

PORTSMOUTH LOCAL DEVELOPMENT FRAMEWORK

**Air Quality and Air Pollution
Supplementary Planning Document**

**SUSTAINABILITY APPRAISAL
REPORT**

March 2006



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PORTSMOUTH LOCAL DEVELOPMENT FRAMEWORK

AIR QUALITY SUPPLEMENTARY PLANNING DOCUMENT (Adopted March 2006)

SUSTAINABILITY APPRAISAL REPORT

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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 an EU Directive which requires a 'Strategic Environment Assessment' (SEA) of plans and programmes, including development plans. The Office of the Deputy Prime Minister 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 sits alongside the Air Quality Supplementary Planning Document (SPD), which forms part of the Portsmouth 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. Portsmouth City Council Planning Policy E2 of the Portsmouth City Local Plan adopted in 1995 and policy DC5 'Amenity and Pollution' of the Proposed Modifications to the Portsmouth City Local Plan Review, published in August 2005, both set out the need to consider air, noise, vibration, light, water or other pollution in new development proposals. This principle applies both to potentially polluting development and sensitive development that may be exposed to pollution from others sources.

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 Readers should refer back to the general scoping report published September 2005 incorporating revisions following consultation, in order to gain a fuller understanding of the approach to SA the city council is taking for all the documents in the Local Development Framework. That document contains much of the background work that has informed the appraisal of the Air Quality SPD and some of the requirements of the SEA Directive have been met in that work. As it is not considered useful to repeat all of that information for the assessment of each LDF document, the general framework is available on the Local Development Framework pages of the Portsmouth City Council website at www.portsmouth.gov.uk/living/4238.html

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 OPDM publication 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' (September 2004). 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 Work on the general scoping report, the collection of baseline data and the document review was undertaken during the first half of 2005 by officers in the planning policy team with input from other city council divisions and outside agencies. This influenced the early stages of the SPD preparation. The appraisal of the contents of the SPD was undertaken in a workshop held on 17 October 2005. The appraisal was undertaken by a group of Portsmouth City Council officers, with a range of expertise and interests covering planning, public protection and strategy. The process was devised and led by planning officers, as it was considered important for those responsible for drafting the SPD to be actively involved in the appraisal rather than just reviewing the results at the end of the process.

1.5. Consultation arrangements

1.5.1 Throughout the process, the city council considered it important to involve directly 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 generic scoping documents were made available on the city council website and the four statutory consultees (English Nature, the Environment Agency, English Heritage and the Countryside Agency), as well as the Local Strategic Partnership and selected interest groups (RSPB, the Hampshire Wildlife Trust, the Portsmouth Environmental Forum, Portsmouth Friends of the Earth, the local Chamber of Commerce, the Portsmouth City PCT and the Portsmouth Society) were directly consulted during May 2005. Following this round of consultation, revisions were made to the generic framework and the supplementary scoping report for the SPD published. The statutory consultees as well as those that had made representations on the generic scoping report were consulted directly on the scoping report for the SPD. Again, it was also made more widely available on the City Council website.

1.5.2 The draft SPD was produced in December 2005 and subject to six weeks of public consultation. Alongside the SPD the Sustainability Appraisal Report was also made available for public consultation. No responses were received at this stage which were specific to the Sustainability Appraisal report, therefore no changes have been made to the document which alter its content.

1.5.3 This report sits alongside the Supplementary Planning Document. If you have any questions regarding the Air Quality Supplementary Planning Document please call Gemma Jephcott on (023) 9283 4699 or Stuart Wedgbury on (023) 9283 4362. If you have queries regarding this sustainability appraisal report, please call Jacqueline Boulter on (023) 9284 1276.

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 city council has devised a generic sustainability appraisal framework for all of its Local Development Framework Documents. A scoping report setting out 15 sustainability objectives (See Appendix 2) and the general methodology was published and

consulted on in May 2005, and a revised version published in September 2005. As individual LDF documents come forward, supplementary scoping documents will be published, which set out in more detail which elements of the generic approach will be taken on board. The approach for the Air Quality SPD was set out in a supplementary scoping report published in September 2005. Some minor changes were made to the framework set out in the scoping report before the Air Quality SPD was appraised. Section 3 of this report sets out in more detail how the assessment was undertaken.

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

2.2.1 The General Scoping Report 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 English Nature). The main sustainability objectives from these documents have been recorded in a database. This database is updated as and when documents are superseded and/or new documents are published.

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 General Scoping Report, a wide variety of information relating to a number of different sustainability issues was collected. Most of this was presented at city-wide or ward level, in order to provide a broad overview of the key sustainability issues affecting the city as a whole, in order to inform the preparation of the both the LDF and the LTP. This information is set out in the 'Portsmouth 2005' Baseline Report in detail. That report can be viewed on the Local Development Framework pages of the Portsmouth City Council website at www.portsmouth.gov.uk/living/4238.html. As the SPD is of citywide relevance, and the baseline data includes information on air quality management areas across the city, it was not deemed necessary to collect any further baseline data.

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

2.4.1 The general scoping report also set out a framework for undertaking the sustainability appraisal of all the documents in the LDF. It sets out the baseline data in tabular form, along with associated targets, grouped together in 15 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 15 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 had already been scoped out as having no significant link 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 the city.

3.1.2. 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 policy DC5 of the City Plan Review 2001-2011. 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 No formal assessment of the options was undertaken, as the best approach was predetermined by practical considerations. 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.

3.3. The base policy

3.3.1 An SPD has to be linked to a policy in an adopted plan, in this case E2 and E35 of the 1995 plan. However, policy DC5 of the Review Plan, seeks to achieve much the same thing, namely the minimisation of exposure to poor air quality and pollution. This policy will replace policies E2 and E35 as soon as the Review Plan is adopted and the SPD therefore relates to policies in both plans. It is anticipated that the Review Plan will be adopted in spring/summer 2006.

3.3.2 There is a requirement to appraise the base policy of an SPD to determine its sustainability impacts. Given the very limited life span left of the adopted plan, it has not been considered constructive to appraise policies E2 and E35. Policy DC5 underwent SA in April 2002. That assessment is attached at Appendix 6. Although that appraisal preceded the new guidance, it did assess the sustainability

issues relating to the policy in a similar way, by setting out the effects of the policy on a number of sustainability objectives. Given the existence of this prior assessment and the fact that the policy cannot be altered at this stage of the plan making process, it was not deemed useful to undertake a full assessment of that base policy using the new methodology. The sustainability appraisal of the Air Quality Supplementary Planning Document therefore focused on assessing the effects of the SPD over and above the provisions of the policy, using the assessment criteria set out in the general scoping report and the supplementary scoping report.

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

3.4.1. Appendix 7 sets out the assessment answers, including reasons for each assessment, arrived at during the SA workshop. 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 to be permanent. They all have an immediate effect on the development site and/or the surrounding area, which will accrue over time and across the city. 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 the city.

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. 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. In doing so, key sustainability indicators from the SA framework will be used in order to meet the requirements for SA monitoring.

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 "Portsmouth 2005" (includes trends) and Appendix 4 of this report
c) the environmental characteristics of areas likely to be significantly affected	Baseline report "Portsmouth 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 "Portsmouth 2005", Figure ii) of general scoping report and Appendix 4 of this report
e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way in those objectives and any environmental considerations have been taken into account during its preparation	Section 2.2 and Appendices 2 & 3 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 environment of implementing the plan or programme	Section 3.5 of this report
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

- 1 To minimise the emission of 'greenhouse gases' and other pollutants in order to create a cleaner city, to contribute towards a reduction in pollution, and to minimise the effects of global warming and climate change (*Climate Change & Emissions*)
- 2 To conserve the use of finite natural resources including minerals, and to preserve the quality of other valuable natural assets (*Natural Resources*)
- 3 To manage coastal flood risk, to promote the efficient management of the surface and groundwater system, and to safeguard water quality (*Coast & Water*)
- 4 To make sure that the city's most important wildlife species and habitats are protected, including those of international, national and local importance (*Biodiversity*)
- 5 To maximise the use of the city's finite land supply and encourage urban renaissance (*Land*)
- 6 To preserve and enhance the character and appearance of the city and its surroundings, including its built-up areas and its open spaces (*Landscape & Townscape Quality*)
- 7 To protect and conserve Portsmouth's historic, cultural and maritime heritage (*Heritage*)
- 8 To ensure that good quality housing is readily available and attainable to all those who need it (*Homes for Everyone*)
- 9 To ensure that there are sufficient jobs within the city for those of working age, and that the city's economy is buoyant and diverse (*Employment & Economy*)
- 10 To ensure that everyone in the city has access to education and learning at all stages of life, to raise educational attainment levels and to help everyone to achieve the necessary skills to acquire and retain fulfilling employment (*Education & Lifelong Learning*)
- 11 To promote and improve standards of health within the city's population (*Health & Wellbeing*)
- 12 To ensure that there are opportunities for everyone to participate in fulfilling, healthy and rewarding leisure and recreational activities to suit a full range of needs and interests (*Leisure & Recreation*)
- 13 To make Portsmouth a safe, comfortable and friendly place where people want to live, work and visit (*Quality of Life*)
- 14 To make sure that, as far as possible, people within the city have equality of access to facilities and services, and to minimise unfair disadvantage or discrimination (*Social Inclusion*)
- 15 To create a sense of ownership and pride within the city as a whole and within its different neighbourhoods, and to ensure that everybody has the opportunity to have their say and be involved in the future planning of the city (*Community Satisfaction & Involvement*)

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

EU legislation

Title of Plan, Programme or Document:	Summary of Key Objective:	Target (if applicable):	Air Quality:
EC Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment	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.		This SPD must be subject to sustainability appraisal, incorporating strategic environmental assessment.
Author European Union (then EC) Publication Date: June 2001			
Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment	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.		Consultation on the sustainability appraisal will need to be undertaken at the relevant stages in the SPD preparation process as defined in the ODPM's SA guidelines and PPS12.
Author European Union (then EC) Publication Date: July 2001			
Environment 2010: Our Future, Our Choice (The Sixth Environment Action Programme of the EC)	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).		Tackling climate change and protecting the environment are aims of this document which the SPD should work towards
Author European Communities Publication Date: 2001			
The Kyoto Protocol to the United Nations Framework Convention On Climate Change	To limit greenhouse gas emissions.	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.	Air quality directly linked to emissions. The efforts of the SPD's will work to reduce/limit emissions in general.
Author United Nations Publication Date: December 1997			

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

PCC Corporate policy / strategy

Title of Plan, Programme or Document:	Summary of Key Objective:	Target (if applicable):	Air Quality:
Somerstown & North Southsea Project Initiation Document	To create a sustainable urban community in Somerstown, in order to improve quality of life and foster local pride and act as a springboard for social and economic regeneration.		The affects on air quality of any new proposals in Somerstown and North Southsea should be considered.
Author Portsmouth City Council Publication Date:			
Proud of Our Past: Ambitious for Our Future: Portsmouth Community Strategy 2004-2009	Environment & Transport - to create a city that treasures and sustains a safe, healthy and attractive environment.	Detailed targets sets out within the accompanying Delivery Strategy and Six Monthly Monitoring Reports.	This SPD should be used to help to implement a clean and healthy environment, by mitigating against a decline in air quality as a consequence of permitting developments.
Author Portsmouth LSP Publication Date: 2004			
Portsmouth Cycling Strategy	Continually improve cycling infrastructure and the safety and security of cyclists/bicycles; maintain/develop a strong cycling culture in Portsmouth and improve health by promoting projects involving cycling and health.	Triple proportion of cycling trips by 2010 (2001 base). Reduce the number of cyclists killed/seriously injured by 40% by 2010. Reduce reported cycle thefts by 30% by 2011. Complete strategic cycle routes in Portsmouth by 2011.	Contributions towards cycling infrastructure may be sought through this SPD where proposals are set to increase the numbers visiting an area, therefore affecting the air quality in the near vicinity.
Author PCC Publication Date: December 2003			
Integrated Health Development Strategy - City of Portsmouth 2004-2009	To produce a fair, healthy and safe Portsmouth. The specific aims are to tackle: obesity and overweight persons, physical activity, smoking, alcohol misuse, stress, accidents and environmental hazards.	Seven key aims with a number of specific targets for each one.	To ensure compliance with national air quality standards in order to improve bronchial health levels.
Author Portsmouth City Council Publication Date: 2003			
Proud of Our Past: Ambitious for Our Future: Portsmouth Community Strategy 2004-2009	Health & Social Wellbeing: to create a city that celebrates individual confidence and good health.	Detailed targets sets out within the accompanying Delivery Strategy and Six Monthly Monitoring Reports.	This SPD can help to improve the overall air quality levels in the city and therefore peoples' respiratory health.
Author Portsmouth LSP Publication Date: 2004			

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

PCC Corporate policy / strategy

Title of Plan, Programme or Document:	Summary of Key Objective:	Target (if applicable):	Air Quality:
City Centre Masterplan Author Portsmouth City Council Publication Date: June 2002	To create the best quality integrated city centre, to create the best possible environment for all users, to identify key issues and problem areas, to prioritise improvements, to create an attractive platform for business and to enhance existing assets.		The impacts on air quality through the introduction of any new developments in the city centre should be considered through this SPD.
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.
PPG17: Open Space, Sport and Recreation and its Companion Guide (Assessing Needs and Opportunities) Author 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.

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

Planning Policy Statement

Title of Plan, Programme or Document:	Summary of Key Objective:	Target (if applicable):	Air Quality:
PPS 23: Planning and Pollution Control Author 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 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.
PPS1: Delivering Sustainable Development Author 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 ODPM Publication Date: February 2005	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 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.

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

Regional policy / strategy

Title of Plan, Programme or Document:

A better quality of life in the South East: The Regional Sustainable Development Framework

Author SEERA, SEEDA, GOSE, EA & NHS

Publication Date: June 2001

Traffic Network Management Act 2004

Author DfT

Publication Date: November 2004

Part IV of the Environment Act 1995 Local Air Quality Management Policy Guidance LAQM. PG(03)

Author DEFRA

Publication Date: February 2003

Summary of Key Objective:

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.

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.

To minimise the risk of poor air quality to human health (also recognises links to climate change and environmental noise).

Target (if applicable):

Transfers targets from the Air Quality Regulations (England) (Wales) 2000

Air Quality:

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.

Contributions may be sought through this SPD towards transport infrastructure.

Refer to the possibility of the use of conditions and legal agreements to limit the negative air quality impacts.

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

UK policy / strategy

Title of Plan, Programme or Document:	Summary of Key Objective:	Target (if applicable):	Air Quality:
Our Energy Future - Creating a Low Carbon Economy (Energy White Paper)	To cut the UK's carbon dioxide emissions - the main contributor to global warming.	Cut carbon dioxide emissions by some 60% by about 2050, as recommended by the RCEP, with real progress by 2020.	The reduction in vehicular emissions, which will form a key objective of this document, is closely linked to the global reduction in greenhouse gases.
Author DTI Publication Date: February 2003			
Quality of Life Counts - update 2004	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)	15 headline indicators; around 150 sub-indicators.	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.
Author UK Government Publication Date: April 2004			
A Better Quality of Life: A Strategy for Sustainable Development for the UK	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.	Specific indicators set out in 'Quality of Life Counts'.	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.
Author UK Government Publication Date: May 1999			
Our Towns and Cities: The Future (The Urban White Paper)	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).		Improving the health of residents is an aim of this report. This SPD will aim to improve the air quality of the city, and therefore the respiratory health of residents.
Author DETR Publication Date: November 2002			
A Better Quality of Life: A Strategy for Sustainable Development for the UK	Social progress which 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.	Specific indicators set out in 'Quality of Life Counts'.	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.
Author UK Government Publication Date: May 1999			

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

UK policy / strategy

Title of Plan, Programme or Document:

Climate Change - The UK Programme

Summary of Key Objective:

To tackle climate change by cutting the greenhouse gas emissions that cause it.

Target (if applicable):

Cut the UK's emissions of carbon dioxide by 20% below 1990 levels by 2010.

Air Quality:

The reduction in vehicular emissions, which will form a key objective of this document, is closely linked to the global reduction in greenhouse gases.

Author DETR

Publication Date: November 2000

Sustainable Communities: Homes for All

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.

All social homes to reach the decent homes standard by 2010.

Implications of new developments on the air quality of the area will be considered.

Author ODPM

Publication Date: January 2005

The Future of Air Transport

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.

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 Portsmouth.

Author DfT

Publication Date: December 2003

By Design: Urban Design in the Planning System - Towards Better Practice

Provides a companion guide to the PPG series and provides guidance on how to deliver better quality urban design through the planning system.

Designs which reduce the impact or effect of air pollutants will be encouraged and endorsed through this SPD.

Author DETR / CABE

Publication Date: May 2000

Urban Design Compendium

Provides a check-list 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.

Designs which reduce the impact or effect of air pollutants will be encouraged and endorsed through this SPD.

Author English Partnerships / CABE

Publication Date: August 2000

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

UK policy / strategy

Title of Plan, Programme or Document:	Summary of Key Objective:	Target (if applicable):	Air Quality:
Towards an Urban Renaissance Author Urban Task Force Publication Date: 1999	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.		Good air quality is fundamental to creating an area where people are happy to live and not worry about consequences to their health.
Planning for Gypsy and Traveller Sites Author ODPM Publication Date: December 2004	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 need ensure it is met through site allocations.		The air quality surrounding any potential gypsy and traveller sites may need to be considered.
Sustainable Communities Plan Author 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 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.

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

UK policy / strategy

Title of Plan, Programme or Document:	Summary of Key Objective:	Target (if applicable):	Air Quality:
Development Control: Planning For Air Quality	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
Author National Society for Clean Air and Env. Protection			
Publication Date: November 2004			
Transport 2010 - The 10 Year Plan	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.	Improve air quality by meeting National Air Quality Strategy targets for CO, lead, NO ₂ , particles, sulphur dioxide, benzene, 1-3 butadiene. Reduce GHG emissions by 12.5% from 1990 & move towards 20% CO ₂ reduction by 2010.	Contributions towards greener travel methods will be encouraged as part of this SPD.
Author DETR			
Publication Date: July 2000			
The Town and Country Planning (residential density) (London, South East England, South West England, East of England and Northamptonshire) Direction 2005	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.	Minimum density of 30 dwellings per hectare.	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.
Author ODPM			
Publication Date: 2005			
Transport 2010 - The 10 Year Plan	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..	To reduce road congestion on the inter-urban network & in the large urban areas in England below current levels by 2010 (DETR PSA Target).	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.
Author DETR			
Publication Date: July 2000			
The Future of Transport - A Network for 2030	Balancing the need to travel with the need to improve quality of life by improving safety and respecting the environment.	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).	Good air quality is an important element of a healthy society. Contributions towards greener methods of travel may be sought through this SPD.
Author DfT			
Publication Date: July 2004			

Appendix 3: Air Quality SPD – Relevant Plans & Programmes

UK policy / strategy

Title of Plan, Programme or Document:

**Planning for Housing Provision
(draft)**

Author ODPM

Publication Date: 18 July 2005

Summary of Key Objective:

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.

Target (if applicable):

Air Quality:

Minimising the impacts on air quality of new developments will be an important role for this SPD.

Transport 2010 - The 10 Year Plan

Author DETR

Publication Date: July 2000

To promote modern and integrated transport and to reduce the impact of transport on the environment, particularly by encouraging cycling.

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).

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.

**The Air Quality Strategy for England,
Scotland, Wales & Northern Ireland -
Working Together for Clean Air**

Author DEFRA

Publication Date: January 2000

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.

The SPD will aim to reduce vehicular emissions and other pollutants and to minimise the adverse impacts of poor air quality upon the city's residents, employees and visitors, as far as can be achieved through the planning system.

**Sustainable communities: People,
Places and Prosperity**

Author 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: Air Quality Supplementary Planning Document - Sustainability Appraisal Framework

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
1	Climate Change & Emissions	To minimise the emission of 'greenhouse gases' and other pollutants in order to create a cleaner city and to contribute towards a reduction in pollution and global warming.	To reduce the level of emissions generated by private cars.	Climatic Factors Air Material Assets	Urban background concentrations are averaging between 20 and 30 ug/m ³ , roadside between 35 and 45 ug/m ³ and kerbside between 50 and 60 ug/m ³ – fluctuating levels between 2001 and 2004 but no real trend (PCC).	Reduce nitrogen dioxide concentrations to 40ug/m ³ or lower (UK government).	The overall need to travel? The number of trips made by car?	Continued monitoring of air quality at selected locations (PCC). Detailed indicators for air quality being considered as part of LTP preparation process.
					Between 1999 and 2004, the volume of traffic entering the inner urban area during peak morning period increased by 3.5% (less than 1% per year on average).	LTP1 set a target of no growth in the number of vehicles entering the core area in the morning peak . Appropriate target to be set in LTP2 (PCC).	The number of peak morning trips made by car? Levels of traffic congestion?	Changes in area-wide road traffic mileage (mandatory LTP indicator - 2) Changes in peak period traffic flow to urban centres (mandatory LTP indicator - 6) Congestion in terms of vehicle delay (mandatory LTP indicator – 7) (PCC / National Travel Survey)
					Baseline data is currently being collected to assess the number of people / properties in the designated AQMAs.	Reduce the number of people directly affected by poor air quality (SA).	The local air quality of those people living in designated AQMAs?	An appropriate indicator is currently being considered as part of the LTP preparation process (PCC).
					Slight upward trend in bus patronage from 11,215 in 1999 to 11,572 in 2002.	Increase bus use by 10% between 2000 and 2010 (UK government).	The level of bus use?	ETM data Continued monitoring of bus patronage for BVPI purposes (BVPI 102) and mandatory LTP indicator (PCC)
					22% increase in patronage of Gosport and Isle of Wight ferries between 2000 and 2003.	Increase patronage of ferries (SA).	The level of use of ferries?	Continued monitoring of data received from ferry companies (PCC).
					Peak mode share of 7.8% for cycling (1998); this has declined in the number of cycling trips as to 5.5% by 2004.	Current Cycling Strategy target is to treble cycling by 2010 based on 2001 levels . LTP2 will set a new appropriate target (PCC).	The overall level of cycling? The ability to cycle safely?	Annualised index of cycle trips (PCC). 'Levels of cycling' is a mandatory LTP indicator – no.3.
					No baseline information on physical quantity / length of cycle lanes as yet.	None to date.	The overall provision of cycle lanes?	It is proposed to collect information on total length of cycle lanes (PCC).
					74% of secondary school children and 52% of primary school children walk to school.	Maintain and if possible increase the percentage of children walking to school (SA).	The percentage of children walking to school? The ability to walk to school safely?	Continued monitoring of journeys to primary and secondary schools (PCC).
					37 schools have green travel plans and 8 schools have safer routes engineering.	Increase the number of schools with green travel plans and safer routes engineering (SA).		Continued monitoring of school travel plans and safer routes to school (PCC)
					No baseline information on the number of businesses with green travel plans.	N/A	The number of businesses with green travel plans?	A method of measuring the number of businesses with green travel plans is being developed (PCC).

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
4	Biodiversity	To make sure that the city's most important wildlife species and habitats are protected, including those of international, national and local importance.	To contribute towards maintaining the Portsmouth Harbour SPA / Ramsar / SSSI in 'favourable condition'.	Biodiversity Flora & Fauna	95% of Portsmouth Harbour is currently in favourable condition (English Nature).	95% of SSSIs in favourable or recovering condition by 2010 (English Nature)	The integrity of the Portsmouth Harbour SPAs/Ramsar/SSSI taking into account potential loss of habitats and impacts upon the species which they support?	Percentage of SSSI in favourable condition. Monitored on six-yearly basis by English Nature, but continued liaison with EN should help to identify potential issues where necessary in the interim period.
			To contribute towards improving the condition of Langstone Harbour SAC / SPA / Ramsar / SSSI.	Biodiversity Flora & Fauna	75% of Langstone Harbour is currently in unfavourable / declining condition (English Nature).	95% of SSSIs in favourable or recovering condition by 2010 (English Nature)	The integrity of the Langstone Harbour SAC/SPA/Ramsar site taking into account potential loss of habitats and impacts upon the species which they support?	As above.
			To contribute towards improving the condition of the Portsdown SSSI.	Biodiversity Flora & Fauna	Majority (81%) in unfavourable condition but recovering (English Nature).	95% of SSSIs in favourable or recovering condition by 2010 (English Nature)	The integrity of the Portsdown SSSI taking into account potential loss of habitats and impacts upon the species which they support?	As above.
			To safeguard the nature conservation interest and seek positive management of sites of importance for nature conservation.	Biodiversity Flora & Fauna	130 hectares of land in city covered by SINC designation (PCC).	No net loss from current 130 hectares protected as SINC (SA). Protect / enhance the nature conservation value of SINC (SA).	The extent of SINC, and the nature conservation interest of these areas?	PCC will monitor net gains / losses to overall SINC areas. Impacts of activities (positive or negative) on the specific habitats defined within the SINC schedule will also be monitored.
			To safeguard the role of non-designated sites in supporting wildlife in the city	Biodiversity Flora & Fauna	No baseline has been established – the variety is too great – the most relevant baseline to each document will have to be collected as documents come forward	No net loss of non-designated sites that support wildlife (SA)	Non designated sites that support wildlife (including Brent Goose feeding sites)	Brent Goose feeding sites to be monitored with help of Hampshire Wildlife Trust; for other issues indicators will depend on site/species that is investigated in baseline as and when documents come forward
			To ensure no net loss of habitats covered by Biodiversity Action Plans (BAPs) and to seek opportunities for enhancement	Biodiversity Flora & Fauna		No net loss of habitats covered by BAPs (SA) Enhance the habitats covered by BAPs (SA)	The area of habitat covered by BAPs?	
5	Land	To maximise the use of the city's finite land supply and encourage urban renaissance.	To make the best use of previously developed land.	Material Assets	Between 99-100% housing has been delivered on brownfield sites over the past 3 years (LDPS monitoring - PCC).	60% target for re-use of PDL (UK government target, PPG3). 99% corporate target for re-use of PDL (BVPI 106)	The re-use of brownfield land?	% of housing developments delivered on brownfield land (LDPS annual monitoring – PCC/HCC).
					0.6% (25 ha) of city's land area is vacant; has remained fairly constant over recent years (NLUD returns).	Reduce the amount of vacant land (SA).	The re-use of vacant sites?	% of vacant land in city (NLUD annual returns - PCC).
					Over the past five years, the average density of development for approved schemes of over 10 units has been 135 dwellings per hectare.	Minimum residential development density of 30 dwellings per hectare (UK Government target, PPG3).	The density of development?	PCC to investigate ways of more accurately assessing the density of recent housing developments.

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
6	Landscape & Townscape Quality	To preserve and enhance the character and appearance of the city and its surroundings, including its built-up areas and its open spaces.	To ensure the highest quality of design in the built environment.	Landscape Cultural Heritage	No quantitative method of assessing the design quality of the built environment at present.	Maintain and improve the overall quality of new-build development (SA). Develop an indicator for assessing the quality of the built environment (SA/PCC corporate).	The quality / appearance of the built environment?	Possible MORI or Residents' Panel Survey question (MORI/PCC).
			To protect and enhance the city's valuable green spaces	Landscape	923 hectares of publicly accessible open space in the city - 20% of city's land area (PCC survey 1998/1999) although this is unevenly distributed through the city.	Maintain and increase where possible / appropriate (SA).	The quality and appearance of existing open spaces? Areas that are deficient in open space?	Monitor the loss / gain of open space year on year (LDPS monitoring - PCC/HCC).
			To foster positive perceptions of the city's attractiveness	Landscape Population	36% of residents agree that the city is attractive (PCC Residents' Panel Survey 2004).	55% by 2008 (Portsmouth Community Strategy 2004-2009).	The overall attractiveness of the city?	Percentage of residents that agree the city is attractive via the CS target (MORI/PCC).
			To contribute towards a 'greener' townscape / landscape by protecting trees.	Landscape	Approximately 4,000 trees protected by TPO - 214 individual orders (PCC).	Protect TPO trees, or, where this is not possible, ensure their replacement with mature specimens of equivalent value (SA). Complete the TPO review (SA).	Trees or groups of trees protected by TPO? (Non-TPO) street trees? Opportunities to plant new trees?	Number of trees protected by TPO (PCC monitoring). Difficult to monitor new tree planting with any degree of accuracy.
7	Heritage	To protect and conserve Portsmouth's historic, cultural and maritime heritage.	To maintain and protect listed buildings and their settings, and to reduce the number considered to be 'at risk'	Cultural Heritage	12 Grade I 31 Grade II* 403 Grade II	Maintain / increase the number of listed buildings (SA).	The character, appearance, condition or setting of any listed building?	Number of listed buildings (PCC).
					10 listed buildings 'at risk'	Reduce the number of listed buildings 'at risk' (SA).	The level of danger to an 'at risk' listed building?	Number of listed buildings 'at risk' (PCC / HCC).
			To maintain and protect the city's scheduled ancient monuments and their settings.	Cultural Heritage	18 SAMs	Protect ancient monuments (SA).	The character, appearance, condition or setting of any SAM?	Number of scheduled ancient monuments (PCC).
					7 'at risk'	Reduce the number 'at risk' (SA).	The level of danger to an 'at risk' SAM?	Number of SAMs 'at risk' (PCC/HCC/English Heritage).
			To maintain and protect the city's historic parks and gardens	Cultural Heritage	3 historic parks & gardens - Victoria Park Kingston Cemetery Southsea Common	Protect and enhance the historic and amenity value of these parks and gardens (SA).	The special historic interest / character of parks and their setting?	No obvious sustainability indicator.
8	Homes for Everyone	To ensure that good quality housing is readily available and attainable to all those who need it.	To deliver sufficient housing numbers to satisfy housing need within the city.	Population Material Assets	Average annual housing completion rate (1996-2003) is 523 dwellings per year.	Target currently 600 units per annum based on County Structure Plan requirement.	The supply of land for housing and the delivery of housing numbers?	Annual housing delivery rates (LDPS monitoring-PCC/HCC)

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
			To deliver sufficient affordable housing units to satisfy the needs of those on lower incomes.	Population Material Assets	Average net annual affordable housing completion rate (1996 to 2002) is 105 units per year (20% of new dwellings).	PCC Community Strategy includes an interim annual target of 300 affordable houses per year. Housing Needs Study estimates a shortfall of 2,964 units per year for next 5 years (Fordham Research).	The number of affordable housing units delivered?	Annual housing delivery rates (LDPS monitoring-PCC/HCC) and monthly returns (PCC).
9	Employment & Economy	To ensure that there are sufficient jobs within the city for those of working age, and that the city's economy is buoyant and diverse.	To maintain the role of the City Centre as a sub-regional centre and to ensure its continued vitality and viability.	Population Material Assets	Prime rents at £175 psf Yields 91% comparison shopping Overall ranking 73 out of 1,500. (Colliers CRE 2005 study)	Maintain / improve the robustness and competitiveness of the city centre's economy (SA).	The vitality and viability of the city centre?	City centre 'healthchecks' and annual retail monitoring (PCC). Possible future update of CRE study.
			To maintain the role of the Southsea as a town centre and to ensure its continued vitality and viability.	Population Material Assets	Prime rents at £50psf Yields 10% 89% comparison shopping Overall ranking 404 out of 1,500 (declining). (Colliers CRE 2005 study)	Maintain / improve the robustness and competitiveness of Southsea's economy and if necessary seek to diversify that role (SA).	The vitality and viability of Southsea centre?	City centre 'healthchecks' and annual retail monitoring (PCC). Possible future update of CRE study.
			To maintain Gunwharf Quays' role as a specialist shopping and leisure destination.	Population Material Assets	97% comparison shopping Overall ranking 565 out of 1,500 (new entrant). (Colliers CRE 2005 study)	Maintain / improve the robustness and competitiveness of the city centre's economy (SA).	The continued attractiveness of Gunwharf as a specialist destination?	City centre 'healthchecks' and annual retail monitoring (PCC). Possible future update of CRE study.
			To maintain Fratton's role as a district shopping centre.	Population Material Assets	53% comparison shopping High vacancy rates (Colliers CRE 2005 study)	Improve the robustness of this district shopping centre (SA).	The vitality and viability of Fratton district centre?	City centre 'healthchecks' and annual retail monitoring (PCC). Possible future update of CRE study.
			To maintain North End's role as a district shopping centre.	Population Material Assets	Yields 9.5% 74% comparison shopping Below average vacancy rates Overall ranking 685 out of 1,500 (declining) (Colliers CRE 2005 study)	Improve the robustness of this district shopping centre (SA).	The vitality and viability of North End district centre?	City centre 'healthchecks' and annual retail monitoring (PCC). Possible future update of CRE study.
			To maintain Cosham's role as a district shopping centre.	Population Material Assets	Yields 9% 64% comparison goods Below average vacancy rates Overall ranking 421 out of 1,500 (improving) (Colliers CRE 2005 study)	Maintain and improve the robustness of this district shopping centre (SA).	The vitality and viability of Cosham district centre?	City centre 'healthchecks' and annual retail monitoring (PCC). Possible future update of CRE study.
10	Education & Lifelong Learning	To ensure that everyone in the city has access to education and learning at all stages of life, to raise educational attainment levels and to help everyone to achieve the necessary skills to	To provide adequate educational facilities and contribute towards raising educational attainment levels.	Population	45% of pupils gained five or more GCSEs at grades A*-C.	Target of 55% of people achieving 5 or more GCSEs at grades A*-C (NVQ2) by end of 2004/05 academic year (BVPI 38, PCC Corporate Plan & Portsmouth Community Strategy 2004-2009).	The provision of high quality, accessible facilities for education and lifelong learning? Standards of educational attainment?	Ongoing monitoring of educational attainment (GCSE grades A*-C) for BVPI 38, PCC Corporate Strategy & Community Strategy (PCC).

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
		acquire and retain fulfilling employment.			28% of residents gain no qualification 18% of residents achieve NVQ1 19% of residents achieve NVQ2 11% of residents achieve NVQ3 18% of residents achieve NVQ4 + 7% of residents achieve another qualification. (2001 census – note residents rather than pupils)	Increase number of residents with NVQ2 and higher (SA).		Comparison with future census data (ONS).
					18,000 students at Portsmouth University in 2005 (approximately 63% increase from 1992).	University's projected increase to 20,000 by 2010.	Number of places and facilities for university students? Integration of university activities and students with wider Portsmouth population?	Monitoring of student numbers and halls of residence bedspaces in conjunction with UoP (PCC) – further work is needed on this.
11	Health & Wellbeing	To promote and improve standards of health within the city's population.	To increase life expectancy and reduce mortality levels.	Human health Population	Average life expectancy is 75.3 for males and 79.9 for females. There is noticeable variation between wards. (National Statistics; 2001-2003). The rate is rising slowly.	Reduce by at least 10% the gap between the average life expectancy in Portsmouth and that for the South East region by 2009 (Portsmouth Community Strategy 2004-2009).	Opportunities to participate in healthy pursuits? Health of the city's population? The provision of adequate healthcare facilities?	Monitor average life expectancy year on year via ONS statistics.
				Human health Population	The following are the main causes of death: heart disease 39.9% (downward trend); cancer 25.3% (slight downward trend); respiratory disease 12.8% (fluctuating); other 21.9% (National Statistics 1991-2003).	Reduce the proportion of deaths from heart disease, cancer and respiratory disease (SA).		Monitor causes of death year on year via ONS statistics.
				Human health Population	Standardised Mortality Ratio for 2003 was 103 – represents slight increase on 102 in 2002 (National Statistics).	Reduce the SMR score to below 100 - the average England & Wales rate (SA).		Monitor SMR year on year via ONS statistics.
			To reduce the number of people who die prematurely, whose quality of life is impaired by poor health, or who are disabled.	Human Health Population	5 'super output areas' are in the 10% most deprived for this issue in England (Index of Multiple Deprivation).	Improve the city's performance in this IMD domain (SA).		Future IMD ranking (ODPM).
			To improve infant health and reduce infant mortality rates.	Human Health Population	Low birth weight babies per 100 births: 7.7 - declining rate (National Statistics 2003 – based on very small sample).	Reduce the number of low birth weight babies (SA).	Infant health?	Monitor low birth weight babies year on year via ONS statistics.

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
					Infant Mortality per 1000 live births: 4 - declining rate (National Statistics 2003 – based on very small sample).	Reduce by at least 10% the gap between the infant mortality rate in Portsmouth and that for the South East by 2009 (Portsmouth Community Strategy 2004-2009).		Monitor infant mortality year on year via ONS statistics.
12	Leisure & Recreation	To ensure that there are opportunities for everyone to participate in fulfilling, healthy and rewarding leisure and recreational activities to suit a full range of needs and interests.	To ensure that everyone has access to pleasant, multi-functional amenity parks and gardens across the city.	Population Human Health Landscape	86% of the city's residents live within 1,000 metres (1km) of a significant park or garden as the crow flies (PCC catchment analysis). In a parks user survey, 95% of respondents were either satisfied or very satisfied with the city's parks and gardens (PCC user survey, 2004/05)	Increase the proportion of people who live within these catchments where possible (SA). Maintain this level of satisfaction, and if possible improve to include the remaining 5%.	The quality and quantity of greenspace in the city? The accessibility of greenspace? The provision of safe pedestrian routes to these facilities?	Ongoing monitoring of people's accessibility to greenspace via catchment area analysis (PCC). Further PCC parks user surveys.
			To ensure that all the city's children have access to a high quality play area.	Population Human Health	80% of the city's residents live within 500 metres of a children's play area as the crow flies (PCC catchment analysis). 98% are within a 15 minute walk of a play area (PCC Play 2000 catchment definition). In a parks user survey, 63% of respondents were either satisfied or very satisfied with the city's play areas (PCC user survey, 2004/05)	Increase the proportion of people who live within these catchments where possible (SA). Improve this level of satisfaction (SA).	The quality and coverage of children's play areas in the city? The accessibility of children's play areas? The provision of safe pedestrian routes to these facilities?	Ongoing monitoring of people's accessibility to greenspace via catchment area analysis and Play 2000 standards (PCC). Percentage of users that are satisfied with play areas (MORI/PCC).
			To ensure that there is an adequate supply of high quality outdoor sports pitches to cater for the city's needs.	Population Human Health	12 sports pitch sites owned and maintained by PCC. A further 9 pitch sites owned by other organisations to which there is some public access (PCC Sports Pitches Assessment).	Maintain and where possible improve the quality of these facilities (SA).	The overall supply of sports pitches? The quality of these pitches (including drainage and changing facilities)?	Future Playing Pitch Assessment in accordance with Sport England methodology (PCC).
13	Quality of Life	To make Portsmouth a safe, comfortable and friendly place where people want to live, work and visit.	To make Portsmouth the home of residents' choice.	Population Material Assets	75% of residents moved to their current Portsmouth home from elsewhere in the city (Housing Needs Study, Fordham Research, 2004). 59% of existing households and 50% of potential households would like to move within Portsmouth. 67% of existing households expect to stay in Portsmouth when they next move.	Not applicable. Reduce the gap between the number of households that expect to stay in Portsmouth and the number that would like to stay (SA).	People's choice of location for their next home? The attractiveness of the city as a place to live?	Difficult to monitor effectively, apart from via a future HNS.
			To improve the quality of people's living environment.	Climatic Factors Air Population	7 'super output areas' in Portsmouth are in the 10% with the most deprived outdoors living environments in England, (Index of Multiple Deprivation).	Improve the city's performance in this IMD domain (SA).	Levels of congestion and emissions from traffic? The potential for road traffic accidents?	Future IMD ranking (ODPM)

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	SEA DIRECTIVE ISSUES	CURRENT BASELINE / RECENT TRENDS (& source)	TARGET (quantify or directional)	ASSESSMENT CRITERIA: "what impact does the policy / proposal have upon ..."	POSSIBLE SUSTAINABILITY INDICATORS
					No baseline data on environmental noise as yet.	Decrease the number of people adversely affected by environmental noise (SA).	Noise levels to which the city's residents are exposed?	The city council is currently looking into ways of monitoring the numbers of people exposed to environmental noise above a certain level.
			To reduce danger to all road users.	Population	Total people killed or seriously injured (KSI) on Portsmouth's roads decreased from 140 in 1998 to 109 in 2004 - 22% decrease. Children KSI fell from 23 to 13 - 43% decrease (KeyACCIDENT database).	To reduce the total number KSI by 40% by 2010. To reduce the number of children KSI by 50% by 2010. To reduce the number of slight injuries by 10% by 2010.	The potential for road traffic accidents?	Future levels of all people and children killed or seriously injured, and slight injuries (KeyACCIDENT figures).
			To improve the quality of roads and footways.	Population	Condition of roads and footways is generally considered to be improving, but no reliable quantifiable data is currently available.	To improve the condition of roads and footways in Portsmouth (SA).	The condition of Portsmouth's roads and footways?	BVPIs 96, 97a, 97b and 187 are mandatory LTP indicators. PCC is currently considering the best method of assessing this issue.

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

Plan Objective: To encourage development which minimises human exposure to poor air quality

	There are inherent tensions between the objectives
	Both tensions and compatibility are possible between the objectives
	The objectives are compatible
	No significant link between the objectives

Sustainability Objective (see Appendix 2)	Compatibility with Air Quality SPD Objective
Climate Change & Emissions	Both the sustainability objective and the objective of the SPD seek the reduction of emissions
Natural Resources	No significant link – issue scoped out
Coast & Water	No significant link – issue scoped out
Biodiversity	While an overall improvement in air quality could have a positive impact on biodiversity, the aim of minimising <i>human</i> exposure could potentially result in negative impacts on biodiversity eg by diverting traffic away from more populated to less populated ones, which may be richer in biodiversity
Land	High density development reduces the need to travel and thereby could improve air quality. On the other and, the focus with regard to air quality is on minimising exposure and higher densities could lead to more people being exposed to poor air quality in certain locations.
Landscape & Townscape Quality	Design to minimise exposure to poor air quality has the potential to work against good design in terms of landscape and townscape quality.
Heritage	No significant link
Homes for Everyone	Locational restrictions as a result of minimising exposure could affect housing supply, but an element of good quality housing and living environments is definitely good air quality
Employment & Economy	The aim of improving air quality has the potential to restrict certain types of employment uses, but a place with less of an air pollution problem will be generally more attractive to non polluting businesses and their customers
Education & Lifelong Learning	Good access to educational facilities will reduce the need to travel and improve air quality. However, minimising exposure may mean restrictions on the location of educational facilities
Health & Wellbeing	The aim of reducing human exposure to poor air quality is based on health considerations
Leisure & Recreation	Good access to recreational facilities will reduce the need to travel and improve air quality. However, minimising exposure may mean restrictions on the location of recreational facilities
Quality of Life	Only a place with good air quality will feel safe, comfortable and friendly
Social Inclusion	No significant link – issue scoped out
Community Satisfaction & Involvement	No significant link – issue scoped out

Appendix 6: Explanation of Scores used in Assessment of Base Policy

<p style="text-align: center;">✓ Direct positive effect</p>	Where a policy directly aims to encourage / promote one of the sustainability criteria.
<p style="text-align: center;">(✓) Indirect positive effect</p>	Where a positive effect on one of the criteria may arise from a policy even though this is not a direct aim of the policy.
<p style="text-align: center;">x Negative effect</p>	Where a policy is likely to have an adverse effect on one of the sustainability criteria.
<p style="text-align: center;">? Uncertain overall effect</p>	Where there is relationship between a policy and one of the criteria but where the effect is uncertain. Also, where there may be some positive and some negative effects on the different tests, thereby making the overall effect uncertain.
<p style="text-align: center;">?✓ Possible positive effect</p>	Where there is a possibility of a policy having a positive effect on a criterion, but this is uncertain, or the impact is minimal.
<p style="text-align: center;">?x Possible negative effect</p>	Where there is a possibility of a policy having a negative effect on a criterion, but this is uncertain, or the impact is minimal.
<p style="text-align: center;">∅ No direct relationship</p>	Where there is no direct relationship between a policy and a criterion.

Appendix 6: Appraisal of Base Policy DC5: Amenity and Pollution

CRITERION		PREDICTED IMPACT	COMMENTARY
1	HOUSING	?X	Could preclude the provision of housing on some sites (adjacent to existing/projected levels of pollution).
2	EMPLOYMENT & ECONOMY	?X	Could preclude the location of some employment uses on some sites, especially close to sensitive land uses (especially housing).
3	EQUITY	∅	Policy aims to ensure that no-one is disadvantaged by amenity issues, therefore no direct equity issue in this context.
4	COMMUNITY FACILITIES	∅	No impact upon provision of community facilities.
5	LAND	∅	No impact upon the efficient use of land in general caused by the policy per se, although could place some restrictions on specific sites.
6	NATURAL RESOURCES	✓	Protection of water quality through pollution controls.
7	TRAFFIC IMPACTS	(✓)	Emphasis upon minimising, or reducing, air pollution through traffic emissions could result in greater emphasis upon reducing the need to travel in development proposals.
8	LOCAL AMENITY	✓	Policy directly seeks to protect local amenity from potential adverse impacts of land use and development.
9	ENERGY EFFICIENCY	∅	No impact on built environment energy efficiency.
10	WASTE MANAGEMENT	∅	No impact on waste management.
11	NATURE CONSERVATION	∅	No direct impact upon nature conservation, although policy could be used to prevent disturbance/impact upon adjacent natural sites.
12	OPEN SPACE	∅	No impact upon provision or protection of open space.
13	LANDSCAPE & TOWNSCAPE QUALITY	?X	Measures taken to control local amenity, such as air ducts/filters, can impact on building design.
14	CULTURE & HERITAGE	?	Could be a similar issue with historic buildings and areas, although stronger control for designated sites.
15	SAFETY & SECURITY	∅	No direct impact upon safety and security issues.

Conclusions:

This policy is aimed at safeguarding the amenity of residents and others from any potential adverse impacts of development.

APPENDIX 7: AIR QUALITY SUPPLEMENTARY PLANNING DOCUMENT - SUSTAINABILITY APPRAISAL

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
1	Climate Change & Emissions	To minimise the emission of 'greenhouse gases' and other pollutants in order to create a cleaner city and to contribute towards a reduction in pollution and global warming.	To reduce the level of emissions generated by private cars.	The overall need to travel?	?x	There is a possibility that air quality considerations will restrict the (co)location of certain uses. There is therefore a possibility that this will increase the need to travel, though this is uncertain and DC5 already addresses this to a certain extent. The impact of the SPD would therefore be minimal.
				The number of trips made by car?	√	Measures to reduce poor air quality might include eg restrictions on car parking provision and encouraging other forms of transport, which could reduce the number of trips made by car
				The number of peak morning trips made by car?	√	Measures to reduce poor air quality might include eg restrictions on car parking provision and encouraging other forms of transport, which could reduce the number of peak morning trips made by car
				Levels of traffic congestion?	√	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
				The local air quality of those people living in designated AQMAs?	√	It is the aim of the SPD to improve air quality, particularly in AQMAs

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
				The level of bus use?	√	The SPD directly seeks to reduce emission eg by limiting car use and improving public transport facilities, it is hoped that this will lead to an increase in bus use
				The level of use of ferries?	∅	The SPD does not have an impact on this issue
				The overall level of cycling?	√	Some of the measures for reducing emissions from traffic may include encouraging cycling eg through increased provision of cycle lanes.
				The ability to cycle safely?	(√)	Some of the measures for reducing emissions from traffic may include encouraging cycling eg through increased provision of cycle lanes., which could improve cycle safety, though this in itself is not a matter the SPD seeks to achieve.
				The overall provision of cycle lanes?	√	Some of the measures for reducing emissions from traffic may include encouraging cycling eg through increased provision of cycle lanes.
				The percentage of children walking to school?	?	The SPD encourages the development of green travel plans, which may encourage children to walk to school. However there is a possibility that air quality considerations will restrict the location of new schools, which could impact on the feasibility of walking.

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
				The ability to walk to school safely?	(√)	Some of the measures for reducing emissions from traffic may include encouraging walking and school travel plans. This could improve safety, though this in itself is not a matter the SPD seeks to achieve.
				The number of businesses with green travel plans?	√	Measures to reduce poor air quality might include eg restrictions on car parking provision and encouraging businesses to draw up green travel plans
4	Biodiversity	To make sure that the city's most important wildlife species and habitats are protected, including those of international, national and local importance.	To contribute towards maintaining the Portsmouth Harbour SPA / Ramsar / SSSI in 'favourable condition'.	The integrity of the Portsmouth Harbour SPAs/Ramsar/SSSI taking into account potential loss of habitats and impacts upon the species which they support?	?√	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.
			To contribute towards improving the condition of Langstone Harbour SAC / SPA / Ramsar / SSSI.	The integrity of the Langstone Harbour SAC/SPA/Ramsar site taking into account potential loss of habitats and impacts upon the species which they support?	?√	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.
			To contribute towards improving the condition of the Portsdown SSSI.	The integrity of the Portsdown SSSI taking into account potential loss of habitats and impacts upon the species which they support?	?√	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.
			To safeguard the nature conservation interest and seek positive management of sites of importance for nature conservation.	The extent of SINCs and the nature conservation interest of these areas?	?√	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.

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
			To maintain and extend population levels of internationally, nationally, regionally and locally important species such as Brent Geese and shore birds	Non-designated sites that support wildlife (including Brent Goose feeding sites)?	?√	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.
			To ensure no net loss of habitats covered by Biodiversity Action Plans (BAPs) and to seek opportunities for enhancement	The area of habitat covered by BAPs?	∅	The SPD does not have an impact on this issue
				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.
5	Land	To maximise the use of the city's finite land supply and encourage urban renaissance.	To make the best use of previously developed land.	The re-use of brownfield land?	∅	The SPD does not have an impact on this issue
				The re-use of vacant sites?	?X	Locational restrictions as a result of the SPD may restrict the re-use of certain sites
				The density of development?	?X	Locational and design restrictions as a result of the SPD may mean that less units can be accommodated on certain sites
6	Landscape & Townscape Quality	To preserve and enhance the character and appearance of the city and its surroundings, including its built-up areas and its open spaces.	To ensure the highest quality of design in the built environment.	The quality / appearance of the built environment?	?X	Designs to address air quality have the potential to be unattractive visually.
			To protect and enhance the city's valuable green spaces	The quality and appearance of existing open spaces?	∅	The SPD does not have an impact on this issue
				Areas that are deficient in open space?	∅	The SPD does not have an impact on this issue

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
			To foster positive perceptions of the city's attractiveness	The overall attractiveness of the city?	?	The SPD could have both positive and negative impacts – designs to address air quality have the potential to be unattractive visually however, a place with a lesser air quality problem is likely to be perceived as more attractive.
			To contribute towards a 'greener' townscape / landscape by protecting trees.	Trees or groups of trees protected by TPO?	∅	The SPD does not have an impact on this issue
				(Non-TPO) street trees?	∅	The SPD does not have an impact on this issue
				Opportunities to plant new trees?	∅	The SPD does not have an impact on this issue
7	Heritage	To protect and conserve Portsmouth's historic, cultural and maritime heritage.	To maintain and protect listed buildings and their settings, and to reduce the number considered to be 'at risk'	The character, appearance, condition or setting of any listed building?	?√	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.
				The level of danger to an 'at risk' listed building?	∅	The SPD does not have an impact on this issue
			To maintain and protect the city's scheduled ancient monuments and their settings.	The character, appearance, condition or setting of any SAM?	?√	A reduction in poor air quality as a result of the SPD could have a positive impact on the appearance of SAMs, but the impact will be minimal.
				The level of danger to an 'at risk' SAM?	∅	The SPD does not have an impact on this issue
			To maintain and protect the city's historic parks and gardens	The special historic interest / character of historic parks and their setting?	∅	The SPD does not have an impact on this issue
8	Homes for Everyone	To ensure that good quality housing is readily available and attainable to all those who need it.	To deliver sufficient housing numbers to satisfy housing need within the city.	The supply of land for housing and the delivery of housing numbers?	?X	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

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
			To deliver sufficient affordable housing units to satisfy the needs of those on lower incomes.	The number of affordable housing units delivered?	?X	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
9	Employment & Economy	To ensure that there are sufficient jobs within the city for those of working age, and that the city's economy is buoyant and diverse.	To maintain the role of the City Centre as a sub-regional centre and to ensure its continued vitality and viability.	The vitality and viability of the city centre?	(√)	It is not a direct aim of the SPD to improve the vitality and viability of town centres, but it seeks to address issues such as odour, which could have a positive impact
			To maintain the role of the Southsea as a town centre and to ensure its continued vitality and viability.	The vitality and viability of Southsea centre?	(√)	It is not a direct aim of the SPD to improve the vitality and viability of town centres, but it seeks to address issues such as odour, which could have a positive impact
			To maintain Gunwharf Quays' role as a specialist shopping and leisure destination.	The continued attractiveness of Gunwharf as a specialist destination?	(√)	It is not a direct aim of the SPD to improve the vitality and viability of town centres, but it seeks to address issues such as odour, which could have a positive impact
			To maintain Fratton's role as a district shopping centre.	The vitality and viability of Fratton district centre?	(√)	It is not a direct aim of the SPD to improve the vitality and viability of town centres, but it seeks to address issues such as odour, which could have a positive impact
			To maintain North End's role as a district shopping centre.	The vitality and viability of North End district centre?	(√)	It is not a direct aim of the SPD to improve the vitality and viability of town centres, but it seeks to address issues such as odour, which could have a positive impact
			To maintain Cosham's role as a district shopping centre.	The vitality and viability of Cosham district centre?	(√)	It is not a direct aim of the SPD to improve the vitality and viability of town centres, but it seeks to address issues such as odour, which could have a positive impact

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
10	Education & Lifelong Learning	To ensure that everyone in the city has access to education and learning at all stages of life, to raise educational attainment levels and to help everyone to achieve the necessary skills to acquire and retain fulfilling employment.	To provide adequate educational facilities and contribute towards raising educational attainment levels.	The provision of high quality, accessible facilities for education and lifelong learning?	?	An educational facility exposed to unacceptable levels of pollutants cannot be considered high quality. However, locational restrictions as a result of air quality considerations may result in less accessible facilities.
				Standards of educational attainment?	∅	The SPD does not have an impact on this issue
				Number of university places and facilities?	∅	The SPD does not have an impact on this issue
				Integration of university activities and students with wider Portsmouth population?	∅	The SPD does not have an impact on this issue
11	Health & Wellbeing	To promote and improve standards of health within the city's population.	To increase life expectancy and reduce mortality levels. and To reduce the number of people who die prematurely, whose quality of life is impaired by poor health, or who are disabled.	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
				Health in the cities population?	√	The main aim of the SPD is to minimise the impact of poor air quality on human health.
			To improve infant health and reduce infant mortality rates.	The provision of adequate healthcare facilities?	∅	The SPD does not have an impact on this issue
				Infant health?	√	The main aim of the SPD is to minimise the impact of poor air quality on human health
12	Leisure & Recreation	To ensure that there are opportunities for everyone to participate in fulfilling, healthy and rewarding	To ensure that everyone has access to pleasant, multi-functional amenity parks and gardens across	The quality and quantity of greenspace in the city?	∅	The SPD does not have an impact on this issue
				The accessibility of greenspace?	∅	The SPD does not have an impact on this issue

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
		leisure and recreational activities to suit a full range of needs and interests.	the city.	The provision of safe pedestrian routes to these facilities?	∅	The SPD does not have an impact on this issue
			To ensure that all the city's children have access to a high quality play area.	The quality and coverage of children's play areas in the city?	∅	The SPD does not have an impact on this issue
				The accessibility of children's play areas?	∅	The SPD does not have an impact on this issue
				The provision of safe pedestrian routes to these facilities?	∅	The SPD does not have an impact on this issue
				The overall number and distribution of children's play areas?	∅	The SPD does not have an impact on this issue
			To ensure that there is an adequate supply of high quality outdoor sports pitches to cater for the city's needs.	The overall supply of sports pitches?	∅	The SPD does not have an impact on this issue
				The quality of these pitches (including drainage and changing facilities)?	∅	The SPD does not have an impact on this issue
			13	Quality of Life	To make Portsmouth a safe, comfortable and friendly place where people want to live, work and visit.	To make Portsmouth the home of residents' choice.
The attractiveness of the city as a place to live?	?√	Air quality may play a minor role in people's perceptions of the city's attractiveness				
To improve the quality of people's living environment.	Levels of congestion and emissions from traffic?	√				Traffic congestion is a key contributor to poor air quality and the SPD includes advice on traffic congestion reduction measures in order to address emissions from cars
	The potential for road traffic accidents?	∅				The SPD does not have an impact on this issue

No.	ISSUE	SUSTAINABILITY OBJECTIVE	DEFINED SUB-ISSUES	ASSESSMENT CRITERIA: "what impact does the SPD have upon ..."	SA SCORE	REASON FOR SCORE
				Noise levels to which the city's residents are exposed?	(√)	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.
			To reduce danger to all road users.	The potential for road traffic accidents?	∅	The SPD does not have an impact on this issue
			To improve the quality of roads and footways.	The condition of Portsmouth's roads and footways?	∅	The SPD does not have an impact on this issue

Key for scores:

✓ Direct positive effect	Where the SPD directly aims to encourage / promote the sustainability criterion
(√) Indirect positive effect	Where a positive effect on the criterion may arise from the SPD even though this is not a direct aim of the SPD
* Negative effect	Where the SPD is likely to have an adverse effect on the sustainability criterion
? Uncertain overall effect	Where there may be some positive and some negative effects, thereby making the overall effect uncertain. Also, where there is relationship between the SPD and one of the criteria but the effect is uncertain
?✓ Possible positive effect	Where there is a possibility of the SPD having a positive effect on a criterion, but this is uncertain, or the impact is minimal
?* Possible negative effect	Where there is a possibility of the SPD having a negative effect on a criterion, but this is uncertain, or the impact is minimal
∅ No direct relationship or no impact	Where there is no direct relationship between the SPD and the criterion or where the SPD has no additional impact over and above the provisions of the policy