noise levels from air traffic – LEQ contours 	<ul style="list-style-type: none"> ▪ 0% of LA homes are non-decent by end of 2005/06. This includes adequate noise insulation against external noise (where external noise is a problem).
<p>6 To ensure fair and equal access to services (health care, education, employment, shopping, transport), culture, leisure and recreation for all residents</p>	<ul style="list-style-type: none"> ▪ Residents/households defined as within a distance of 500m (15 minutes walk) of key local services ▪ Households without a car ▪ Percentage of total length of footpaths and other rights of way, which were easy to use by members of the public ▪ Percentage of local authority buildings open to the public in which all public areas are suitable for and accessible to disabled people ▪ PTAL scores ▪ Participation in cultural, leisure and recreation activities ▪ Percentage of population in areas of open space deficiency 	<ul style="list-style-type: none"> ▪ Place 400 people from disadvantaged groups into sustainable employment by April 2006 (Community Plan) ▪ By 2007/08, 55% of authority buildings are open to the public in which all public areas are suitable for and accessible to disabled people (BV156) ▪ No net loss of social and community facilities including existing religious meeting places (Policies C.1.1, C.1.3, and C.6.1 of UDP) ▪ Each year until 2007, 90% total length of footpaths and other rights of way should be easy to use by members of the public (BV178)

Appendix 4 – Sustainability Appraisal Framework including Objectives Targets and Indicators

7 To reduce discrimination and promote equality of opportunity and fair treatment for all of our communities	<ul style="list-style-type: none"> ▪ Indices of Multiple Deprivation ▪ Proportion of population who live in wards that rank within the most deprived 10% in the country 	<ul style="list-style-type: none"> ▪ The Local Government Equality Standard to increase by one point each year, to a target of 4 by 2007 (BV 2a) ▪ 74% Race Equality Scheme criteria to be met by 2007, in order to promote Race Equality (BV 2b) ▪ The borough should continue to follow the CREs code of practice for rented housing and good practice standards for social landlords on tackling harassment (BV 164) ▪ By 2007, no more than 190 racial incidents to be recorded by the authority per 100,000 population per year (BV 174)
8 To improve the education and skills of the population overall	<ul style="list-style-type: none"> ▪ Percentage of young people in higher education ▪ Participation in adult education ▪ Proportion of population with poor literacy and numeracy skills ▪ Percentage of population with qualifications of Level 1 or lower (no) ▪ Percentage of population qualified to Level 4 (degree level) ▪ Percentage of disaffected young people not in education, employment or training ▪ Percentage of Students Achieving 5 or more A*-C GCSEs 	<ul style="list-style-type: none"> ▪ 56% of 15 year olds in LEA schools to achieve 5+ GCSEs Grades A*-C by 2007 (BV 38) ▪ Ratio of the percentage of 19 year old former care leavers who were engaged in employment, education or training to the percentage of all 19 year olds in the population who were engaged in employment, education or training to reach 0.77 by 2007 (BV 161)
9 To improve the quality of where people live	<ul style="list-style-type: none"> ▪ Percentage of residents who are satisfied with their neighbourhood as a place to live 	<ul style="list-style-type: none"> ▪ Ensure all new residential development is within 30 minutes public transport time of a GP, primary and secondary school, employment and a major health centre
Environmental		
10 To minimise the need to travel, increase the use of sustainable transport modes (walking, cycling and public transport) and reduce reliance on the car	<ul style="list-style-type: none"> ▪ Mode share for work and education trips ▪ Average trip length/distance of trips ▪ Car ownership ▪ Traffic flows ▪ Density of development 	<ul style="list-style-type: none"> ▪ No permissions granted which exceed parking standards ▪ Green travel plan provided for all schemes providing employment for 100 or more.

Appendix 4 – Sustainability Appraisal Framework including Objectives Targets and Indicators

<p>11 To ensure the quantitative and qualitative conservation of resources (soil, mineral aggregates, water, energy)</p>	<ul style="list-style-type: none"> ▪ Contaminated land ▪ Loss of greenfield land ▪ Percentage of main rivers and canals with good or fair biological and chemical water quality ▪ Developments incorporating renewable energy. 	<ul style="list-style-type: none"> ▪ BV106. 85% new homes to be built on previously developed land by 2007, rising from 80% in 2006
<p>12 To maintain and enhance existing biodiversity (areas of nature conservation interest, wildlife and habitats)</p>	<ul style="list-style-type: none"> ▪ Percentage of SSSIs in good condition ▪ Achievement of Biodiversity Action Plan targets ▪ Area of LNR per 1,000 head of population ▪ Net loss in the number or area of Sites of Importance for Nature Conservation (SINCS). 	<ul style="list-style-type: none"> ▪ English Nature target of at least 1 hectare of Local Nature Reserve per 1,000 head of population. ▪ No development within SSSIs (Policy ENV-N.2.1, UDP) ▪ Biodiversity Action Plan targets to be achieved by 2008
<p>13 To promote regeneration that makes use of existing assets</p>	<ul style="list-style-type: none"> ▪ Vacancy levels of commercial properties ▪ Use of previously developed land 	<ul style="list-style-type: none"> ▪ 100 private sector vacant dwellings to be returned into occupation or demolished as a direct result of action by the local authority, per year until 2007 (BV 64) ▪ 85% new homes to be built on previously developed land by 2007, rising from 80% in 2006 (BV 106).
<p>14 To maintain and improve the quantity and quality of publicly accessible open spaces</p>	<ul style="list-style-type: none"> ▪ Amount of publicly accessible open space land including greenways and allotments ▪ Proportion of the population within 400m of parks and open spaces 	<ul style="list-style-type: none"> ▪ No development on the greenbelt (Policy ENV-N.1.2, UDP), metropolitan open land (Policy ENV-N.1.11, UDP) or land open space (Policy ENV-N.1.2, UDP) incl. playing fields, private open space, or allotments and leisure gardens
<p>15 To reduce negative contributions to climate change</p>	<ul style="list-style-type: none"> ▪ SAP rating for local authority owned buildings ▪ Development taking place within the 1 in 100 year flood plain. ▪ Carbon dioxide emissions produced by transport 	<ul style="list-style-type: none"> ▪ Energy Efficiency: The average Standard Assessment Procedure (SAP) rating of local authority owned dwellings (not new developments) to reach 66 per year until 2007 (BV 63) ▪ Community Plan target to reduce Hounslow's carbon dioxide (CO₂) emissions from energy use to 20% below the 1990 levels by the year 2010 ▪ Planning permission granted in floodplains contrary to Environment Agency advice

Appendix 4 – Sustainability Appraisal Framework including Objectives Targets and Indicators

16 To improve air quality in the borough	<ul style="list-style-type: none"> ▪ NOx levels ▪ PM10 levels 	<ul style="list-style-type: none"> ▪ Aim to reduce NO levels in the borough to meet the standard of 40mg/m³ set in National Air Quality Strategy (Air Quality Action Plan) ▪ PM10 target set by EU, of no more than 35 days per year with particulate matter levels greater than 50µg/m³.
17 To minimise the production of waste	<ul style="list-style-type: none"> ▪ Waste collected ▪ Percentage of waste recycled ▪ Percentage of waste composted ▪ Amount of waste disposed of in landfill 	<ul style="list-style-type: none"> ▪ Number of kilograms of household waste collected per head population to reduce to 400kg by 2007 (BV 84) ▪ Percentage of the total tonnage of household waste which has been recycled to reach 24% by 2007 (BV 82A) ▪ Percentage of the total tonnage of household waste which has been sent for composting or for anaerobic digestion to reach 4.7% by 2007 (BV82b)
18 To promote high quality urban design and the use of sustainable building materials where appropriate	<ul style="list-style-type: none"> ▪ Design award scheme ▪ Percentage of new build and retrofit homes meeting EcoHomes “very good” or “excellent” standard ▪ The number of large developments incorporating SuDS 	<ul style="list-style-type: none"> ▪ To achieve an average SAP rating for local authority owned dwellings of 66 annually until 2007 (BV 63)
19 To conserve and enhance the quality and character of the Borough’s landscape and townscape including the historic environment	<ul style="list-style-type: none"> ▪ Number of listed buildings, scheduled ancient monuments and conservation areas ▪ Buildings of grade I and II* at risk ▪ Scheduled ancient monuments at risk 	<ul style="list-style-type: none"> ▪ No loss of conservation areas (Policy ENV-B.2.1, UDP) ▪ No loss of listed buildings and buildings of local townscape character (Policies ENV-B.2.4 and ENV-B.2.6 of UDP) ▪ No loss of scheduled ancient monuments (Policy ENV-B.3.1, UDP)
Economic		
20 To provide opportunities and benefits to the local economy especially in town centres, whilst having regard to the wider environment	<ul style="list-style-type: none"> ▪ Percentage change in the total number of VAT registered businesses in the area or number of new businesses forming ▪ Employment figures ▪ Unemployment figures 	<ul style="list-style-type: none"> ▪ No permissions granted for large high-trip generating employment uses outside town centres

Appendix 4 – Sustainability Appraisal Framework including Objectives Targets and Indicators

<p>21 To maintain and attract new economic development that provides a range of jobs in appropriate locations</p>	<ul style="list-style-type: none"> ▪ Percentage of jobs within target sectors ▪ Percentage of residents commuting into and out of LBH ▪ Commercial floor space take up or percentage of vacant floor space ▪ Percentage of vacant retail floor space 	<ul style="list-style-type: none"> ▪ GLA draft Industrial Capacity Study benchmark that West London can accommodate the loss of 41 ha of industrial land between 2001 and 2016, equating to 7ha for Hounslow (if divided equally between 6 boroughs).
<p>22 To maintain and enhance the importance of Hounslow as an employment centre in both the West London and London-wide context</p>	<ul style="list-style-type: none"> ▪ New commercial floor space 	<p>Target not available</p>
<p>23 To improve accessibility for all sections of the community to jobs, education, skills training and life long learning</p>	<ul style="list-style-type: none"> ▪ Percentage of work trips undertaken by means other than the car ▪ Average weekly earnings ▪ Level of unemployment 	<ul style="list-style-type: none"> ▪ Ratio of the percentage of 19 year old former care leavers who were engaged in employment, education or training to the percentage of all 19 year olds in the population who were engaged in employment, education or training to reach 0.77 by 2007 (BV 161) ▪ Place 400 people from disadvantaged groups into sustainable employment by April 2006 (Community Plan)

Appendix 5 - Assessment of the compatibility of the Sustainability Objectives with the Objective of the Air Quality Supplementary Planning Document

Testing the Internal compatibility of the Sustainability Objectives

SA Objectives																								
Social		1																						
	1		2																					
	2	+		3																				
	3	+	+		4																			
	4	+	+	+		5																		
	5	+	0	+	0		6																	
	6	+	+	+	+	+		7																
	7	+	+	+	+	0	+		8															
	8	+	+	+	+	+	+	+		9														
	9	+	+	+	+	+	+	+	0		10													
Environmental	10	+	+	0	+	+	+	+	0	+		11												
	11	0	0	?	0	+	0	0	0	+	+		12											
	12	0	0	?	0	+	0	0	0	+	?	+		13										
	13	+	+	+	+	-	+	+	+	+	+	+		14										
	14	+	+	?	+	0	+	+	0	+	-	+	+	+		15								
	15	+	0	?	0	+	?	?	0	+	+	+	+	+	+		16							
	16	+	0	?	0	+	?	+	0	+	+	?	+	?	+	+		17						
	17	0	0	+	0	0	0	0	0	+	0	+	0	?	0	+	+		18					
	18	+	+	+	0	+	+	+	0	+	+	+	0	+	0	+	+	+		19				
	19	0	0	?	0	+	?	0	0	+	+	?	?	+	+	?	+	0	+		20			
Economic	20	+	+	+	+	?	+	?	+	+	+	0	+	+	+	?	?	+	+		21			
	21	+	+	?	0	+	+	+	+	+	+	0	+	+	+	?	-	+	+	+		22		
	22	0	+	?	+	-	?	?	+	?	?	-	?	?	?	-	-	+	?	?	+		23	
	23	+	+	+	+	?	+	+	+	+	+	0	+	0	0	0	0	0	0	0	+	+	+	

Key:

- + Positive impact
- Negative impact
- 0 No relationship between objectives
- ? **Impact but not known**

Appendix 5 - Assessment of the compatibility of the Sustainability Objectives with the Objective of the Air Quality Supplementary Planning Document

Social	Environmental	Economic
1 To maintain and/or improve the health of the population in the borough	10 To minimise the need to travel, increase the use of sustainable transport modes (walking, cycling and public transport) and reduce reliance on the car	20 To provide opportunities and benefits to the local economy especially in town centres, whilst having regard to the wider environment
2 To reduce crime and the fear of crime	11 To ensure the quantitative and qualitative conservation of resources (soil, mineral aggregates, water, energy)	21 To maintain and attract new economic development that provides a range of jobs in appropriate locations
3 To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.	12 To maintain and enhance existing biodiversity (areas of nature conservation interest, wildlife and habitats)	22 To maintain and enhance the importance of Hounslow as an employment centre in both the West London and London-wide context
4 To improve opportunities for developing community cohesion through increasing understanding and learning between our many communities	13 To promote regeneration that makes use of existing assets	23 To improve accessibility for all sections of the community to jobs, education, skills training and life long learning
5 To reduce as far as practicable noise from all sources	14 To maintain and improve the quantity and quality of publicly accessible open spaces	
6 To ensure fair and equal access to services (health care, education, employment, shopping, transport), culture, leisure and recreation for all residents	15 To reduce negative contributions to climate change	
7 To reduce discrimination and promote equality of opportunity and fair treatment for all of our communities	16 To improve air quality in the borough	
8 To improve the education and skills of the population overall	17 To minimise the production of waste	
9 To improve the quality of where people live	18 To promote high quality urban design and the use of sustainable building materials where appropriate	
	19 To conserve and enhance the quality and character of the Borough's landscape and townscape including the historic environment	

Appendix 5 - Assessment of the compatibility of the Sustainability Objectives with the Objective of the Air Quality Supplementary Planning Document

Testing the Compatibility between Air Quality SPD objectives and SA objectives

Sustainability Objectives

	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Objective 15	Objective 16	Objective 17	Objective 18	Objective 19	Objective 20	Objective 21	Objective 22	Objective 23
Air Quality SPD Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
1 All new development should be designed in such a way that their emissions do not add to the pollution problems in the area.	+	0	0	0	+	0	+	+	+	+	+	0	?	+	+	++	0	+	0	?	?	-	?
2. All new development should be designed in such a way to contribute to the reduction of air pollution in the area.	+	0	0	0	+	0	+	+	+	+	+	0	?	+	+	++	0	+	0	?	?	-	?
3. The Council should not allow any new development proposals which are likely to increase air pollution in the area	+	0	0	0	+	0	+	+	+	+	+	0	?	+	+	++	0	+	0	?	?	-	?
4. Car use should be discouraged wherever possible.	+	0	0	0	+	+	+	?	+	+	+	+	?	0	+	++	0	0	0	+	?	-	+
5. Incentives should be introduced which encourage people to use cleaner vehicles such as electric cars.	+	0	0	0	+	0	0	0	+	?	+	+	?	0	+	++	0	0	0	0	0	0	0

Appendix 5 - Assessment of the compatibility of the Sustainability Objectives with the Objective of the Air Quality Supplementary Planning Document

6. Walking, cycling and public transport should be given greater priority and facilities and services improved.	+	0	0	+	+	+	+	+	+	+	+	+	+	?	0	+	++	0	+	0	+	0	0	+
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	----	---	---	---	---	---	---	---

KEY

	Impact
++	very positive
+	Positive
0	No impact
-	Negative
--	Very negative
?	Uncertain effect

Appendix 6 – Sustainability Appraisal

Table 6.1

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
Social				
1 To maintain and/or improve the health of the population in the borough	<ul style="list-style-type: none"> Death rate - Standardised Mortality Rates (SMR's) for all ages and for deaths before 75 years of age 	Opportunities to participate in healthy pursuits?	+	Measures to reduce emissions and air quality improvements themselves may encourage people to take opportunities to cycle and walk more, but the impact of the SPD will be minimal
	<ul style="list-style-type: none"> Direct Standardised Death Rate (DSDR) for all ages and for deaths before 75 years of age from circulatory disease, CHD and cancer 	Health of the population?	++	The main aim of the SPD is to minimise the impact of poor air quality on human health
	<ul style="list-style-type: none"> Life expectancy 	The provision of adequate healthcare facilities	0	The SPD does not have an impact on this issue

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> ▪ % of people who describe their health as good 	Infant health	++	The main aim of the SPD is to minimise the impact of poor air quality on human health
2 To reduce crime and the fear of crime	<ul style="list-style-type: none"> ▪ Recorded crimes per 1,000 population 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Domestic burglaries per 1,000 households 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Violent offences committed per 1,000 population 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Fear of crime 		0	The SPD does not have an impact on this issue
3 To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.	<ul style="list-style-type: none"> ▪ Homelessness and temporary accommodation 		0	The SPD does not have an impact on this issue

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> Housing completion figures 	The supply of land for housing and delivery of housing numbers?	?	Locational and design restrictions as a result of the SPD may mean that less units can be accommodated on certain sites thereby restricting the deliver of housing numbers
	<ul style="list-style-type: none"> Affordable housing completion figures 	The number of affordable housing units delivered?	?	Locational and design restrictions as a result of the SPD may mean that less units can be accommodated on certain sites thereby restricting the deliver of housing numbers
	<ul style="list-style-type: none"> Overcrowding figures including average household size and number of rooms per household 		0	The SPD does not have an impact on this issue
4 To improve opportunities for developing community cohesion through increasing understanding and learning between our many communities	<ul style="list-style-type: none"> Percentage of people who feel that their local area is a place where people from different backgrounds and communities can live together harmoniously 		?	An understanding of the common environmental problem of air pollution affecting all communities may foster community cohesion
	<ul style="list-style-type: none"> Voluntary activity 	Air Quality Projects, S106 funded?	?	As above community cohesion may be fostered

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
5 To reduce as far as practicable noise from all sources	<ul style="list-style-type: none"> Noise levels from road traffic 		?	The SPD seeks to reduce human exposure to poor air quality. There may be potential tradeoffs in terms of noise. The extent to which this may happen depends on the situation to which the Air Quality SPD is applied. It is not a direct aim of the SPD to reduce noise exposure, but air quality and noise are often linked and the SPD will therefore possibly have a positive impact on this issue.
	<ul style="list-style-type: none"> Noise levels from air traffic – LEQ contours 		?	
6 To ensure fair and equal access to services (health care, education, employment, shopping, transport), culture, leisure and recreation for all residents	<ul style="list-style-type: none"> Residents/households defined as within a distance of 500m (15 minutes walk) of key local services 	The vitality and viability of town centres?	+	It is not a direct aim of the SPD to improve the vitality and viability of town centres but it seeks to address issues, which will result in a positive impact. The SPD does not discourage car ownership but encourages walking, cycling and public transport use

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> ▪ Households without a car 	Emissions?	+	The SPD does not discourage car ownership but encourages walking, cycling and public transport use
	<ul style="list-style-type: none"> ▪ Percentage of total length of footpaths and other rights of way, which were easy to use by members of the public 		+	The SPD does not discourage car ownership but encourages walking, cycling and public transport use
	<ul style="list-style-type: none"> ▪ Percentage of local authority buildings open to the public in which all public areas are suitable for and accessible to disabled people 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ PTAL scores 	Modal shift?	+	The SPD does not discourage car ownership but encourages walking, cycling and public transport use
	<ul style="list-style-type: none"> ▪ Participation in cultural, leisure and recreation activities 	Accessibility to these activities?	+	The SPD promotes access via walking cycling and public transport

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> Percentage of population in areas of open space deficiency 		0	The SPD does not have an impact on this issue
7 To reduce discrimination and promote equality of opportunity and fair treatment for all of our communities	<ul style="list-style-type: none"> Indices of Multiple Deprivation 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Proportion of population who live in wards that rank within the most deprived 10% in the country 		0	The SPD does not have an impact on this issue
8 To improve the education and skills of the population overall	<ul style="list-style-type: none"> Percentage of young people in higher education 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Participation in adult education 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Proportion of population with poor literacy and numeracy skills 		0	The SPD does not have an impact on this issue

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> Percentage of population with qualifications of Level 1 or lower (no) 		○	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Percentage of population qualified to Level 4 (degree level) 		○	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Percentage of disaffected young people not in education, employment or training 		○	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Percentage of Students Achieving 5 or more A*-C GCSEs 		○	The SPD does not have an impact on this issue
9 To improve the quality of where people live	<ul style="list-style-type: none"> Percentage of residents who are satisfied with their neighbourhood as a place to live 	People's choice of location for their next home? The attractiveness of the Borough as a place to live?	+	Air quality may play a minor role in people's choice of location for their next home and in people's perceptions about the attractiveness of the Borough

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
Environmental				
10 To minimise the need to travel, increase the use of sustainable transport modes (walking, cycling and public transport) and reduce reliance on the car	<ul style="list-style-type: none"> ▪ Mode share for work and education trips 		+	Measures to reduce poor air quality might include e.g. restrictions on car parking provision and encouraging other forms of transport, which could reduce the number of trips made by car.
	<ul style="list-style-type: none"> ▪ Average trip length/distance of trips 		+	Measures to reduce poor air quality might include e.g. restrictions on car parking provision and encouraging other forms of transport, which could reduce the number of trips made by car and can also influence the trip lengths - more people would be encouraged to use alternative means for short trips

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> ▪ Car ownership 		+	<p>The SPD directly seeks to reduce emission e.g. by limiting car use and improving public transport facilities, it is hoped that this will lead to an increase in bus use. Some of the measures for reducing emissions from traffic may include encouraging cycling e.g. through increased provision of cycle lanes which could improve cycle safety, though this in itself is not a matter the SPD seeks to achieve.</p>

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> ▪ Traffic flows 		++	<p>Measures to reduce poor air quality might include e.g. restrictions on car parking provision and encouraging other forms of transport, which could reduce the number of trips made by car. Traffic congestion is a key contributor to poor air quality and the SPD includes advice on traffic congestion reduction measures in order to address poor air quality</p>
	<ul style="list-style-type: none"> ▪ Density of development 		+	<p>The SPD may have an impact indirectly on density of development since it will recommend that fewer receptors be placed in areas of potentially high air pollution. Locational and design restrictions as a result of the SPD may mean that less units can be accommodated on certain sites</p>

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
11 To ensure the quantitative and qualitative conservation of resources (soil, mineral aggregates, water, energy)	<ul style="list-style-type: none"> Contaminated land 		?	The SPD will apply restrictions to use of unmitigated contaminated land
	<ul style="list-style-type: none"> Loss of greenfield land 		0	The SPD does not have a direct impact on this issue
	<ul style="list-style-type: none"> Percentage of main rivers and canals with good or fair biological and chemical water quality 		0	The SPD does not have a direct impact on this issue
	<ul style="list-style-type: none"> Developments incorporating renewable energy. 		+	The SPD encourages the use of renewable energy where there is an air quality benefit
12 To maintain and enhance existing biodiversity (areas of nature conservation interest, wildlife and habitats)	<ul style="list-style-type: none"> Percentage of SSSIs in good condition 		+	The SPD seeks to reduce human exposure to poor air quality. An overall improvement in air quality could benefit ecological sites, but the impact is likely to be minimal.
	<ul style="list-style-type: none"> Achievement of Biodiversity Action Plan targets 	The area of habitat covered by BAPs?. The condition of BAP priority habitats	+	The SPD seeks to reduce human exposure to poor air quality. An overall improvement in air quality could benefit ecological sites, but the impact is likely to be minimal.

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> Area of LNR per 1,000 head of population 		+	The SPD seeks to reduce human exposure to poor air quality. An overall improvement in air quality could benefit ecological sites, but the impact is likely to be minimal.
	<ul style="list-style-type: none"> Net loss in the number or area of Sites of Importance for Nature Conservation (SINCS). 		+	The SPD seeks to reduce human exposure to poor air quality. An overall improvement in air quality could benefit ecological sites, but the impact is likely to be minimal.
13 To promote regeneration that makes use of existing assets	<ul style="list-style-type: none"> Vacancy levels of commercial properties 		?	Locational restrictions as a result of then SPD may restrict the re-use of certain sites
	<ul style="list-style-type: none"> Use of previously developed land 		?	Locational restrictions as a result of then SPD may restrict the re-use of certain sites

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
14 To maintain and improve the quantity and quality of publicly accessible open spaces	<ul style="list-style-type: none"> Amount of publicly accessible open space land including greenways and allotments 		O	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Proportion of the population within 400m of parks and open spaces 		O	The SPD does not have an impact on this issue
15 To reduce negative contributions to climate change	<ul style="list-style-type: none"> SAP rating for local authority owned buildings 		O	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Development taking place within the 1 in 100 year flood plain. 		O	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> Carbon dioxide emissions produced by transport 		++	Positive effect as the SPD seeks to encourage use of cleaner vehicle technology
16 To improve air quality in the borough	<ul style="list-style-type: none"> NOx levels 		++	Direct Positive Effect
	<ul style="list-style-type: none"> PM10 levels 		++	Direct Positive Effect

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
17 To minimise the production of waste	<ul style="list-style-type: none"> ▪ Waste collected 		O	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Percentage of waste recycled 		O	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Percentage of waste composted 		O	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Amount of waste disposed of in landfill 		O	The SPD does not have an impact on this issue
18 To promote high quality urban design and the use of sustainable building materials where appropriate	<ul style="list-style-type: none"> ▪ Design award scheme 		?	Designs to address air quality have the potential to be unattractive visually.
	<ul style="list-style-type: none"> ▪ Percentage of new build and retrofit homes meeting EcoHomes "very good" or "excellent" standard 		?	Locational and design restrictions as a result of the SPD may mean that less units can be accommodated on certain sites, thereby restricting the delivery of housing numbers, including affordable housing

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
	<ul style="list-style-type: none"> The number of large developments incorporating SuDS 		?	Locational and design restrictions as a result of the SPD may mean that less units can be accommodated on certain sites, thereby restricting the delivery of housing numbers, including affordable housing
19 To conserve and enhance the quality and character of the Borough's landscape and townscape including the historic environment	<ul style="list-style-type: none"> Number of listed buildings, scheduled ancient monuments and conservation areas 		+	A reduction in poor air quality as a result of the SPD could have a positive impact on the appearance of listed buildings, but the impact will be minimal.
	<ul style="list-style-type: none"> Buildings of grade I and II* at risk 		+	A reduction in poor air quality as a result of the SPD could have a positive impact on the appearance of listed buildings, but the impact will be minimal.
	<ul style="list-style-type: none"> Scheduled ancient monuments at risk 		0	The SPD does not have an impact on this issue

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
Economic				
20 To provide opportunities and benefits to the local economy especially in town centres, whilst having regard to the wider environment	<ul style="list-style-type: none"> ▪ Percentage change in the total number of VAT registered businesses in the area or number of new businesses forming 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Employment figures 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Unemployment figures 		0	The SPD does not have an impact on this issue
21 To maintain and attract new economic development that provides a range of jobs in appropriate locations	<ul style="list-style-type: none"> ▪ Percentage of jobs within target sectors 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Percentage of residents commuting into and out of LBH 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Commercial floor space take up or percentage of vacant floor space 		0	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Percentage of vacant retail floor space 		0	The SPD does not have an impact on this issue
22 To maintain and enhance the importance of Hounslow as an employment centre in both the West London and London-wide context	<ul style="list-style-type: none"> ▪ New commercial floor space 		-	Impacts on traffic and congestion may cause a negative impact

Appendix 6 – Sustainability Appraisal

SA Objective	Indicators (provisional)	Assessment Criteria: "What impact does the SPD have upon..."	SA Score	Reason For Score
23 To improve accessibility for all sections of the community to jobs, education, skills training and life long learning	<ul style="list-style-type: none"> ▪ Percentage of work trips undertaken by means other than the car 		-	Impacts on traffic and congestion may cause a negative impact
	<ul style="list-style-type: none"> ▪ Average weekly earnings 		○	The SPD does not have an impact on this issue
	<ul style="list-style-type: none"> ▪ Level of unemployment 		○	The SPD does not have an impact on this issue

++	very positive
+	Positive
○	No impact
-	Negative
--	Very negative
?	Uncertain effect

